

Public Document Pack



MEETING:	Cabinet
DATE:	Wednesday 6 September 2023
TIME:	10.00 am
VENUE:	Council Chamber, Barnsley Town Hall
PUBLIC WEB LINK:	https://barnsley.public-i.tv/core/portal/webcasts

AGENDA

1. Declaration of pecuniary and non-pecuniary interests
2. Leader - Call-in of Cabinet decisions

Minutes

3. Minutes of the previous meeting held on 16 August 2023 (Cab.6.9.2023/3)
(Pages 3 - 6)

Items for Noting

4. Decisions of Cabinet Spokespersons (Cab.6.9.2023/4)

Petitions

5. Petitions received under Standing Order 44 (Cab.6.9.2023/5)

Items for Decision/Recommendation to Council

Overview and Scrutiny Report

6. Overview and Scrutiny Work Programme 2023/24 (Cab.6.9.2023/6)
(Pages 7 - 14)

Regeneration and Culture Spokesperson

7. Response to Inclusive Economy Overview and Scrutiny Committee Task and Finish Group (Cab.6.9.2023/7) (Pages 15 - 28)

Environment and Highways Spokesperson

8. Armroyd Lane, Elsecar - Proposed Traffic Regulation Order (Cab.6.9.2023/8)
(Pages 29 - 50)
9. Mapplewell Drive and Carr Green Lane, Mapplewell - Proposed Traffic Regulation Order (Cab.6.9.2023/9) (Pages 51 - 72)

To: Chair and Members of Cabinet:-

Councillors Houghton CBE (Chair), Cain, T. Cave, Franklin, Frost, Higginbottom, Howard, Makinson and Newing

Cabinet Support Members:

Councillors Bellamy, Bowser, Cherryholme, Moyes, Osborne, Peace and Sheard

Chair of Overview and Scrutiny Committee

Chair of Audit Committee

Sarah Norman, Chief Executive

Wendy Popplewell, Executive Director Core Services

Carly Speechley, Executive Director Children's Services

Wendy Lowder, Executive Director Place Health and Adult Social Care for Barnsley

Matt O'Neill, Executive Director Growth and Sustainability

Julia Burrows, Executive Director Public Health and Communities

Neil Copley, Director of Finance (S151 Officer)

Sukdave Ghuman, Service Director Law and Governance (Monitoring Officer)

Michael Potter, Service Director Business Improvement, HR and Communications

Katie Rogers, Head of Communications and Marketing

Anna Marshall, Scrutiny Officer

Corporate Communications and Marketing

Please contact Sukdave Ghuman by email governance@barnsley.gov.uk

Tuesday 29 August 2023



MEETING:	Cabinet
DATE:	Wednesday 16 August 2023
TIME:	10.00 am
VENUE:	Council Chamber, Barnsley Town Hall

MINUTES

Present Councillors Houghton CBE (Chair), Cain, Franklin, Higginbottom, Howard, Makinson and Newing

Members in Attendance: Councillors Bellamy, Cherryholme, Moyes, Osborne, Peace and Sheard

69. Declaration of pecuniary and non-pecuniary interests

Councillor Sheard declared a non-pecuniary interest as a Barnsley Hospital Governor in respect of the agenda as a whole.

Councillor Osborne declared a non-pecuniary interest as a Berneslai Homes Board Member in respect of Minute Number 78.

70. Leader - Call-in of Cabinet decisions

The Leader reported that no decisions from the previous meeting held on 26 July 2023 had been called in.

71. Minutes of the previous meeting held on 26 July 2023 (Cab.16.8.2023/3)

The minutes of the meeting held on 26 July 2023 were taken as read and signed by the Chair as a correct record.

72. Decisions of Cabinet Spokespersons (Cab.16.8.2023/4)

The Record of Decisions taken by Cabinet Spokespersons under delegated powers during the week ending 21 July 2023 were noted.

73. Action Taken under Paragraph B5 of the Responsibility for Executive Functions - Officer Delegations Contained in the Council Constitution (Cab.16.8.2023/5)

RESOLVED that the action taken by Executive Director Growth and Sustainability under Paragraph B5 of the Responsibility for Executive Functions – Officer Delegations, as contained within the Appendix attached to the report now submitted and detailed below, be noted:-

1. Town Centre Regeneration Project – Commercially Sensitive Acquisition Negotiations

Date of Decision – 28 July 2023

That the Executive Director, Growth and Sustainability, after consultation with the Leader and Cabinet Spokesperson for Regeneration and Culture:-

1. Notes the rationale for urgency as laid out in the report; and
2. Approves the recommendations as laid out in section 2.1 of the report; and
3. Notes the delegations set out in section 2.1 of the report.

Due to the likely disclosure of exempt information as described by the specific paragraphs of Part I, of Schedule 12A of the Local Government Act 1972, as amended, as follows:-

- Paragraph 3 - Financial and Business Affairs – Information which, if disclosed to the public would, or would be likely to, prejudice the financial or business affairs of any particular person (including the Local Authority holding the information). Financial or business affairs include contemplated, as well as past or current activities.

74. Petitions received under Standing Order 44 (Cab.16.8.2023/6)

It was reported that no petitions had been received under Standing Order 44.

75. Outcomes of the Inspection of Youth Justice Services in Barnsley (Cab.16.8.2023/7)

RECOMMENDATION TO FULL COUNCIL ON 28 SEPTEMBER 2023

RESOLVED that Cabinet:-

1. Notes the report and recommends that it be submitted for consideration at the meeting of Full Council on 28th September 2023; and
2. Notes that any recommended actions within the report will be considered in response to the outcome of the report through an associated improvement plan.

76. Annual Report of the Barnsley Local Safeguarding Children Partnership 2022/23 (Cab.16.8.2023/8)

RESOLVED that Cabinet receives the Annual Report of the Barnsley LSCP and notes the progress made by the LSCP in relation to its statutory role and functions, as part of Cabinet's continued consideration of the Borough's arrangements for safeguarding vulnerable adults and children.

77. Adults Safeguarding Annual Report (Cab.16.8.2023/9)

RESOLVED that Cabinet notes the Annual Report, in conjunction with the progress of the Board in meeting its responsibilities to keep adults in Barnsley safe.

78. Berneslai Homes Annual Performance Report 2022/23 (Cab.16.8.2023/10)

RESOLVED that Cabinet:-

1. Acknowledges Berneslai Homes performance for 2022/23 against agreed targets; noting continued performance against key KPIs and those exception areas where actions have been put in place to ensure that Berneslai Homes provides a high performing, effective and efficient service to council tenants and continues to improve and develop their services putting tenants at the heart of service design and delivery; and
2. Notes progress against the Annual Business Action Plan for 2022/23; and
3. Supports the proposal that Berneslai Homes move from Investors in People (IIP) Accreditation towards a Customer Service focussed accreditation model and delegates authority to the Service Director for Law and Governance to make any necessary amendments to the Services Agreement to accommodate this.

79. Council House Building Safety Budgets 2023/24 (Cab.16.8.2023/11)

RESOLVED that Cabinet:-

1. Approves the HRA 2023/24 Fire Safety Budget – High Rise in scope buildings; and
2. Approves the HRA 2023/24 Spandrel Panels Budget; and
3. Approves the HRA 2023/24 Asbestos removal Wombwell and Royston Budget.

80. Exclusion of Public and Press

RESOLVED that the public and press be excluded from the meeting during consideration of the following items, because of the likely disclosure of exempt information as described by the specific paragraphs of Part I of Schedule 12A of the Local Government Act 1972 as amended, as follows:-

<u>Item Number</u>	<u>Type of Information Likely to be Disclosed</u>
81	Paragraph 3
82	Paragraph 3

81. Notification to award the contract for the Management of the Household Waste Recycling Centres (HWRC) (Cab.16.8.2023/13)

RESOLVED that Cabinet agree with the decision to award the HWRC contract to HW Martins Ltd with the understanding that a decision to award the Contract to HW Martins will enable the respective Councils to deliver their Statutory Functions efficiently and maintain compliance with the Public Contract Regulations 2015 and the Council's Contract Procedure Rules.

82. The Seam Gateway Review (Cab.16.8.2023/14)

RESOLVED that Cabinet:-

1. Agree to bring the current Seam Digital Campus project and associated deliverables - multi-storey car park (MSCP), active travel hub (ATH), public realm and residential plots to a close, on the basis of the recommendations of the RIBA 4 gateway project review; and
2. Support an alternative proposal for the Seam Digital Campus which will continue to deliver the town centre parking spaces, EV charging, active travel hub provision, safeguard land as required for future transport infrastructure projects and improved public realm to support the digital campus. (Identified in the report as option 2e); and
3. Agree to withdraw the reserved matters planning application for the MSCP, ATH and public realm and the Outline permission for residential plots 1 and 2 on the lower Seam car park; and
4. Approve the commencement of a procurement exercise to identify a Project Management Design Team (PMDT) for the development of pre-construction design associated with delivery of the revised project; and
5. Agree to the pursuing of discussions with external investment partners around the use of investment for the alternative scheme as part of option 2e, or related to a different project, such as the rejuvenating the town centre project. These alternative schemes then forming the basis of revised business cases for submission to external investment partners; and
6. Agree that option 2e will be costed following the appointment of a PMDT and further discussions have taken place with external investment partners. When these further details have been confirmed a further report will be presented to Cabinet; and
7. Note and accept the risk that the Council will potentially lose some, or all of the investment received/due to be received from external investment partners; and
8. Agree to maintain the vision of a digital campus, commercial led development on the upper Seam car park and pursue opportunities to achieve this in line with the above recommendations. Any future definitive proposals for development located on the upper tier of the Seam development being subject to further Cabinet approvals; and
9. Approve the maintenance of the existing Seam board arrangements for the provision of project governance and oversight for the emerging alternative development on the Seam, and for a Cabinet gateway approval to be sought at key milestones aligned to the RIBA stages of design development.

.....
Chair

BARNSELEY METROPOLITAN BOROUGH COUNCIL

REPORT OF: Executive Director - Core Services

TITLE: Overview and Scrutiny Work Programme for the 2023/24 Municipal Year

REPORT TO:	CABINET
Date of Meeting	6th September 2023
Cabinet Member Portfolio	Core Services
Key Decision	No
Public or Private	Public

Purpose of report

To outline the proposed draft work programme for 2023/24 for the Overview & Scrutiny Committee (OSC) and its three Task & Finish Groups (TFGs).

Council Plan priority

Sustainable Barnsley
 Growing Barnsley
 Healthy Barnsley
 Learning Barnsley
 Enabling Barnsley

Recommendations

That Cabinet:

1. Note the proposed Overview and Scrutiny Work Programme for 2023/24 as outlined in sections 2.3 and 2.4 of this report whilst acknowledging that this is subject to change should any urgent issues arise.

1. INTRODUCTION

- 1.1 Scrutiny was introduced in the Local Government Act 2000 (following the abolition of the old committee structure) as a means to hold the new council cabinets to account for the decisions they make. Since then, subsequent acts of parliament have bolstered Scrutiny by extending its remit (and its statutory responsibilities) beyond the council to the work of partner organisations as well. Much of this legislation was consolidated in the Localism Act 2011. This includes Overview and Scrutiny having a specific role in exercising the Authority's powers in relation to the scrutiny of health services and the crime

and disorder partnership in the borough. Statutory Guidance on Overview and Scrutiny in Local and Combined Authorities was released in 2019, providing further advice on policies and practices authorities should consider adopting. The Health and Care Act 2022 introduced Statutory Integrated Care Boards and Integrated Care Partnerships, for which there continues to be a statutory health scrutiny role to ensure these new bodies are locally accountable to their communities.

- 1.2 The need for sound effective decision making is critical, especially as we continue to recover from the global COVID-19 pandemic which has had, and will continue to have, a profound impact on individuals, communities and services, as well as the cost-of-living crisis. Elected members who sit on Barnsley's scrutiny committee have a vital role to play as 'scrutineers', providing a valid mechanism of challenge to performance, monitoring decision making and to ensure value for money is delivered.
- 1.3 Barnsley Council's scrutiny arrangements continue to incorporate an OSC of 34 Councillors. There are also 2 Parent Governor vacancies and 2 Diocese Representative vacancies which are advertised as relevant on a cyclical basis. The OSC meets formally 12 times per year in total; three of these meetings are in plenary mode to which all 34 committee members attend. For the remaining nine meetings, each committee member allocates time to one of three workstreams which each meet three times per year consisting of 12 Elected Members (including the Chair). However, although members are assigned to a specific workstream they do have an open invitation to attend the meetings of other workstreams as well if they so wish.
- 1.4 To support the work of the organisation and to ensure that the committee can hold decision makers to account, the workstreams of the committee have been aligned to three of the council's priorities:
 - Sustainable Barnsley
 - Growing Barnsley
 - Healthy Barnsley
- 1.5 The Full Committee will ensure that responsibility for key strategic issues is shared across all Members. This includes overall performance/inspections of both the Council and partner agencies; substantial NHS changes and consultations; and challenging the safeguarding of our most vulnerable, incorporating the children's social care performance report and development plan update which is scrutinised as part of a private member briefing. These full committee meetings also incorporate the Council's 'Learning Barnsley' priority given that the full committee annually considers education attainment across the borough.
- 1.6 As the Council's 'Enabling Barnsley' theme cuts across all priorities, topics for this area could be covered by any of the workstreams or full committee, whichever is deemed most appropriate. The committee will endeavor to link relevant topics to each workstream; however, a fluid approach will be taken to topics to ensure timely consideration of issues as required. The committee will

also undertake 'pre-decision scrutiny' as appropriate, so that committee members can contribute to policy development.

- 1.7 In addition to the 12 meetings of the full committee and workstreams, the OSC will also maintain three Member-led task and finish groups to carry out in-depth investigations.
- 1.8 The OSC and its TFGs are responsible for not only holding the Council to account but also for scrutinising the performance of both the Council and its partners to determine whether they are delivering the intended outcomes. In relation to safeguarding business, the majority of this work will be undertaken by committee members in plenary sessions. However, safeguarding considerations will also be a feature of all workstreams as appropriate to ensure services are protecting the most vulnerable and to ensure that they are achieving the outcome that 'people are safe and feel safe'. The committee will consider an annual report on adult social care performance, which will become embedded into the future work programme cycle so that it is presented to the full committee at least annually.
- 1.9 Area Councils can also undertake local investigations and invite internal and external services to discuss any concerns. The Area Councils can also feed any areas of concern and recommendations to the OSC and its TFGs. The OSC Chair meets with the Area Council Chairs periodically to liaise regarding topics on the OSC work programme and ensure any relevant concerns are raised.
- 1.10 The topics proposed in paragraphs 2.3 and 2.4 of this report reflect the input into the work programme from a variety of sources and stakeholders, to identify the key issues requiring scrutiny during the 2023/24 municipal year. It is important to note however that the programme may be updated on an ongoing basis should any issues require consideration at short notice.

2. PROPOSAL

- 2.1 The Council's Scrutiny arrangements form an important part of the overall governance and internal control framework. The appetite of the Council to have meaningful and constructive scrutiny of its decisions makes a significant contribution to the transparency and accountability of Council activities.
- 2.2 It is important that the Scrutiny work programme is developed to ensure effective scrutiny of local services to help improve outcomes for local communities. Forward planning is undertaken to identify key issues which require scrutiny during each municipal year, as well as allowing for the work programme to be reactive and evolve should issues require scrutiny at short notice. Therefore, it is important to note that the proposals below remain subject to change and each suggested investigation will need to be scoped in more detail.
- 2.3 The table below shows the proposed work programme for the OSC and notes when the Council's quarterly performance reports will be available throughout the year should they highlight any issues requiring further investigation:

Meeting Date & Workstream	Topics
2023-24 Municipal Year	
Tues 6 th June 2023, 2pm (Sustainable Barnsley)	<ol style="list-style-type: none"> 1. Employee Survey 2. Cyber Security Q4 & Year-End Council Plan Performance Report 2022/23 (Cab 31/05/23)
Tues 27 th June 2023, 2pm (Growing Barnsley)	<ol style="list-style-type: none"> 1. Consultation on the Inclusive Economy Strategy
Tues 18 th July 2023, 2pm (Healthy Barnsley)	<ol style="list-style-type: none"> 1. Children and Young People's Mental Health Services 2. SEND Provision in Barnsley 3. Adult Social Care Annual Performance Report 2022/23
Tues 12 th September 2023, 2pm (Full Committee)	<ol style="list-style-type: none"> 1. Barnsley Safeguarding Adults Board Annual Report 2022-23 2. Barnsley Safeguarding Children Partnership Annual Report 2022-23 3. Private Member Briefing - Children's Social Care Performance Report and Development Plan Update
Tues 10 th October 2023, 2pm (Sustainable Barnsley)	<ol style="list-style-type: none"> 1. Anti-Social Behaviour Q1 Council Plan Performance Report 2023/24 (Cab 20/09/23)
Tues 31 st October 2023, 2pm (Growing Barnsley)	<ol style="list-style-type: none"> 1. Berneslai Homes Annual Performance Report & Business Plan
Tues 28 th November 2023, 2pm (Healthy Barnsley)	<ol style="list-style-type: none"> 1. Healthy Life Expectancy
Tues 9 th January 2024, 2pm (Full Committee)	<ol style="list-style-type: none"> 1. Provisional Education Outcomes across the Borough 2022/23 including vulnerable groups 2. Private Member Briefing - Children's Social Care Performance Report inc. Annual Ofsted Conversation and Development Plan Update Q2 Council Plan Performance Report 2023/24 (Cab 13/12/23)
Tues 6 th February 2024, 2pm (Sustainable Barnsley)	<ol style="list-style-type: none"> 1. Sustainability & Climate Change Strategic Direction
Tues 5 th March 2024, 2pm (Growing Barnsley)	<ol style="list-style-type: none"> 1. Draft Visitor Economy Strategy Q3 Council Plan Performance Report 2023/24 (Cab 06/03/24)
Tues 26 th March 2024, 2pm (Healthy Barnsley)	<ol style="list-style-type: none"> 1. Domestic Abuse
Tues 23 rd April 2024, 2pm (Full Committee)	<ol style="list-style-type: none"> 1. Integrated Care Partnership – Barnsley's Health & Care Plan 2023-25 2. FOR INFORMATION ONLY – 2022/23 TFGs Progress Report 3. Private Member Briefing - Children's Social Care Performance Report and Development Plan Update
2024-25 Municipal Year	
Tues 4 th June 2024, 2pm (Sustainable Barnsley)	<ol style="list-style-type: none"> 1. Equality, Diversity & Inclusion Plan Q4 & Year-End Council Plan Performance Report 2023/24 (Cab 12/06/24)
Tues 25 th June 2024, 2pm (Growing Barnsley)	<ol style="list-style-type: none"> 1. Microsoft Dynamics 365 Implementation & Impact
Tues 16 th July 2024, 2pm (Healthy Barnsley)	<ol style="list-style-type: none"> 1. Alcohol 2. Substance Misuse

2.4 The table below shows the proposed topics for the Task & Finish Groups:

TFG 1	Commercial Contract Management
TFG 2	Vaping
TFG 3	Adult Health & Care Workforce

- 2.5 To advise the OSC and its TFGs with their investigations, on occasion 'Expert Participants' have been invited to contribute to meetings. This is to be able to both advise Members as well as ask questions of their own to witnesses in relation to topics where they have particular expertise, either by profession or service user experience. The committee therefore plans to continue this practice as appropriate on an ongoing basis.
- 2.6 In accordance with legislation and the provision for Local Authorities to form Joint Health Overview and Scrutiny Committees with other Councils to respond to substantial reconfiguration proposals covering more than one council area, the OSC Chair will continue to participate in these as appropriate. These meetings can be convened over varying geographical areas as well as over varying timescales as is deemed appropriate for the matters being considered.

3. IMPLICATIONS OF THE DECISION

3.1 Financial and Risk

There are no specific financial implications arising from this report, however recommendations could be made by the OSC/TFGs as part of their investigations which would require assessment of financial implications by the appropriate services responding which may be the Council or partnership agencies.

The development of an agreed work-programme provides a great deal of focus and control to risks. Additionally, the flexibility built into the work programme provides a robust mitigation in the event of new or emerging issues requiring Scrutiny attention during 2023/24.

3.2 Legal

There are no specific legal implications arising from this report, however recommendations could be made by the OSC/TFGs as part of their investigations which would require assessment of legal implications by the appropriate services responding which may be the Council or partnership agencies.

3.3 Equality

The Equality Act 2010 requires public authorities to pay due regard to the impact of their services, policies, functions and decisions on diverse groups (called "people with protected characteristics" in the Act). For Scrutiny this means ensuring that as part of their investigations they consider how the services or policies affect people from these groups, and ideally ensuring that people with direct experience have an opportunity to have their voices heard. Scrutiny should also seek to understand what steps services have taken to proactively assess the likely equality impact of their service design and delivery and how they have sought to monitor the actual impact once implemented.

By using 'Expert Participants' (see paragraph 2.5) the committee will be able to utilise a range of representatives to ensure appropriate challenge to services which will include those from minority groups. This work may require the engagement of the Equality and Inclusion Team, as well as exploring the options for other expert participants from within the community, when appropriate.

3.4 Sustainability

There are no specific sustainability implications arising from this report, however recommendations could be made by the OSC/TFGs as part of their investigations which would require assessment of sustainability implications by the appropriate services responding which may be the Council or partnership agencies.

During 2023/24, the committee plans to consider the Sustainability & Climate Change Strategic Direction, including considering progress since the task and finish group undertaken on air quality and carbon reduction during 2021/22.

3.5 Employee

There are no specific employee implications arising from this report, however recommendations could be made by the OSC/TFGs as part of their investigations which would require assessment of employee implications by the appropriate services responding which may be the Council or partnership agencies.

During 2023/24 the committee are taking particular note of the recent Employee Survey and resulting actions.

3.6 Communications

It is noted that the work of Scrutiny keeps under review the performance of the Council and other relevant organisations in providing services to Barnsley communities. Proactive communication about these services and activities takes place on a regular, planned basis as part of the communication strategy for each directorate of the Council and on occasion will be requested to be undertaken by other relevant organisations.

Communication is a common thread that runs through all the topics scrutinised by the committee and members often challenge services on how their messages are delivered to Barnsley residents.

To allow for robust scrutiny, accountability and transparency, agenda packs are published one week before the date of the meeting and all sessions are held in public except for items that are exempt because the public interest in maintaining confidentiality outweighs the public interest in disclosing the information.

4. CONSULTATION

As the process is member led, a workshop was held at the start of the municipal year to establish topics committee members would like to consider. Further consultations have also taken place with Area Council Chairs, partners, Barnsley Leadership Team and officers representing the Youth Council, Care4Us Council and the SEND Forum so that Members can understand how young people are impacted by the topics and will be inviting them to submit questions for inclusion in the committee's reports.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The work programme will remain in draft form to allow the committee to respond to topics that may arise throughout the year.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The work of the OSC allows for critical friend challenge and amplifies the voices and concerns of the public. The work programme supports continuous service improvement to ensure that the needs of residents are effectively met; and that the Council can achieve the outcomes identified in the Council Plan and its ambitions for 2030.

7. GLOSSARY

OSC Overview & Scrutiny Committee
TFG Task & Finish Group

8. LIST OF APPENDICES

None.

9. BACKGROUND PAPERS

- Council Plan 2021-2024 (Cab.24.3.2021/9):
<https://barnsleymbc.moderngov.co.uk/documents/s77030/Appendix%201.pdf>
- Local Government Act 2000:
<https://www.legislation.gov.uk/ukpga/2000/22/part/1A/chapter/2/crossheading/overview-and-scrutiny-committees>
- Localism Act 2011:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/5959/1896534.pdf

10. REPORT SIGN OFF

Financial consultation & sign off	<i>Vanessa Hunter</i> <i>22nd August 2023</i>
Legal consultation & sign off	<i>Anthony Harold</i> <i>Interim Head of Legal Services 22.08.23</i>

Report Author: Anna Marshall/Jane Murphy
Post: Scrutiny Officers
Date: 22 August 2023

BARNSELY METROPOLITAN BOROUGH COUNCIL

REPORT OF: EXECUTIVE DIRECTOR GROWTH AND SUSTAINABILITY

TITLE: RESPONSE TO INCLUSIVE ECONOMY OVERVIEW AND SCRUTINY COMMITTEE TASK AND FINISH GROUP

REPORT TO:	CABINET
Date of Meeting	6th September 2023
Cabinet Member Portfolio	Regeneration and Culture
Key Decision	No
Public or Private	Public

Purpose of report: To update Cabinet on the response of the Inclusive Economy Board to the findings and recommendations of the OSC ‘Inclusive Economy’ Task and Finish Group.

Council Plan priority

Our inclusive economy work supports delivery of all the Corporate Plan outcomes – Healthy Barnsley, Learning Barnsley, Growing Barnsley and Sustainable Barnsley. In particular it enables the Council and its supported partners to achieve the following outcomes:

- Reduced inequalities in health and income across the borough.
- People have the opportunities for lifelong learning and developing new skills including access to apprenticeships. Children and young people achieve the best outcomes through improved educational achievement and attainment.
- Business start-ups and existing local businesses are supported to grow and attract new investment, providing opportunities for all.
- People have a welcoming, safe and enjoyable town centre and principal towns as destinations for work, shopping, leisure and culture.
- People are supported to have safe, warm, sustainable homes.
- People live in great places, are recycling more and wasting less, feel connected and valued in their community.
- Our heritage and green spaces are promoted for all people to enjoy.
- Fossil fuels are being replaced by affordable and sustainable energy and people are able to enjoy more cycling and walking.

Recommendations

That Cabinet:-

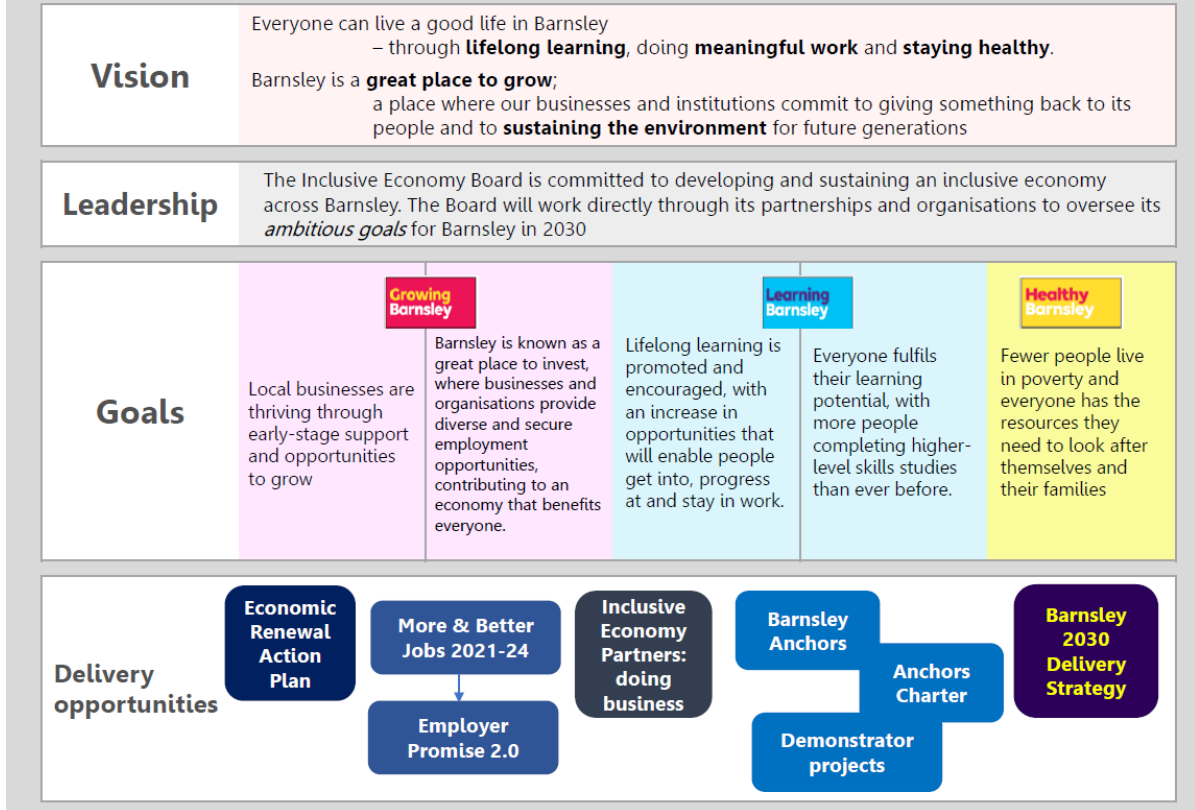
1. Note the response from the Inclusive Economy Board to the Overview and Scrutiny Committee's findings and recommendations.
2. Approve the work being undertaken to develop one Inclusive Economy Strategy and plan for the borough.

1.0 INTRODUCTION

- 1.1 The purpose of this report is to respond to Overview & Scrutiny Committee's Task and Finish Group report on the work of the Inclusive Economy Board which took place from October 2022 to Feb 2023.
- 1.2 The Barnsley Inclusive Economy Board was set up following a Peer Review in 2019 of the Barnsley Economic Partnership which subsequently disbanded.
- 1.3 The key messages from the Review recommended:
 - Development of an Inclusive Economy strategy and consistent narrative
 - Ensuring there is a shared vision for inclusive growth
 - Develop a plan for influencing regional strategy
 - Assess the fragility of the Barnsley business base
 - Develop sector-specific skills pathways
 - Incorporate the carbon agenda
 - Develop social value with key stakeholders
 - Consider transport challenges
 - Develop citizen engagement
 - Focus on place-based growth
- 1.4 The role of the IEB, as mapped out in their Terms of Reference, was specifically focused on delivering an Inclusive Economy for Barnsley in order to ensure opportunities are maximised and inequalities reduced thus enabling everyone in Barnsley to benefit from its economic growth and prosperity.
- 1.5 Practically, the work of the board was to prioritise three important areas:-
 - Driving forward a jobs-led economic recovery; mitigating the impacts of Covid-19;
 - Providing effective oversight to ensure the delivery and success of the Glassworks scheme;
 - Responding to the Inclusive Economy Peer Review by helping to shape and deliver Barnsley's aspirations in relation to jobs and businesses; contributing to the achievement of Barnsley's 2030 aspirations.

- 1.6 The board's brief was to establish a dynamic and positive environment, providing a platform for creativity, collaboration and innovation. Most importantly the board will foster a commitment between partners to work together with a coordinated approach to the delivery of a shared vision for Barnsley. The board will act as an exemplar for Barnsley, highlighting the benefits of true collaboration and partnership delivery, encouraging this approach at all levels.
- 1.7 There was a recognition that, while the delivery of an Inclusive Economy was a wide-ranging endeavour, the board would use their experience, skills and expertise to prioritise a number of key areas where resources and efforts could be best deployed, and which would have the greatest impact.
- 1.8 The outcome of efforts will be evidenced not only by the improved economic position of Barnsley regionally, nationally and internationally, but also by the reduction of disparities within the Borough. Barnsley position as one of the best places to live and work would be improved.
- 1.9 The Board brought together a group of high-level influential individuals from the public, private sectors and third sectors with the appropriate skill sets, experience and commitment to drive forward delivery towards an inclusive economy in Barnsley.
- 1.10 The work of the IEB began while we were still living under the cloud of Covid and many businesses were in lockdown or with employees being furloughed or in crisis. The Coronavirus pandemic hit the economy hard. This was particularly felt in Barnsley, with legacy issues of already lower than average levels of economic activity, health inequalities and some particularly deprived communities. In response to the National Government's Roadmap out of national lockdown in February 2021, the Council and its partners worked together to develop Barnsley's Economic Renewal Action Plan (RAP). This was a short-term plan focusing on the immediate issues and opportunities to aid Barnsley's economic recovery. The RAP was very successfully delivered at pace to support Barnsley businesses, residents and communities and was one of the first key pieces of delivery orchestrated and supported by the IEB
- 1.11 It should also be noted that the establishment of the IEB pre-dated the adoption of the [Barnsley 2030 strategy](#), the vision of Barnsley as 'the place of possibilities' and the Barnsley 2030 outcomes framework. As the Outcomes framework evolved, a number of the outcomes of the B2030 Framework were to be overseen by the IEB including a number of outcomes under Growing Barnsley and Learning Barnsley. The IEB also understood its key role in supporting the wider determinants of health and wellbeing and the links its work has to the Healthy Barnsley outcomes, and its key role to play in supporting the delivery of the Sustainable Barnsley outcomes.
- 1.12 In the first 6 – 9 months, the IEB also spent time defining what we meant by an Inclusive Economy and the vision we have for an inclusive economy in the borough – see diagram below.

Barnsley's emerging Inclusive Economy Strategy



1.13 The first two years of the work of the IEB focussed on two key areas:

- *The importance of having thriving ‘Urban Centres’ in order to have an inclusive economy.*

This includes the Town Centre as well as outlying 'Principal Towns'. This not only includes retail development, business growth and expansion, but also looking at options for empty properties, as well as having a thriving cultural offer to encourage people into these urban spaces. Investment has been made in improving shop fronts and urban spaces, utilising and employing local people to do the work, creating significant ‘social value’ through, for example, bringing local businesses and communities together as well as improving relationships between the Council and local businesses.

- *The ‘[More and Better Jobs Strategy](#)’ to support residents to get ready for, get into and progress at work.*

This strategy is led by the Council but is a borough-wide strategy for all partners to take up. The strategy has been reviewed with the IEB and focuses on transformative actions and adds value to existing activities. Data shows that unemployment in Barnsley is low (3.3%) compared with regional (4%) and national (3.7%) figures (June 2022). However, figures

for Barnsley show that youth unemployment is higher than elsewhere and that labour inactivity rates have soared.

The group noted that labour inactivity is mainly driven by people who are long-term sick, of which, for the majority, this is due to poor mental health. A key challenge is to grow the skills in the adult population and support them with career development, as well as developing digital skills. There are a number of new big businesses in Barnsley; however, there is a disconnect between job-seekers knowing what they do, as well as a lack of awareness about what their 'employment offer' is.

Work with the Overview & Scrutiny Committee's Task & Finish Group

- 1.14 The IEB has been in place for 2.5 years now and in the 2022-23 municipal year, was the focus of a very helpful review of its work with a specially-convened Task and Finish Group (TFG) of the Overview and Scrutiny Committee (OSC).
- 1.15 As part of its work programme the OSC agreed to undertake a TFG investigation into what is being done to ensure an inclusive economy and good economic growth in Barnsley. This followed on from the OSC's previous work on poverty, acknowledging that Barnsley needs to have a sustainable inclusive economy which benefits all communities in order to reduce poverty in the borough. The OSC was also mindful that young people in Barnsley had identified 'Jobs, Money, Homes and Opportunities' as their number one concern in the 2022 'Make Your Mark Campaign'.
- 1.16 The Review took place between November 2022 and January 2023 and the findings of that review were shared with Council's Cabinet on 22 March.
- 1.17 The TFG welcomed knowledge of the IEB's work with stakeholder groups and their focus on 'wicked challenges', such as connecting individuals to job vacancies. Also, that this work has resulted in the development of a logistics academy at Barnsley College to help with developing skills for the jobs available locally. The group acknowledged the future plans for the IEB including development of an Inclusive Economy Strategy.
- 1.18 The TFG also noted that a key challenge is to grow the skills in the adult population and support them with career development, as well as developing digital skills. Individuals need to recognise the skills they have and realise the transferable nature of them, as well as being open to learning new ones. The TFG also discussed the lack of consistent, good quality careers advice available for all ages. There are a number of new big businesses in Barnsley; however, there is a disconnect between job-seekers knowing what they do, as well as a lack of awareness about what their 'employment offer' is.
- 1.19 The TFG also highlighted the importance of 'anchor' institutions in Barnsley and as the local largest employers, how they can influence the development of an inclusive economy. Similarly, it was positive to hear of Barnsley College developing several Sector and Employer Academies and Sector Alliances. The

TFG welcomed plans for an IEB sub-group to focus on poverty and noted the lived experience and voices of residents being critical in this, as well as the voice of officers from across Council services who provide front-line service delivery.

- 1.20 The TFG were reassured by the amount of work being done in this area and made a series of recommendations in order to support the continual improvement of these services, including consulting with the Overview & Scrutiny Committee on the proposals for an Inclusive Economy Strategy.

OSC Recommendations

- 1.21 The recommendations in this report are made as a result of the OSC's Inclusive Economy TFG undertaking a detailed investigation into work surrounding enabling Barnsley having an Inclusive Economy. The TFG were reassured by the amount of work being done in this area and have made the following recommendations in order to support the continual improvement of services.

Recommendation 1: Review the membership of the IEB

As highlighted in the findings of the group, there are a number of 'voices' that need to be heard and strengthened on the IEB. This includes the 'lived experience' of residents, young people, the voluntary sector and transport sector. The TFG considered several ways this might be done possibly through having individual representatives on the board, and/or strengthening links with existing bodies such as Barnsley Alliance, and/or developing panels to gather feedback from relevant individuals which is then fed back to the IEB.

Recommendation 2: Consult the OSC in the development of the Barnsley Inclusive Economy Strategy

The TFG are aware the IEB is in the early stages of developing an Inclusive Economy Strategy for Barnsley and plan to have a draft for consultation by the end of 2023. The group are keen to be involved in the development of this given its importance and impact on all Barnsley communities.

Recommendation 3: Ensure urban development incorporates the needs of all Barnsley villages

TFG members welcome the investment made in the Town Centre and to Principal Towns. The group were advised that plans are in place for investment in local villages, but this work had not yet commenced. As local members, they are aware of the importance of local (but more isolated) businesses that still require investment.

Recommendation 4: Work to ensure a diverse offer in the Town Centre

The TFG recognise the work undertaken to develop Barnsley Town Centre and the challenges in getting new businesses into Barnsley. Given the number of existing and planned void properties, the group are keen to ensure that those being attracted cater for all ages and not just young people. This is in terms of the retail, hospitality, health and wellbeing, learning and cultural offer.

Recommendation 5: Ensure access to good quality careers advice for all

As noted in the report, members feel there is a gap in the provision of good quality careers advice, not only in schools, but accessible to all those in the working age population. This is needed to support those wanting to get in work as well as those who may be looking for alternative or advancing career opportunities.

Recommendation 6: Work to improve the public perception of jobs in logistics and manufacturing

In Barnsley, a number of anchor institutions are large businesses are involved in undertaking manufacturing and logistics activities. These businesses are critical to the local economy and a number of them are keen to undertake work to be 'good neighbours' in the Barnsley community. For example, on visiting Ardagh Glass, it became evident that there are a number of excellent job opportunities on offer along with career progression pathways throughout the company. They are keen to be involved in and contribute to local communities, and value their employees.

Recommendation 7: Expand communications activity in relation to all this work, including developing a communications plan

Throughout the investigation, the TFG were made aware of a host of initiatives, both in place and being planned, to develop and grow an inclusive economy in Barnsley, a number of which they weren't previously aware of. The members felt the IEB and its work should be promoted and celebrated. Similarly, the work of Enterprising Barnsley and support provided to local business and new start-ups requires further promotion. It was also noted that a number of the recommendations above would need a wealth of communications activity to ensure opportunities reach all Barnsley communities.

Response to the work of the OSC Task and Finish Group

- 1.33 The IEB very much welcomed the scrutiny of its work by the OSC and found the exercise to be immensely valuable, offering constructive challenge to their work. It considered the recommendations of the task and Finish Group at its meeting on 27 March and has determined a number of actions in response, these are laid out below

- 1.34 **Review of the membership:** A current review is being undertaken of the membership of the IEB. The IEB is due to have a change of Chair due to the term of the current Chair coming to an end so this will also be considered as part of the review. Current members will have served more than the initial two-year term so it is timely to review the makeup of the Board and make sure it is fit-for-purpose going forward and reflects our anchor organisations, public sector bodies, the voluntary community sector, SMEs and the various sectors in the borough, as well as the diversity of our communities. Proposals for revised membership will be brought back into the IEB at end July.
- 1.35 **Consult the OSC in the development of the Barnsley Inclusive Economy Strategy:** An OSC session took place on 27 June to update the OSC on the development of the strategy. It has also been agreed with the IEB that the development of one Inclusive Economy strategy for the borough is a priority for its work programme for the remainder of the financial year. The IEB are committed to involving OSC actively in the development of the strategy throughout.
- 1.36 **Ensure urban development incorporates the needs of all Barnsley villages:** The Principal Towns and Local Centres programme is well underway and has its own Programme Board, overseeing progress of the action plans in each of the Principal Towns and the delivery of key identified priority projects in Local Centres. Regular updates on the work of the Principal Towns and Local Centres team will be brought into cabinet and full Council.
- 1.37 **Diverse offer in town centre:** Regular reports on the success of the Glass Works and Town Centre Improvements are presented into cabinet and full Council. The diversity of the offer is a key element of the Town Centre Action plan – Cabinet will receive an annual report on the progress of the action plan against key milestones.

A future report will also be brought into Cabinet that considers the four-year Heritage Action Zone project on Eldon Street which runs from 2020 – 24.

A plan for the Nighttime Economy, developed with our Public Health Colleagues and Night-Time Economy partners, will also focus on supporting a safe and diverse night-time economy in the town centre and principal towns.

A recent, key success for the town centre was securing of £10.3M in Levelling Up Funding to support a suite of projects for young people in the town centre under the banner of 'Barnsley Futures'. The projects include:

- Development of a new facility called 'Northern Academy of Vocal Excellence', a new permanent home for Barnsley Youth Choir.
- Refurbishment of the YMCA building on Blucher Street to enhance its HOME (Help Our Mental 'Ealth' space and support service as an accessible health and wellbeing hub for young people in the borough
- Design and delivery of a new outdoor activity park alongside the YouthZone (see below)

- Enhancements to the frontage of the Civic and a refurbishment and capital programme to open up the building to Eldon Street once more, offering a new café-bar and creation spaces for young people and creative practitioners aged 18 to 30.

The Levelling Up project also supports the well-advanced work to develop a YouthZone for Barnsley directly opposite the Interchange, offering world-class facilities and learning opportunities for the borough's young residents.

Considerable work is underway to ensure the town centre is older-people friendly through initiatives like 'take a Seat' and other work by Age UK and the voluntary and community sector working with local businesses.

Through the 'More and Better Jobs' strategy work and the Employability and Skills team, an all-age Careers Advice service is being developed. This is to ensure people of all ages and at all stages of life have access to informative and bespoke careers information, advice and support.

- 1.38 **Careers advice and support for all:** The Council has also designed the 'Pathways to Work' Commission which will identify a set of solutions to support those who are economically inactive to move back into employment. It will be an independent Commission drawing on a pool of experienced experts as well as the voices and experiences of local residents. The overriding objective being to develop and co-produce pathways for this cohort to enable them to move back into employment and experience the benefits of meaningful work. A key component of this may be an all-age advice service delivered at a hyper-local level so it is easy to access and place-based.

The Council's Employment and Skills service is working closely with this sector to capture positive stories of people who work in the sector through text and video. These are being shared via the Council's website and social media channels and have been very well-received. Advertisements highlighting the flexibility and rewarding career opportunities in these sectors have been promoted in railway and bus stations. This work is ongoing and will be embedded in the Inclusive Economy Comms Plan

- 1.39 **Changing perceptions and Communications:** The IEB will be drawing up a Communications plan in the next three months, including the More and Better Jobs comms plan, and has also designed an 'Invest in Barnsley' platform to attract greater levels of inward investment into the borough. The communications plan will aim to change perceptions of key roles in the transport and logistics sector as well as stressing the diversity of jobs and careers already available in the borough across advanced manufacturing, creative and digital industries, construction, and knowledge-intensive business

services. The 'Enterprising Barnsley' website has also had a refresh to enable it to support more businesses to start up and grow in the borough.

The communications plan will also create a web platform that will enable the IEB to share its work, including the development of the IE strategy, with a wider audience of residents, organisations and businesses.

2. THE PROPOSAL

- 2.1 Following on from the OSC Task and Finish Group it is recommended that the Council and its partners develop a One Inclusive Economy Strategy and Plan for the borough. The development of an overarching strategy for an Inclusive Economy and the associated Action plan(s) will offer a one-stop-shop that demonstrates what the Council and its partners are delivering to improve people's lives and places in the borough. This will be supported by a clear narrative around the work we are doing to develop a more inclusive fairer economy that ensures opportunity for everyone, making Barnsley genuinely 'the place of possibilities'.
- 2.2 There are a wide range of economic, health or equality and diversity issues connected to the Inclusive Economy work that will impact both directly and indirectly upon the local community. These would be picked up and elaborated on in an Equalities Impact Assessment carried out on the Strategy and Action Plan.
- 2.3 The Strategy will take a long-term view of the development of an inclusive economy and cover the period 2023 – 33. It will bring together a number of pieces of work conducted by the Council and its partners including:
 - The Local Plan 2019 – 2033 which maps out all of the key employment sites, housing sites and mixed-use sites for development as well as the Planning framework for all developers - <https://www.barnsley.gov.uk/media/17249/local-plan-adopted.pdf>
 - Levelling Up for Barnsley statement by the Council - <https://www.barnsley.gov.uk/services/our-council/barnsley-2030/levelling-up-barnsley/>
 - More and Better Jobs Strategy and Plan
 - Principal Towns Investment Plans and Goldthorpe Town Investment Plan
 - Town Centre Urbed Spatial Plan - <https://barnsleymbc.moderngov.co.uk/documents/s84824/Town%20Centre%20Plan%20by%20Urbed%20Public%20Consultation.pdf>
 - Our emerging Housing Strategy (which incorporates the Berneslai Homes strategy for our Council-owned Housing stock)
 - Our emerging Cultural Strategy to 2030
 - Sustainability and Climate Change strategy (in development)
- 2.4 It will also align with the following strategies:

- Transport Strategy - <https://www.barnsley.gov.uk/media/22023/barnsley-transport-strategy.pdf>
- Health and Wellbeing Strategy - <https://www.barnsley.gov.uk/media/19957/barnsley-hwb-strategy-final-web.pdf>
- Active in Barnsley Strategy - <https://www.barnsley.gov.uk/services/sport-and-leisure/active-in-barnsley/#:~:text=The%20Active%20in%20Barnsley%20Strategic,of%20everyday%20life%20for%20everyone.>
- Mental Health & Wellbeing Strategy
- Integrated Care Strategy for South Yorkshire - <https://barnsley.mbc.moderngov.co.uk/documents/s105163/Appendix%201%20-%20SY%20Integrated%20Care%20Partnership%20Strategy%202023%20Summary.pdf>

2.5 At its May meeting, the IEB agreed that the objectives of One Inclusive Economy Strategy would be to :

- Create an environment across the borough that enables enterprise to flourish and businesses to grow through business support, access to talent, high-quality workspace, networks, innovation and investment / access to finance
- Grow more and better jobs for Barnsley residents
- Ensure residents of all ages have the pathways and connectivity they need to access employment and learning opportunities for a fulfilling life
- Develop thriving sustainable urban centres and economies across the borough with good employment & housing – in our town centre, principal towns and local centres
- Tackling poverty through positive action; Supporting everyone to be economically active and make a contribution

2.6 The Action plan would map out in detail the actions the Council is taking with its partners to achieve these strategic goals and identify how we best deploy our own resources (human and financial) to achieve the strategic aims.

2.7 The Action plan will also contain details of how the IEB and its partners will:

- Deliver the actions associated with the strategies above
- Develop an Anchors Network to build on the existing Employer Promise/Charter
- Identify ways to retain the Barnsley pound in Barnsley and deliver greater social value through the combined spend of our partners
- Develop a Barnsley Index to capture place-based integrated datasets to help understand the economic and social profile of the borough in the round.
- Tackle poverty and disadvantage through positive action

2.8 Next steps for the strategy development process are mapped out below:

- ✓ **Define** Inclusive Economy for Barnsley
- ✓ **Position** Inclusive Economy within Barnsley **2030 vision and ambitious goals**
- ✓ Build a **profile** of our economy and the key challenges so the strategy can be insight-led through **Barnsley Index of Deprivation**
- ✓ Identify our key **opportunities** and **ambitions**; plug strategic **gaps** (e.g., Business support ecosystem)
- ✓ **Draft outline strategy** to bring together key existing Barnsley strategies (Local Plan, Place-Based Investment Plan, More & Better Jobs, Housing strategy, Health and Wellbeing strategy, CYP Plan, Climate Change strategy) aligned to other SY strategies
- ✓ **Map, Engage and involve** our key stakeholders to get to the final strategy
- ✓ **Bring together** B2030 partners to collaborate on delivery plan:
 - More and Better Jobs Employer Promise & Employer partnerships
 - Anchor Institution Network and Charter
 - Good Business Alliance with Chamber of Commerce

The development process will involve a range of Boards (including the B2030 Board and the IEB) as well as some external support, over a period of six months. A final draft of the Strategy will be produced by the end of the calendar year which will be issued for consultation in Quarter 4 of the financial year 2023 – 24.

3. IMPLICATIONS OF THE DECISION

3.1 Financial and Legal

There are currently no additional financial implications for the decision. Funds have been set aside and agreed to resource the development of the One Economic Strategy and Growth Plan.

3.2 Legal

There are no legal implications of the decision, beyond the legal implications of our ensuring we meet the requirements of the Equalities Act 2010 in all our work

3.3 Equality

A full Equalities Impact Assessment would be carried out on the strategy and action plan when it has been developed.

3.4 Sustainability

Sustainability will be at the heart of the strategy which will seek to integrate our economic growth with developing a fairer, greener and more sustainable economy. The Carbon wheel will be completed when the strategy is finalised.

3.5 Employee

There are no employee implications associated with this decision

3.6 Communications

A full engagement and consultation plan will be developed to support the strategy development process. We will also engage in an agreed coproduced comms plan with our Communications team to share the draft strategy and plan with partners, businesses, developers, residents and communities for their input and feedback. We will also include a section on the narrative and communications of all our work in this area in the strategy

4. CONSULTATION

Consultation has taken place with members of Overview and Scrutiny Committee Task and Finish Group, Overview and Scrutiny Committee where this paper was presented and a valuable discussion took place, the Cabinet Spokesperson for Regeneration and Culture and the Cabinet Spokesperson for Environment and transport, as well as our partners who sit on the Inclusive Economy Board

5. ALTERNATIVE OPTIONS CONSIDERED

The alternative considered was to work with the existing suite of strategies and plans which support economic growth and inclusion. However, it was the view of the OSC Task and Finish Group and the Inclusive Economy Board that a strong coherent narrative, evidence base and strategy that brought these other plans together would help the Council and its officers to be clearer re their priorities and focus to a larger extent on the issues of inclusion

6. REASONS FOR RECOMMENDATIONS

The Inclusive Economy Board welcomed the scrutiny focussed on the Council's and partners' work to develop a more inclusive economy. The TFG offered a valuable critical perspective and identified the need for a strategic framework for our work and an enhanced emphasis on inclusivity and participation in our economy, as well as an ongoing push for growth.

They deemed it important for us to have one strategy and plan for this key area of work to give it focus, for the Council to have a clear sense of priorities and purposeful route to working with our partner anchor organisations and businesses across public, private and voluntary / community sectors.

7. GLOSSARY
Not applicable

8. LIST OF APPENDICES
None

9. BACKGROUND PAPERS
None

10. REPORT SIGN OFF

Financial consultation & sign off	Mark Bell, Strategic Finance Business Partner 09/08/2023
Legal Consultation & sign off	Peter Wilson, Senior Legal Officer 09/08/2023

Officer Contact: Kathy McArdle, Service Director Regeneration and Culture.



CABINET REPORT

REPORT OF: EXECUTIVE DIRECTOR - GROWTH & SUSTAINABILITY

TITLE: Armroyd Lane, Elsecar – Proposed Traffic Regulation Order.

REPORT TO:	CABINET
Date of Meeting	6th of September 2023
Cabinet Member Portfolio	Environment and Highways
Key Decision	No
Public or Private	Public

Purpose of report

To consider 77 objections received to the proposed changes to waiting restrictions on parts of both sides of Armroyd Lane in Elsecar which were published for public consultation in February 2023.

Council Plan priority

The scheme supports the Council Plan Priority: Sustainable

Recommendations

That Cabinet: -

1. Approves the proposal to enact a Traffic Regulation Order (TRO) to introduce 'No Waiting at Any Time' restrictions on parts of both sides of Armroyd Lane as described in this report and shown on the plan attached at Appendix 2;
2. Authorises the Head of Highways and Engineering to arrange for the amended proposals to be published and any objections or representations

received which cannot be resolved be reported back to Cabinet for consideration;

3. In the event no objections are received the Head of Highways and Engineering and the Head of Legal be authorised to make and implement a Traffic Regulation Order to bring the restrictions into effect.

1 INTRODUCTION

In February 2023 the Council published proposals to remove the existing double yellow lines (No Waiting at Any Time restrictions) on the south-east side of Armroyd Lane at Elsecar, between the Sports Hall to a point just before the Unnamed access Lane to Elsecar Park; and to prohibit vehicles waiting at any time on the north-western side of Armroyd Lane from the junction of Fitzwilliam Street for a distance of 472 metres in a south westerly direction (just beyond No. 59 Armroyd Lane) and on the south-eastern side on either side of the unnamed access lane to Elsecar Park. The original scheme was approved via Officer Delegated Report dated 22 August 2022 which is attached at **Appendix 1**. This explains the proposals in detail and the reasons for the changes.

During the public consultation period, 77 objections were received which have been considered and assessed and it has been determined that the extents of the proposed restrictions require to be changed in order to address many of the concerns raised.

A summary of the objections and representations received and the Traffic Officer's comments in response are set out in **Appendix 3** of this report.

2 PROPOSAL

It is proposed to retain the proposed No waiting at any time restrictions on the northern side of Armroyd Lane as originally published and to extend the existing No waiting at any time restrictions on the southern side of Armroyd Lane up to its junction with Fitzwilliam Street and, for a further 15 metres (total of 20 metres) west of the driveway to the Old Vicarage. The proposed amended restrictions are shown on the plan attached at **Appendix 2**

The proposed additional waiting restrictions are considered appropriate to address many of the concerns expressed by the objectors.

3 IMPLICATIONS OF THE DECISION

3.1 Financial and Risk

A representative of the Director of finance (S151 officer) has been consulted on the financial implications of this report.

The costs of advertising and legal fees associated with the TRO are estimated at £7,500 and is to be funded out of the 'Road Safety Budget'.

3.2 Legal

The Road Traffic Regulation Act 1984 provides the appropriate powers for the Council to make the proposed TRO and the Council is satisfied it is expedient to make the Order for avoiding danger to persons or other traffic using the roads and for preventing the likelihood of any such danger arising, and for facilitating the passage of traffic on the roads.

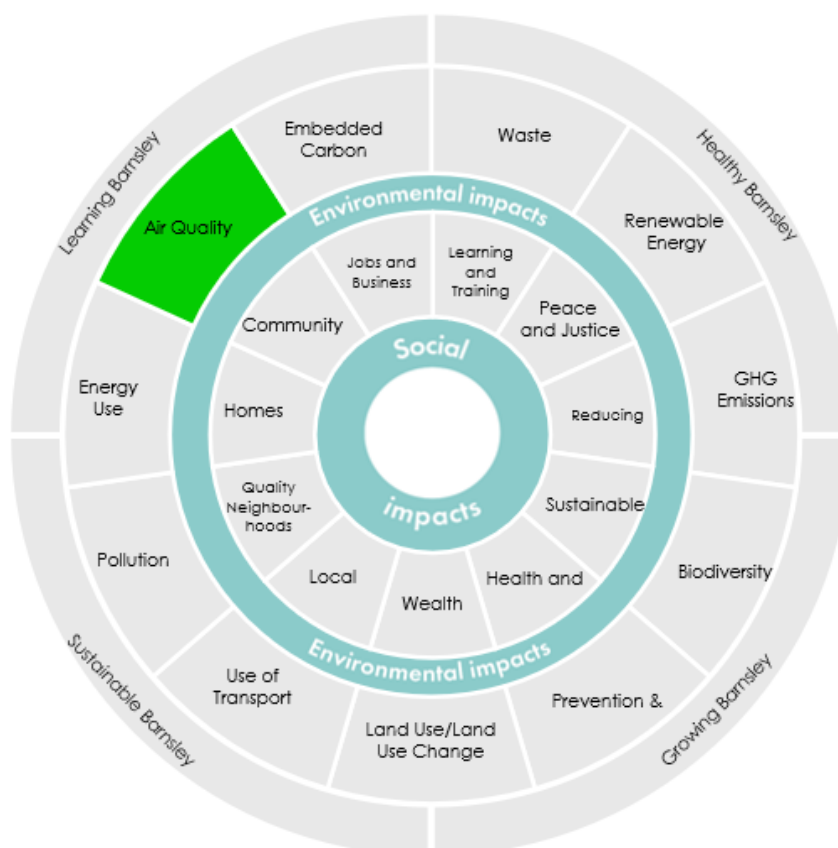
In determining the extents of the proposed restrictions, the Council has had due regard to the duty imposed on it to exercise the functions conferred on it by the Road Traffic Regulation Act 1984 so as to secure the expeditious convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway (section 122 Road Traffic Regulation Act 1984) and is satisfied the traffic restrictions proposed will achieve those objectives.

3.3 Equality

Full Equality Impact Assessment completed (see appendix 4)

3.4 Sustainability

Reduced traffic congestion has a positive effect of minimising risks of air pollution.



3.5 Employee

Existing employees in the Highways and Engineering Service have undertaken all design, consultation and implementation work. Head of Legal Services will undertake all legal work associated with the TRO. Parking Services have also been consulted over the enforcement of the restrictions.

3.6 Communications

The proposal will be advertised to the public by publishing a notice in the public notices section of the Barnsley Chronicle, and putting copies of the notice on lamp columns on the affected road. Documents will also be available to view at the Library at the Lightbox and the local branch library in the locality of the proposal.

4 CONSULTATION

The Local Ward Members, Area Manager, Emergency services, BMBC Parking Enforcement, SYMCA have been consulted and no objections have been received.

5 ALTERNATIVE OPTIONS CONSIDERED

Other measures, both engineering and regulatory, were considered. These included barriers, bollards, kerb buildouts and restricted vehicle access. However, these measures are all considered to be both too impactful on other road users and residents and cost prohibitive in the circumstances.

6 REASONS FOR RECOMMENDATIONS

The amended proposal is regarded as the most appropriate option to address the objectors concerns while improving the traffic flow and access issues by deterring and preventing inconsiderate and obstructive parking.

7 GLOSSARY

Traffic Regulation Order (TRO) – An order made pursuant to the Road Traffic Regulation Act 1984 to enable traffic restrictions to be enforced.

8 LIST OF APPENDICES

Appendix 1: Officer Delegated Report dated 22nd of August 2022
Appendix 2: Armroyd Lane, Elsecar – Amended proposal plan
Appendix 3: Summary of Objections and Traffic Officers comments in response
Appendix 4: Equality Impact Assessment Report

9 BACKGROUND PAPERS

Project file – Ref 4226

If you would like to inspect background papers for this report, please email governance@barnsley.gov.uk so that appropriate arrangements can be made.

10 REPORT SIGN OFF

Financial consultation & sign off	Senior Financial Services officer consulted and date <i>Ashley Gray – Strategic Finance Business Partner – 22/08/23</i> <i>This box must be signed to confirm that there are no financial implications. Alternatively, a signed Appendix A outlining the financial implications is required.</i>
Legal consultation & sign off	Legal Services officer consulted and date CHERYL REDFORD Senior Legal Officer 22nd August 2023

Report Author: Nothando Mthunzi
Post: Highways and Traffic Engineer
Date: 22 August 2023

Appendix 1 – Officer Delegated Report dated 22 August 2022

Appendix 2 – Plan of Proposed Amended Restrictions

Details of Objections Received

During the public consultation period a number of objections were received. The main concerns are listed below along with Traffic Officers comments in response in **bold**.

Moving the double yellow lines will not change anything, the double yellow lines should be on both sides of the road.

The proposal will result in some residents being unable to exit or enter their properties safely. They request yellow lines on both sides of the lane and limited marked parking bays for residents/permit holders only on one side.

The proposal will transfer the current problems from one side of the road to the other and at the same time heightening the safety risks.

Letter with 60 signatures – objectors are opposing the removal of double yellow lines from the South-eastern side as it will restrict visibility for vehicles leaving and entering the two car parks. The introduction of yellow lines on the north-western side of Armroyd Lane is welcomed but they want parking restrictions on both sides of the road.

Several residents have complained about the lack of speed signs and many drivers are speeding. They strongly believe that some of these drivers think that Armroyd Lane has a national speed limit of 60mph particularly those travelling from Broadcarr Road down the lane and may not be their fault as there is no signage whatsoever.

Traffic Officer Responses: The objectors concerns have merit and it is considered that the extents of the proposed restrictions should be extended, which is anticipated will address the concerns that have been raised.

Barnsley Council is not responsible for providing on street parking facilities for residents, visitors, district nurses etc. but it is responsible for maintaining a safe highway network.

Loading and unloading is permissible on double yellow lines provided it does not cause an obstruction.

Regarding a request for residents Parking Permit System, Barnsley Council no longer considers these requests as the budget was removed during tax year 2007/2008.

The proposed parking restrictions will be amended to cover up to number 59 to protect residents' driveways from obstruction and to maintain clear visibility.

Armroyd Lane is a 30-mph speed limit 'restricted road' by virtue of the presence of a system of street lighting and therefore, speed signs are not permitted. Motorists should be aware that they are in a 30-mph area because the streetlights are 200 yards apart and the area is built-up.

Equality Impact Assessment

Introduction of “No Waiting at Any Time” restrictions on Armroyd Lane in Elsecar, Barnsley

Stage 1 Details of the proposal

Name of service

Growth and Sustainability

Directorate

Environment and Transport

Name of officer responsible for EIA

Nothando Mthunzi

Name of senior sponsor

Damon Brown

Description / purpose of proposal

The purpose of the proposal is to:

- To address the illegal and dangerous parking practices which obstruct and block sections of Armroyd Lane.
- Prevent parking on the public footways along the section of Armroyd Lane, and;
- Improve and maintain the free flow of all traffic by maintaining a road width sufficient for large vehicles to be able to pass each other freely.

Date EIA started

10/08/2023

Assessment Review date

10/08/2023

Stage 2 - About the proposal

What is being proposed?

In order to address many of the comments and concerns submitted during the original public consultation process, it is proposed to introduce additional parking restrictions along parts of the southern side of Armroyd lane to link in and extend the existing parking restrictions.

Why is the proposal required?

The proposal is required to address the current levels of risk, inconsiderate and obstructive parking evident in Armroyd Lane.

What will this proposal mean for customers?

The restrictions will address inconsiderate and obstructive parking, and the overall safety of all road users.

There will be loss of on-street parking space along Armroyd Lane. This cannot be avoided due to the nature, width, and layout of the road.

Deliveries/Goods vehicles and the public will still be able to load/unload goods outside properties within the statutory restrictions proposed.

Stage 3 - Preliminary screening process

Use the Preliminary screening questions (found in the guidance) to decide whether a full EIA is required

Yes - EIA required (go to next section)

No – EIA not required (provide rationale below including name of E&I Officer consulted with)

NO

Stage 4 - Scoping exercise - What do we know?

Data: Generic demographics

What generic data do you know?

N/A

Data: Service data / feedback

What equalities knowledge do you already know about the service/location/policy/contract?

N/A

Data: Previous / similar EIA's

Has there already been an EIA on all or part of this before, or something related? If so, what were the main issues and actions it identified?

NO

Data: Formal consultation

What information has been gathered from formal consultation?

Formal consultation took place between the 10th of February 2023 and the 10th of March 2023. The proposal was advertised on site, local newspaper, central library (Lightbox) and council website. 77 objections were received, and majority of the objectors opposed the removal of the existing restrictions for the following reasons:

- Ingress and egress to the Cricket Club will be dangerous.
- Parked vehicles will narrow the foot path and the road.
- The proposal will shift the problem to the other side of the road.
- Removal of existing restriction will endanger the safety of people during Cricket match.
- Blocked sight lines.
- Delivery trucks will not have sufficient turning space to achieve maneuvers.

Residents and Cricket Club members requested the restrictions to be on both sides of Armroyd Lane.

Due to several objections and disaffection to the proposal received during formal consultation the scheme has been amended to address concerns that have been raised.

Stage 5 - Potential impact on different groups

Considering the evidence above, state the likely impact the proposal will have on people with different protected characteristics

(state if negative impact is substantial and highlight with **red text**)

Negative (and potentially positive) impacts identified will need to form part of your action plan.

Protected characteristic	Negative ' - '	Positive ' + '	No impact	Don't know	Details
Sex			x		No adverse impact anticipated
Age			x		No adverse impact anticipated
Disabled <i>Learning disability, Physical disability, Sensory Impairment, Deaf People, invisible illness, Mental</i>			x		No adverse impact anticipated

Health etc					
Race			x		No adverse impact anticipated
Religion & Belief			x		No adverse impact anticipated
Sexual orientation			x		No adverse impact anticipated
Gender Reassignment			x		No adverse impact anticipated
Marriage / civil partnership			x		No adverse impact anticipated
Pregnancy / maternity			x		No adverse impact anticipated

Other groups you may want to consider					
	Negative	Positive	No impact	Don't know	Details
Ex services			x		No adverse impact anticipated
Lower socio-economic			x		No adverse impact anticipated
Other ...			x		No adverse impact anticipated

Stage 6 - BMBC Minimum access standards

If the proposal relates to the delivery of a new service, please refer to the Customer minimum access standards self-assessment (found at)

If not, move to Stage 7.

Please use the action plan to ensure the new service complies with the requirements for disabled people.

Not yet live

The proposal will meet the minimum access standards.
 The proposal will not meet the minimum access standards. –provide rationale below.

Stage 7 – Action plan

To improve your knowledge about the equality impact . . .

Actions could include: community engagement with affected groups, analysis of performance data, service

equality monitoring, stakeholder focus group etc.

Action we will take:	Lead Officer	Completion date

To improve or mitigate the equality impact . . .

Actions could include: altering the policy to protect affected group, limiting scope of proposed change, reviewing actual impact in future, phasing-in changes over period of time, monitor service provider performance indicators, etc.

Action we will take:	Lead Officer	Completion date

To meet the minimum access standards . . .(if relevant)

Actions could include: running focus group with disability forum, amend tender specification, amend business plan to request extra 'accessibility' funding, produce separate M action plan, etc.

Action we will take:	Lead Officer	Completion date
Not yet live		

Stage 8 – Assessment findings

Please summarise how different protected groups are likely to be affected

Summary of equality impact	No adverse impact has been identified
-----------------------------------	---------------------------------------

Summary of next steps	Feed the results of the EIA into the options appraisal for the proposed waiting restrictions on Armroyd Lane.
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Signature (officer responsible for EIA) Date	
---	--

**** EIA now complete ****

Stage 9 – Assessment Review

(This is the post implementation review of the EIA based on date in Stage 1 if applicable)

What information did you obtain and what does that tell us about equality of outcomes for different groups?

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Record of Decision of the 'Head of Highways and Engineering' for:

ARMROYD LANE, Elsecar, Barnsley.

Prohibition Of Waiting At Any Time.

Subject

In recent years, the popularity of Elsecar Park has increased significantly, with a high volume of those visiting the park arriving by car. This has led to a significant increase in the number of vehicles parking inconsiderately and obstructively along Armroyd Lane.

Armroyd Lane is predominantly a residential road, with the vast majority of residential properties being located on the north-west side of the road.

There is an unnamed access lane to Elsecar Park on the south-eastern side of Armroyd Lane which is gated and closed to vehicles but does allow pedestrian and cyclist access.

Currently, there is a prohibition of no waiting restriction (Double Yellow Line) on the south-eastern side of Armroyd Lane for a distance of 172 meters between the Sports Hall to a point just beyond the unnamed access lane to Elsecar Park.

There are no restrictions on the north-west side of Armroyd Lane.

Visitors to Elsecar Park have increasingly been parking their vehicles along the north-western side of Armroyd Lane in an inconsiderate and obstructive manner, to such a degree that residents are prevented from accessing their properties or exiting safely on to the road.

It is proposed to remove the Double Yellow Line restriction from the south-eastern side of the road, and to install a new Double Yellow Line restriction on the north-western side of the road. The new restriction will start at the junction of Fitzwilliam Street and run for 472 meters in a south westerly direction.

Authority

Part 3 Paragraph 20(b) Delegations to Officers: After consultation with Local Members and the relevant Parish Council, to arrange for the publication of Traffic Regulation Orders requiring the enforcement of traffic control measures and, subject to no objections being received, to make the Orders and implement the restrictions.

Decision Taken

The proposals to be advertised and any objections to be the subject of a report to Cabinet. If there are no objections the Head of Highways & Engineering and the Head of Legal Services be authorised to make and implement the Order.

**Financial Consultation/
Consideration)**

**Ashley Gray -
Strategic Finance Business Partner, on behalf
of Service Director (S151) Officer:**

Signature: _____

Date: 30/08/2022_____

Date of Decision:

Damon Brown – Network Manager:

Signature: _____

Date: 19/08/2022_____

Date Approved:

Ian Wilson - Head of Highways & Engineering:

Signature: _____

Date: 22/08/2022_____

Barnsley Metropolitan Borough Council

This matter is not a Key Decision within the Council's definition and has not been included in the relevant Forward Plan

Report of the Executive Director,
Place

ARMROYD LANE, Elsecar, Barnsley.

Prohibition Of Waiting At Any Time.

1. Purpose of Report

- 1.1 The purpose of this report is to seek approval to advertise and implement a Traffic Regulation Order (TRO) necessary to introduce new 'No Waiting At Any Time' restrictions on Armroyd Lane, Elsecar.
- 1.2 The purpose of the proposed TRO is to revoke the existing waiting restrictions and install new restrictions on the opposite side of the road. The junction with the unnamed access lane to Elsecar Park will remain protected and be governed by the new TRO.

2. Recommendation

It is recommended that:

- 2.1 **The Head of Legal Services be authorised to publish the proposed restriction on the Armroyd Lane, as described in this report and shown on the plan at Appendix 1.**
- 2.2 **Any objections be subject of a further report to Cabinet.**
- 2.3 **If there are no objections, the Head of Highways & Engineering and the Head of Legal Services be authorised to make and implement the Traffic Regulation Order.**

3. Introduction

- 3.1 In recent years, the popularity of Elsecar Park has increased significantly, with a high volume of those visiting the park arriving by car. This has led to a significant increase in the number of vehicles parking inconsiderately and obstructively along Armroyd Lane.
- 3.2 Armroyd Lane is predominantly a residential road, with the vast majority of residential properties being located on the north-west side of the road.
- 3.3 There is an unnamed access lane to Elsecar Park on the south-eastern side of Armroyd Lane which is gated and closed to vehicles but does allow pedestrian and cyclist access.

- 3.4 Currently, there is a prohibition of no waiting restriction (Double Yellow Line) on the south-eastern side of Armroyd Lane for a distance of 172 meters between the Sports Hall to a point just beyond the unnamed access lane to Elsecar Park.
- 3.5 There are no restrictions on the north-west side of Armroyd Lane.
- 3.6 Visitors to Elsecar Park have increasingly been parking their vehicles along the north-western side of Armroyd Lane in an inconsiderate and obstructive manner, to such a degree that residents are prevented from accessing their properties or exiting safely on to the road.

4. Proposal and Justification

- 4.1 To remove the prohibition of no waiting restriction from the south-eastern side of the road and install a new prohibition of no waiting restriction on the north-western side of the road.
- 4.2 This new restriction will start at the junction of Fitzwilliam Street and run for 472 meters in a south westerly direction.
- 4.3 To retain a short section of prohibition of no waiting at the junction with the unnamed access lane to Elsecar Park on the south-eastern side of Armroyd Lane to protect the junction and access.

5. Consideration of Alternative Proposals

- 5.1 Other measures, both engineering and regulatory, were considered. These included barriers, bollards, kerb buildouts, restricted vehicle access, timed no waiting and full prohibition of now waiting for both sides of the road.
- 5.2 However, these measures are all considered to be both too impactful on other road users and residents and cost prohibitive in the circumstances.

6. Impact on Local People

- 6.1 The proposal is regarded as the best and most appropriate option to address both the inconsiderate and obstructive parking of visitors, ensuring that residents have free and unobstructed access to their properties on the north-eastern side of Armroyd Lane, and still allowing some space to be made available for parking.

7. Financial Implications

- 7.1 The costs of advertising and legal fees associated with the TRO are estimated at £7,500 and is to be paid out of the 'Road Safety Budget'. A budget of £5,950 is available for the TRO, and the rest is to be funded via an underspend elsewhere in the service. The ongoing maintenance costs and or impact on income is likely to be minimal.

8. Legal Implications

8.1 The Road Traffic Regulation Act 1984 provides the appropriate powers for the Council to make the proposed TRO and the Council is satisfied it is expedient to make the Order for avoiding danger to persons or other traffic using the roads and for preventing the likelihood of any such danger arising, and for facilitating the passage of traffic on the roads.

- Currently, residents experience obstructed driveway entrances and very restricted views when exiting their driveways. In some instances, residents are physically prevented from either entering or exiting their driveways.

- There is a significant risk of conflict/contact between both vehicle-to-vehicle and vehicle-to-pedestrian/cyclist at this time because of the presence of inconsiderately parked vehicles and a lack of visibility for residents entering and exiting their driveways.

8.2 In determining the extents of the proposed restrictions, the Council has had due regard to the duty imposed on it to exercise the functions conferred on it by the Road Traffic Regulation Act 1984 so as to secure the expeditious convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway (section 122 Road Traffic Regulation Act 1984) and is satisfied the traffic restrictions proposed will achieve those objectives.

- The space available for parking will also increase due to vehicles being able to park in a continuous line and not have gaps previously caused by resident driveways.

- Road safety would improve with residents driveway entrances being kept clear of parked vehicles and allowing both unobstructed access and unbroken views.

9. Consultations

The Local Ward Members, Area Manager, Emergency services, BMBC Parking Enforcement, SYPTE have been consulted and no objections have been received.

10. Risk Management Issues

Risk	Mitigation/Outcome	Assessment
1. Challenge to the proposals because they infringe the Human Rights Act	It is not considered the proposals have any interference with convention rights. Any potential interference must be balanced with the duty of the Council to provide a safe highway for people to use. The Head of Legal Services has developed a sequential test to consider the effects of the Human Rights Act which are followed.	Low

<p>2. Legal challenge to the decision to make the TRO.</p>	<p>The procedure to be followed in the making of TROs is prescribed by legislation which provides an opportunity to object to proposals which must be reported for consideration by Cabinet and there is an opportunity to challenge an order once it is made by way of application to the High Court on the grounds that the order is not within the statutory powers or that the prescribed procedures have not been correctly followed. Given that the procedures are set down and the Council follows the prescribed procedures the risk is minimal.</p>	<p>Low</p>
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11. Compatibility with European Convention on Human Rights

11.1 It is not considered to be any potential interference with European Convention on Human Rights as the proposals aims to create a safer environment and prevent indiscriminate parking.

12. List of Appendices

- Appendix 1 – Plan showing the proposal.

13. Background Papers

13.1 Project file – 4226

Officer Contact: Traffic Unit.

Date: August 2022



59

57

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ARMROYD LANE

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E
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- Proposed 'No Waiting at Any Time' restrictions
- Existing 'No Waiting at Any Time' restrictions to remain

Page 49



29

Vicarage

21

BRAMBLE SIDE

3

The Laurels

5

The Beeches

Heritage Mews

Milton Arms (PH)

FITZWILLIAM STREET

11

ARMROYD LANE

C
U
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N
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UNNAMED AC

Car Park

Pavilion

Jacmarr

8

2

63

59

Elsecar Sports

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CABINET REPORT

REPORT OF: EXECUTIVE DIRECTOR - GROWTH & SUSTAINABILITY

TITLE: Mapplewell Drive and Carr Green Lane – Proposed Traffic Regulation Order.

REPORT TO:	CABINET
Date of Meeting	6th of September 2023
Cabinet Member Portfolio	Environment and Highways
Key Decision	NO
Public or Private	Public

Purpose of report

To consider 2 objections to the proposed introduction of waiting and loading restrictions on Mapplewell Drive, Mapplewell and waiting restrictions on part of Carr Green Lane, Mapplewell which were published for public consultation in February 2023.

Council Plan priority

The scheme supports the Council Plan Priority : Sustainable

Recommendations

That Cabinet: -

1. Agrees that the objections received be rejected for the reasons detailed in this report and the objectors be informed accordingly.

2. Authorises the Head of Highways and Engineering and the Head of Legal Services to make and implement the Traffic Regulation Order to introduce waiting and loading restrictions on Mapplewell Drive, Mapplewell and waiting restrictions on part of Carr Green Lane, Mapplewell, as originally advertised.

1. INTRODUCTION

In February 2023 the Council published proposals to introduce parking and loading restrictions on Mapplewell Drive and Carr Green Lane, Mapplewell. The proposal was authorised by Officer delegated report dated 21 September 2022, a copy of which is attached at Appendix 1. This explains the proposals in detail and the reasons for their requirement.

During the public consultation period, 2 objections were received which have been considered and assessed. A summary of the objections received and the Traffic Officers comments in response are set out in Appendix 2.

2. PROPOSAL

The purpose of this report is to consider the objections received and decide whether to accept the officer recommendation to implement the restrictions as originally advertised.

3. IMPLICATIONS OF THE DECISION

3.1 Financial and Risk

A representative of the Director of finance (S151 officer) has been consulted on the financial implications of this report.

The costs of advertising and legal fees associated with the TRO are estimated at £7,500 and is to be funded out of the 'Road Safety Budget'.

3.2 Legal

The Road Traffic Regulation Act 1984 provides the appropriate powers for the Council to make the proposed TRO and the Council is satisfied it is expedient to make the Order for avoiding danger to persons or other traffic using the roads and for preventing the likelihood of any such danger arising, and for facilitating the passage of traffic on the roads.

In determining the extents of the proposed restrictions, the Council has had due regard to the duty imposed on it to exercise the functions conferred on it by the Road Traffic Regulation Act 1984 so as to secure the expeditious convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on

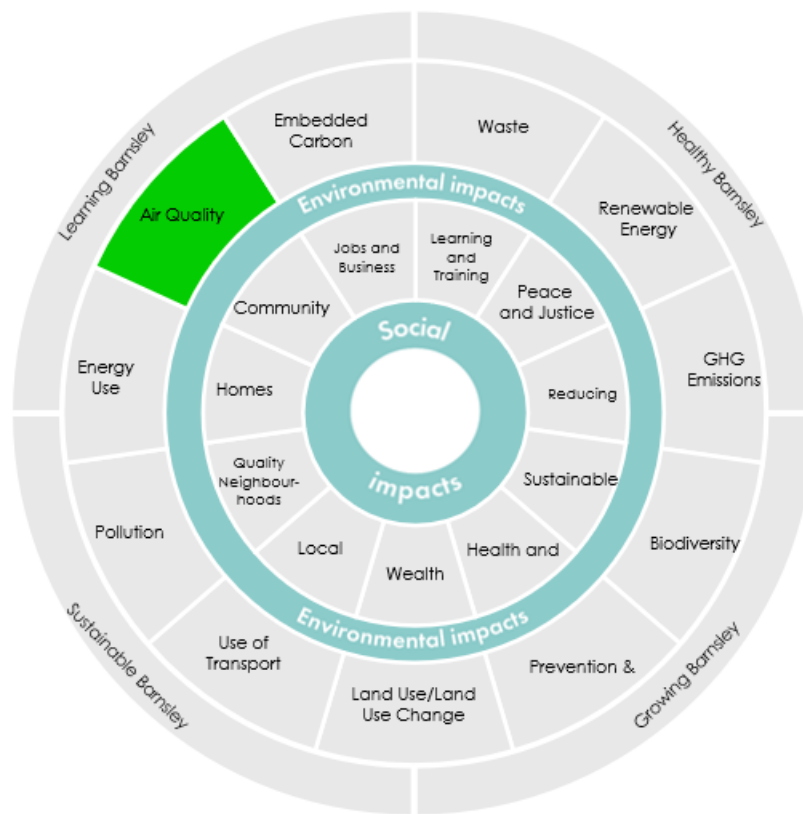
and off the highway (section 122 Road Traffic Regulation Act 1984) and is satisfied the traffic restrictions proposed will achieve those objectives.

3.3 Equality

Full Equality Impact Assessment completed (see appendix 3)

3.4 Sustainability

Reduced traffic congestion has a positive effect of minimising risks of air pollution.



3.5 Employee

Existing employees in the Highways and Engineering Service have undertaken all design, consultation and implementation work. Head of Legal Services will undertake all legal work associated with the TRO. Parking Services have also been consulted over the enforcement of the restrictions.

3.6 Communications

The objectors will be informed of the Cabinet decision accordingly.

4. CONSULTATION

The Local Ward Members, Area Manager, Emergency services, BMBC Parking Enforcement, SYMCA were consulted at publication stage and no objections have been received.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1** Due to the high volume of inconsiderate, obstructive, and illegal parking taking place on Mapplewell Drive and Carr Green Lane advisory signage is not considered proportionate in the circumstances.
- 5.2** Physical and other Engineering measures, such as bollards, are considered both financially prohibitive and too impactful on the movements of other road users and footway users.
- 5.3** Any proposed solution must take account of the prevailing issues on Mapplewell Drive, but also the potential for displacement of vehicles on to the adjacent residential estate road – Carr Green Lane.

6. REASONS FOR RECOMMENDATIONS

- 6.1** The grounds of objection have been fully considered and assessed but they do not raise any issues that would warrant the proposed restrictions to be changed or abandoned the proposals are regarded as the best and most appropriate options to meet all the reported issues and address the complaints received.

7. GLOSSARY

Traffic Regulation Order (TRO) – An order made pursuant to the Road Traffic Regulation Act 1984 to enable traffic restrictions to be legally enforced.

8. LIST OF APPENDICES

Appendix 1: Officer Delegated Report dated 21 September 2022
Appendix 2: Summary of Objections and Officers comments in response
Appendix 3: Equality Impact Assessment Report
Appendix 4: Site Plan

9. BACKGROUND PAPERS

File ref: 4186

If you would like to inspect background papers for this report, please email governance@barnsley.gov.uk so that appropriate arrangements can be made.

10. REPORT SIGN OFF

<p>Financial consultation & sign off</p>	<p>Senior Financial Services officer consulted and date</p> <p><i>Ashley Gray – Strategic Finance Business Partner – 23/08/23</i></p> <p><i>This box must be signed to confirm that there are no financial implications. Alternatively, a signed Appendix A outlining the financial implications is required.</i></p>
<p>Legal consultation & sign off</p>	<p>Legal Services officer consulted and date</p> <p>CHERYL REDFORD Senior Legal Officer</p> <p>22 August 2023</p>

Report Author: Nothando Mthunzi
Post: Highways and Traffic Engineer
Date: 21 August 2023

Objections Received and Traffic Officer's comments.

As a result of advertising the proposal, there are 2 outstanding objections to consider. The main concerns raised are listed below along with the Head of Highways and Engineering's comments in response in **bold**.

The objectors are concerned that the proposal will create parking issues as parking is already a problem in the area and the proposal is likely to move parking issues elsewhere within the area. There is a concern that the proposed restrictions will have an impact upon the appeal and saleability of properties.

The objectors are requesting for other alternative parking measures to be considered instead of the proposed restrictions. Concern on enforcement of the restrictions has also been raised.

Response: The primary purpose of the 'public highway' is, and always has been, to facilitate the free passage of all traffic. It is not to be relied on as a parking area for private or commercial vehicles. No-one (resident or business) has the right to park on the public highway. A problem was identified by local people and businesses which led to the scheme being proposed and the proposal does solve that problem, though it is accepted that it will create other problems elsewhere as all Traffic Regulation Orders do. There is no evidence that shows a correlation between this proposal and property value/market so this point cannot be substantiated. Alternative options were considered but these proposals are regarded as the best and most appropriate option to counter and deter the inconsiderate, obstructive, and illegal parking, and access issues on Mapplewell Drive, and provide a deterrent to staff and businesses to moving their vehicles to the nearby residential road. Barnsley Council has several Civil Enforcement Officers patrolling around the Borough, enforcement will not be an issue.

Appendix 3

Equality Impact Assessment

Proposed waiting and loading restrictions on Mapplewell Drive and Carr Green Lane, Mapplewell, Barnsley

Stage 1 Details of the proposal

Name of service

Growth and Sustainability

Directorate

Environment and Transport

Name of officer responsible for EIA

Nothando Mthunzi

Name of senior sponsor

Damon Brown

Description / purpose of proposal

The purpose of the proposal is:

- To address the illegal and dangerous parking practices which obstruct and block sections of Mapplewell Drive.
- Prevent parking on the public footways along the section of Mapplewell Drive and Carr Green Lane, and;
- Improve and maintain the free flow of all traffic by maintaining a road width sufficient for large vehicles to be able to pass each other freely.

Date EIA started

19/07/2023

Assessment Review date

19/07/2023

Stage 2 - About the proposal

What is being proposed?

As a response to this situation, it is proposed to prohibit vehicles from waiting at any time along Mapplewell Drive and part of Carr Green Lane.

Additionally, most of Mapplewell Drive will also have a prohibition of loading/unloading, with a section of Carr Green Lane having 'No Waiting, Mon – Fri 8am – 5pm' restrictions.

--

Why is the proposal required?

The proposal is required to address the current levels of risk, inconsiderate and obstructive parking evident in Mapplewell Drive and Carr Green Lane.

What will this proposal mean for customers?

The restrictions will address the illegal inappropriate and dangerous parking practices which obstruct and block these sections of Mapplewell Drive.

The restrictions will deter and will help prevent the parking on the public footways along this section of Mapplewell Drive and Carr Green Lane.

The restrictions will improve and maintain the free flow of all traffic by maintaining a road width sufficient for large vehicles to be able to pass each other freely.

The restrictions will improve and maintain access to the side roads by all traffic, including emergency services, commercial and public service vehicles.

There will be a loss of on-street parking space available for public use, which is necessary to free-up the carriageway, maintain the road width and clear the footways of vehicles.

Stage 3 - Preliminary screening process

Use the Preliminary screening questions (found in the guidance) to decide whether a full EIA is required

Yes - EIA required (go to next section)

No – EIA not required (provide rationale below including name of E&I Officer consulted with)

NO

Stage 4 - Scoping exercise - What do we know?

Data: Generic demographics

What generic data do you know?

N/A

Data: Service data / feedback

What equalities knowledge do you already know about the service/location/policy/contract?

N/A

Data: Previous / similar EIA's

Has there already been an EIA on all or part of this before, or something related? If so, what were the main issues and actions it identified?

NO

Data: Formal consultation

What information has been gathered from formal consultation?

Formal consultation took place between the 3rd of February 2023 and the 27th of February 2023. The proposal was advertised on site, local newspaper, central library (Lightbox) and council website. 2 objections were received and the major reason for objecting the proposal were loss of on- street parking.

Stage 5 - Potential impact on different groups

Considering the evidence above, state the likely impact the proposal will have on people with different protected characteristics

(state if negative impact is substantial and highlight with **red text**)

Negative (and potentially positive) impacts identified will need to form part of your action plan.

Protected characteristic	Negative ' - '	Positive ' + '	No impact	Don't know	Details
Sex			x		No adverse impact anticipated
Age			x		No adverse impact anticipated
Disabled <i>Learning disability,</i> <i>Physical disability,</i>			x		No adverse impact anticipated

Sensory Impairment, Deaf People, invisible illness, Mental Health etc					
Race			x		No adverse impact anticipated
Religion & Belief			x		No adverse impact anticipated
Sexual orientation			x		No adverse impact anticipated
Gender Reassignment			x		No adverse impact anticipated
Marriage / civil partnership			x		No adverse impact anticipated
Pregnancy / maternity			x		No adverse impact anticipated

Other groups you may want to consider					
	Negative	Positive	No impact	Don't know	Details
Ex services			x		No adverse impact anticipated
Lower socio-economic			x		No adverse impact anticipated
Other ...			x		No adverse impact anticipated

Stage 6 - BMBC Minimum access standards

If the proposal relates to the delivery of a new service, please refer to the Customer minimum access standards self-assessment (found at)

If not, move to Stage 7.

Please use the action plan to detail the steps to be taken to ensure the new service complies with the minimum access standards. Consider any reasonable adjustments for disabled people.

Not yet live

- The proposal will meet the minimum access standards.
- The proposal will not meet the minimum access standards. –provide rationale below.

Stage 7 – Action plan

To improve your knowledge about the equality impact . . .

Actions could include: community engagement with affected groups, analysis of performance data, service equality monitoring, stakeholder focus group etc.

Action we will take:	Lead Officer	Completion date

To improve or mitigate the equality impact . . .

Actions could include: altering the policy to protect affected group, limiting scope of proposed change, reviewing actual impact in future, phasing-in changes over period of time, monitor service provider performance indicators, etc.

Action we will take:	Lead Officer	Completion date

To meet the minimum access standards . . .(if relevant)

Actions could include: running focus group with disability forum, amend tender specification, amend business plan to request extra 'accessibility' funding, produce separate MAS action plan, etc.

Action we will take:	Completion date

Not yet live

Stage 8 – Assessment findings

Please summarise how different protected groups are likely to be affected

Summary of equality impact	No adverse impact has been identified.
-----------------------------------	--

Summary of	Feed the results of the EIA into the options appraisal for the proposed waiting
-------------------	---

next steps

and loading restrictions on Mapplewell Drive and waiting restrictions on Carr Green Lane.

**Signature (officer responsible for EIA)
Date**

**** EIA now complete ****

Stage 9 – Assessment Review

**(This is the post implementation review of the EIA based on date in Stage 1 if applicable)
What information did you obtain and what does that tell us about equality of outcomes for different groups?**

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Record of Decision of the 'Head of Highways and Engineering' for:

**MAPPLEWELL DRIVE and CARR GREEN LANE,
Mapplewell, Barnsley.**

Proposed waiting and loading restrictions.

Subject

Mapplewell Drive, Mapplewell is predominantly a commercial/industrial area made up of small to medium sized food retail, automotive salvage and servicing, metal supplier businesses.

Complaints have been received regarding inconsiderate and obstructive parking, and blocked accesses to business units on Mapplewell Drive.

A survey of the area and communications with businesses and Local Ward Councillors have confirmed that Mapplewell Drive is suffering daily congestion, illegal footway parking, large vehicles not gaining access to premises and the likelihood of emergency service vehicles not being able to reach the premises further into Mapplewell Drive.

Having investigated the issues and the potential for any displacement of staff and work vehicles into the nearby residential estate on Carr Green Lane, it is proposed to introduce waiting restrictions to both Mapplewell Drive and Carr Green Lane.

Authority

Part 3 Paragraph 20(b) Delegations to Officers: After consultation with Local Members and the relevant Parish Council, to arrange for the publication of Traffic Regulation Orders requiring the enforcement of traffic control measures and, subject to no objections being received, to make the Orders and implement the restrictions.

Decision Taken

The proposals to be advertised and any objections to be the subject of a report to Cabinet. If there are no objections the Head of Highways & Engineering and the Head of Legal Services be authorised to make and implement the Order.

**Financial Consultation/
Consideration)**

**Maqbool Ahamed -
Acting Strategic Finance Manager, on behalf
of Service Director (S151) Officer:**

Signature: _____

Date: 31/08/2022_____

Date of Decision:

Damon Brown – Network Manager:

Signature: _____

Date: 31/08/2022_____

Date Approved:

Ian Wilson - Head of Highways & Engineering:

Signature: _____

Date: 21/09/2022_____

Barnsley Metropolitan Borough Council

This matter is not a Key Decision within the Council's definition and has not been included in the relevant Forward Plan

Report of the Executive Director,
Place

MAPPLEWELL DRIVE and CARR GREEN LANE, Mapplewell, Barnsley.

Proposed waiting and loading restrictions.

1. Purpose of Report

- 1.1 The purpose of this report is to seek approval to advertise and implement a Traffic Regulation Order (TRO) necessary to introduce no waiting and loading restrictions on Mapplewell Drive and Carr Green Lane, Mapplewell.
- 1.2 The purpose of the proposed TRO is to prevent and deter inconsiderate, obstructive, and illegal parking, reduce overall congestion, and allow full access to premises.

2. Recommendation

It is recommended that:

- 2.1 **The Head of Legal Services be authorised to publish the proposed restriction on Mapplewell Drive and Carr Green Lane, as described in this report and shown on the plan at Appendix 1.**
- 2.2 **Any objections be subject of a further report to Cabinet.**
- 2.3 **If there are no objections, the Head of Highways & Engineering and the Head of Legal Services be authorised to make and implement the Traffic Regulation Order.**

3. Introduction

- 3.1 Mapplewell Drive, Mapplewell is predominantly a commercial/industrial area made up of small to medium sized food retail, automotive salvage and servicing, metal supplier businesses.
- 3.2 Complaints have been received regarding inconsiderate and obstructive parking, and blocked accesses to business units on Mapplewell Drive.
- 3.3 A survey of the area and communications with businesses and Local Ward Councillors have confirmed that Mapplewell Drive is suffering daily congestion, illegal footway parking, large vehicles not gaining access to

premises and the likelihood of emergency service vehicles not being able to reach the premises further into Mapplewell Drive.

4. Proposal and Justification

- 4.1 To introduce no waiting at any time restrictions for the whole of Mapplewell Drive.
- 4.2 To introduce no waiting and no loading at any time restrictions on parts of Mapplewell Drive.
- 4.3 To introduce timed no waiting restrictions; 'Mon – Fri – 8am – 5pm', on parts of Carr Green Lane.
- 4.4 The proposals consider the potential for the displacement of vehicles from Mapplewell Drive to Carr Green Lane by staff and works vehicles.
- 4.5 The proposals also take into account the right for all businesses to have full and unobstructed access to their premises, the need for emergency services to reach all the properties on Mapplewell Drive.
- 4.6 The proposals support and underline the premise that private businesses must fully operate within their business footprint and should not use the public highway as an overflow car park or vehicle storage facility.
- 4.7 The proposals are regarded as the best and most appropriate options to meet all the reported issues and address the complaints received.
- 4.8 The proposals also address the potential need for emergency service vehicles to be able to reach all the premises on Mapplewell Drive.

5. Consideration of Alternative Proposals

- 5.1 Due to the high volume of inconsiderate, obstructive, and illegal parking taking place on Mapplewell Drive, advisory signage is not considered proportionate in the circumstances.
- 5.2 Physical and other Engineering measures, such as bollards, are considered both financially prohibitive and too impactful on the movements of other road users and footway users.
- 5.3 Any proposed solution must take account of the prevailing issues on Mapplewell Drive, but also the potential for displacement of vehicles on to the adjacent residential estate road – Carr Green Lane.

6. Impact on Local People

- 6.1 The proposals will have little or no effect on local residents. The timed parking proposal for Carr Green Lane will allow for overnight resident parking to take place.

- 6.2 The businesses on Mapplewell Drive will have unobstructed access to their premises, including for larger vehicles and in an emergency, emergency service vehicles.
- 6.3 Those businesses operating and using the public highway as an overflow car park and/or vehicle storage facility, will see that facility removed. Businesses will have to take responsibility for their businesses within the footprint of their premises. This includes parking provision for staff and visitors.

7. **Financial Implications**

- 7.1 The costs of advertising and legal fees associated with the TRO are estimated at £7,500 and are being funded by the Highway Authority's additional Highways Investment 22/23 - Road Safety Budget.

8. **Legal Implications**

- 8.1 The Road Traffic Regulation Act 1984 provides the appropriate powers for the Council to make the proposed TRO and the Council is satisfied it is expedient to make the Order for avoiding danger to persons or other traffic using the roads and for preventing the likelihood of any such danger arising, and for facilitating the passage of traffic on the roads.

- Mapplewell Drive currently suffers from high volumes of inconsiderate, obstructive, and illegal parking. The proposals will illuminate and prevent further poor parking and obstruction issues.

- The proposals also help to prevent displacement of vehicles to the adjacent Carr Green Lane.

- 8.2 In determining the extents of the proposed restrictions, the Council has had due regard to the duty imposed on it to exercise the functions conferred on it by the Road Traffic Regulation Act 1984 so as to secure the expeditious convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway (section 122 Road Traffic Regulation Act 1984) and is satisfied the traffic restrictions proposed will achieve those objectives.

- Traffic flow and access to premises on Mapplewell Drive is obstructed on a daily basis. It is necessary to introduce the proposals to allow the free flow of traffic and allow for lawful access to premises, and by the public.

- Public parking will only be affected if customers are visiting a business on Mapplewell Drive. Businesses premises must be appropriate for the business and if customers are required to visit the premises, businesses must make on-site provision.

9. **Consultations**

The Local Ward Members, Area Manager, Emergency services, BMBC Parking Enforcement, SYPTE have been consulted and no objections have been received.

10. Risk Management Issues

Risk	Mitigation/Outcome	Assessment
1. Challenge to the proposals because they infringe the Human Rights Act	It is not considered the proposals have any interference with convention rights. Any potential interference must be balanced with the duty of the Council to provide a safe highway for people to use. The Head of Legal Services has developed a sequential test to consider the effects of the Human Rights Act which are followed.	Low
2. Legal challenge to the decision to make the TRO.	The procedure to be followed in the making of TROs is prescribed by legislation which provides an opportunity to object to proposals which must be reported for consideration by Cabinet and there is an opportunity to challenge an order once it is made by way of application to the High Court on the grounds that the order is not within the statutory powers or that the prescribed procedures have not been correctly followed. Given that the procedures are set down and the Council follows the prescribed procedures the risk is minimal.	Low

11. Compatibility with European Convention on Human Rights

- 11.1 It is not considered to be any potential interference with European Convention on Human Rights as the proposals aims to create a safer environment and prevent indiscriminate parking.

12. List of Appendices

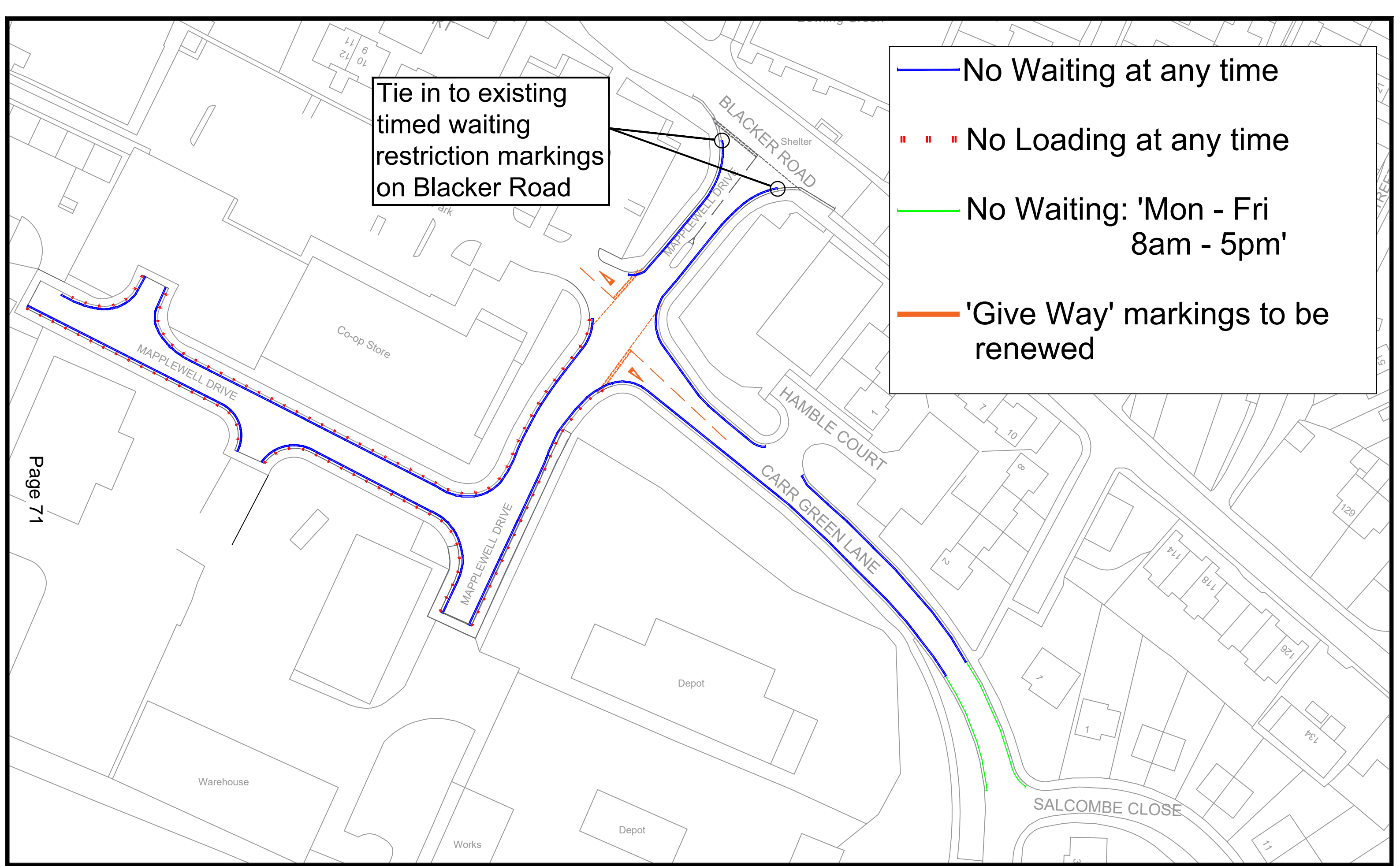
- Appendix 1 – Plan showing the area.

13. Background Papers

- 13.1 Project file – 4186

Tie in to existing
timed waiting
restriction markings
on Blacker Road

- No Waiting at any time
- - - No Loading at any time
- No Waiting: 'Mon - Fri
8am - 5pm'
- - - 'Give Way' markings to be renewed



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