

BARNSELY METROPOLITAN BOROUGH COUNCIL

REPORT OF: EXECUTIVE DIRECTOR OF GROWTH AND SUSTAINABILITY

TITLE: HIGHWAYS CAPITAL PROGRAMME 2023/24

REPORT TO:	CABINET
Date of Meeting	05 April 2023
Cabinet Member Portfolio	Environment and Highways
Key Decision	Yes
Public or Private	Public

Purpose of report

To obtain approval for the Highways Capital Programme for the financial year 2023/2024, which underpins our economic growth aspirations through:

- Applying, where possible, the principle that prevention is better than cure in determining the balance between structural, preventative and reactive maintenance activities, to improve the resilience of the highway.
- The continued development of improvements to the existing highway network and measures to improve road safety; alleviate delay issues for the public travelling on the network; to improve air quality and to encourage active and sustainable travel.
- To obtain delegated authority to vary the programme, in accordance with the Council's governance and approval limits.

Council Plan priority

The proposals contained in this report contribute to the Council's strategic priorities, as indicated below:

- A Healthy Barnsley: By raising health and environmental standards across the borough through the construction and improvement of accessible walking and cycling routes, it will reduce air pollution, noise and carbon emissions. This will have a positive impact on people's health and wellbeing.
- A Learning Barnsley: High-quality maintenance will improve the current highway asset to achieve a transport system for Barnsley that facilitates a prosperous, sustainable economy for the borough, the City Region and the North; and will strengthen our long-term economic competitiveness.

- A Growing Barnsley: Improvements to the Town Centre, Principal Towns and other local centres, will make them more attractive and user-friendly. High- quality maintenance of the highway network will create equally high-quality transport links. This will contribute to the awareness that Barnsley is a more attractive place for both business creation and business relocation, which will support local people have access to an increased, but local labour market.
- A Sustainable Barnsley: The construction of new active travel infrastructure will increase accessible walking and cycling routes across the borough. People will therefore be able to get around the borough easier than ever.
- Enabling Barnsley: The focused approach is that this proposed Highways Capital Programme improves the highway network to support the objectives of the Council Plan 2021-24, which all contribute towards making Barnsley the place of possibilities. Working in-line with the *Be Even Better Strategy*, staff utilise the tools and resources at their disposal to ensure efficient delivery to meet the necessary targets. This enables the Service to be as efficient as possible, which is something that is identified within the recent Local Government Peer Review undertaken in September 2022, into the operation of the Service.

Recommendations

That Cabinet:

- 1. Approve the detailed Highways Capital Programme for 2023/24 as set out in Appendix 1 and agree that this be released into the Council's full capital programme.**
- 2. Authorise that the Highways Capital Programme be varied in line with the Council's governance and approval limits (paragraphs 2.24 – 2.30 refers).**
- 3. Authorise the Service Director, Environment and Transport, to:**
 - **Deliver a programme of Highway Maintenance work based upon the Asset Management Policy and Implementation Strategy, supplemented with engineering judgement in order to meet strategic priorities, ensure the longevity of the highway asset.**
 - **Deliver a blended programme of Integrated Transport, Active Travel and other highway works based upon the recently approved Transport Strategy and Council initiatives, in order to deliver a programme of work that meets strategic priorities & improve the network.**

- **Obtain tenders for any works, goods and services as necessary, and appoint any successful tenderer on the basis of the most economically advantageous tender.**
 - **Adopt the principle of collaboration and utilise collaborative procurement and engage external service suppliers to undertake work which cannot be undertaken in-house, via Regional Alliances, where available.**
 - **Appoint other external consultants and contractors as appropriate, within the current procurement rules.**
- 4. Approve, in principle, the inclusion of the emerging Principal Roads and Side Streets Investment Programme, into the Highways Capital Programme 2023/24. The funding for this ‘one-off’ investment programme has provisionally been set-aside for highway maintenance and will be subject to a separate report detailing the plans for its use. (Approved at Full Council 23rd February 2023).**
- 5. Confirm that before commencing any procurement process for the delivery of other Council managed programmes incorporating highway works, the relevant Executive Director must consider the need to consult the Executive Director – Growth and Sustainability (or in the case of Growth and Sustainability Directorate, the Service Director – Environment and Transport) who may be able to provide the works, services, or goods required.**

1. INTRODUCTION

1.1 This report seeks approval for the recommendations noted above.

Highways Peer Challenge

1.2 The Council invited the Local Government Association (LGA) to undertake a sector-led peer review of specific elements of the Authority’s Highways function, which took place in September 2022. Following the review, the Peer Review Team identified both service strengths and areas for consideration, which this report acknowledges.

1.3 The Peer Review Team identified a planning and performance strength that the annual works programme for highway delivery is prepared. However, the absence of a long-term programme was identified as an area for consideration. In previous years, the Highways Capital Programme Report has incorporated only annual Integrated Transport and Maintenance Programmes. This decision was predominantly driven by a combination of the uncertainty of overall long-term funding, together with the concern that programmes which look beyond 12 months and are made up of a high number of individual projects, that are more susceptible to re-programming of

individual projects.

- 1.4 The South Yorkshire Mayoral Combined Authority (SYMCA) was successful in securing a 5-year funding settlement secured via the Department for Transport (DfT). This City Region Sustainable Transport Settlement (CRSTS) consolidates the previous allocations (Highway Maintenance Block, Potholes Fund and Integrated Transport Block).
- 1.5 The CRSTS settlement, together with other externally funded work, adds some certainty to the future funding of Highways Capital Programme and has enabled both a 2023/24 annual programme and a draft, future programme of work for 2024/25 to be produced. Members are asked to note, however, that any number of issues may arise in the intervening period that could result in revisions to the programme being made.
- 1.6 The Service strives to be as efficient as possible and to ensure efficient programming, and uses a process called 'Walk, Talk and Build'. The Service developed this method in 2016, and it is based upon Lean methodology, to make the delivery of non-complex maintenance schemes as efficient as possible. In the LGA Strategic Review feedback, the Peer Challenge Team specifically referenced: *"The process for delivery is quite slick once in the delivery team... 'walk-talk-build' approach"*.
- 1.7 Generally, this speeds up the process for delivery, but occasionally, it reveals that additional treatment to the network or considerations may be needed. By using the 'Walk, Talk and Build' approach, some of the treatments will still be emerging beyond the start of 2023/24, which could also lead to in-year programme variations.

2. PROPOSAL

Background

- 2.1 The adopted highway, managed by the Council as the local Highway Authority in Barnsley, is the single highest value asset the Council owns. The last reported gross replacement cost for the entire asset was £2.1bn. The highway asset includes carriageways, footways, bridges and other highway structures, highway drainage, traffic signals, road restraint systems (safety fencing), supporting earthworks, combined cycle/footways, street lighting, road signs and road markings.
- 2.2 In terms of maintenance, the Asset Management Policy and Implementation Strategy (Cab.7.1.2015/7 refers) sets out the principles of how the Council will aspire to maintain the highway network. This approach will be supplemented by use of engineering judgement to provide an efficient, blended approach to delivering a programme of work.
- 2.3 The Highways Capital Programme will support the Council's Principal Towns and Local Village Centres Investment Programme (Principal Towns) where

highway works have been identified as being required in the vicinity of Principal Towns' schemes.

Proposed Works Programme 2023/24

- 2.4 The works programme for the Highways Service is broken down into different elements usually linked to whether the funding is general/for maintenance or specific/targeted. The table below summarises these different elements and the subsequent paragraphs provide more detail of the works undertaken within those elements.

Highways Capital Programme	2023/24	2024/25	2025/26
Highway Improvement Programme	£1,517,845	£1,425,000	£1,100,000
Highway Maintenance Programme	£9,066,574	£9,171,168	£7,300,000
Highways and Roads Investment Projects	£1,750,000	£0	£0
A628 Safer Roads Fund Project	£703,559	£0	£0
ES10 Roundabout Works	£2,000,000	£0	£0
Active Travel Schemes	£1,510,819	£2,902,122	£0
Strategic Transportation Schemes	£0	£0	£5,180,000
Section 106 works Cortonwood	£0	£145,878	£0
Assessment of work to be outsourced/excluded.	-£2,459,070	£0	£0
	£14,089,727	£13,644,168	£13,580,000

Highway Improvement Programme

- 2.5 Appendix 2 contains the Highway Improvement Programme 2023/24 (HIP), that has been developed in line with the authority's Transport Strategy. Works listed in this programme provide integrated transport-focused improvements to upgrade the highway network to meet road safety initiatives, support congestion reduction and aid active travel.
- 2.6 The funding for the HIP 2023/24 has been secured from the Local and Neighbourhood Transport Complementary Programme (LNTCP) element of South Yorkshire Mayoral Combined Authority's (SYMCA) City Region Sustainable Transport Settlement (CRSTS).
- 2.7 The estimated value of the HIP in 2022/23 is £1.517M, funded via the aforementioned SYMCA funding. This includes carry over resources from 2022/23 of £0.743M, relating to active travel, road safety and signal schemes which have been delayed. An allocation of £1.100M is available each year of the LNTCP programme up to 2026/27. £0.325M of the 2023/24 allocation has been reprofiled to 2024/25, giving a revised allocation of £1.425M.

Highway Maintenance Programme

- 2.8 The estimated cost of the Highway Maintenance Programme for 2023/24 is £9.067M. Appendices 3 to 6 contains the Highway Maintenance Programme 2023/24 (HMP). This programme contains both carry over resources and projects from 2022/23 (£3.638M), based on the position reported in the

Corporate Finance Performance Quarter 3 2022/23 report. The main areas of spend are shown in the table below:

Highway Maintenance Programme

Theme/Asset Type	B/fwd	2023/24	Total
Local Roads Carriageway Programme	814,480	2,685,520	3,500,000
Local Roads Footway Programme	119,500	480,500	600,000
Principal Road (A road) Programme	1,631,190	368,810	2,000,000
Drainage Programme	0	1,000,000	1,000,000
Bridges and Structures Programme	150,000	179,000	329,000
Adopted Backings		80,000	80,000
Street Lighting Programme	872,574	400,000	1,272,574
Traffic Signs and Signals Programme	50,000	235,000	285,000
Total	3,637,744	5,428,830	9,066,574

- 2.9 The funding for the HMP 2023/24 is principally a combination of funding from the Transport Network Asset Maintenance Programme 2023/24 (TNAMP) element of SYMCA's CRSTS and internal Capitalised Highway Maintenance and other internal funding sources.
- 2.10 Local Roads Carriageways (B, C and unclassified roads): Appendix 3 sets out the proposed Local Roads Carriageway Programme for 2023/24. The programme was created based upon the collection of data about carriageway defects, inspections, and infrastructure survey condition to form a list of prioritised, potential locations that require remedial treatment to the carriageway. A site inspection of each location is undertaken to determine the most appropriate treatment and priority, together with the application of engineering judgement. The estimated cost of the carriageway schemes listed in Appendix 3 is £3.000M, with a further £0.500M available for emerging priorities identified in-year. This includes carry over resources from 2022/23 of £0.227M, relating to 5 carriageway schemes which have been delayed.
- 2.11 Local Roads Footways: Appendix 4 sets out the proposed Local Roads Footway Programme for 2023/24. The estimated cost of the footway schemes listed in Appendix 4 is £0.515M, with a further £0.085M available for emerging priorities identified in-year. This includes carry over resources from 2022/23 of £0.033M, relating to one footway scheme which has been delayed.
- 2.12 Principal Road Network (A roads): Appendix 5 sets out the priority locations for carriageway and footway resurfacing works to the principal road network, which are schemes carried over from 2022/23. The estimated cost of the carriageway and footway schemes listed in Appendix 5 is £2.000M.
- 2.13 Drainage: Funding is allocated for both planned and reactive construction of solutions to previously identified problems and the investigation and solution to emerging issues with the highway drainage asset. This will include a hinged gully frame and cover replacement programme, following temporary ones being installed following a series of metal thefts in the borough. £1M is allocated to the Drainage programme.

- 2.14 Bridges and Structures: Appendix 6 sets out the proposed Bridges and Structures Programme. Resourcing this area of expertise has been particularly challenging in 2022/23, and it is anticipated that these challenges will continue into 2023/24. In 2023/24, the Bridges and Structure Programme will continue to focus on data collection and analysis to inform future maintenance works. £0.329M has been allocated to the bridges and structures programme, including the Cone Lane Culvert scheme which has been delayed.
- 2.15 Adopted Backings: A number of adopted backings across the borough are now showing signs of needing intervention works to preserve their structural integrity. £0.080M has been allocated for works on adopted backings.
- 2.16 Street Lighting: Funding of £0.400M is allocated for reactive street lighting maintenance and £0.873M for the Group 'A' street lighting column structural repair programme, this is the balance of the £4.200M allocated to the Group A LED replacement programme.
- 2.17 Traffic Signs Programme: Funding of £0.285M has been allocated for both planned and reactive road sign works, together with new street name plates.

Additional Council Investment in Highways

- 2.18 Highways and Roads Investment Programme: £2M was made available through the 2022/23 budget process for improvements on the Borough's highways. Following the in-year review of proposals put forward by members, against this £2M programme, a revised programme has now been agreed, which will see delivery of the bulk (£1.750M) of these proposals in 2023/24, following the start of delivery of school safety zones in 2022/23. See Appendix 11.

Other Works

- 2.19 Works from other funding sources, not directly controllable by the Highways and Engineering Service, generate additional income opportunities of both work in the highway and work that aligns with the Service's expertise.
- 2.20 A628 Safer Roads Fund Grant: £1.400M was allocated to the Council for an interventions programme in 2019/20, to address the road safety requirements that the DfT had identified, between the A629 and A616 junctions. It is envisaged that £0.704M of this funding will roll forward into 2023/24, due to the Covid-19 pandemic creating delays arising from land acquisition and subsequent resource issues following the pandemic. This programme is specific to the investment in road safety measures along the A628, relating to improvement of pedestrian crossing facilities, introduction of road safety barriers, traffic calming measures and improved street lighting. An allocation from the HIP will be utilised to support this initiative.
- 2.21 Active Travel Schemes: The proposed schemes are funded through the remaining element of the Transforming Cities Fund (TCF) and from the

CRSTS and have been previously reported into cabinet by the Strategic Transport Service The estimated value of these schemes is £1.510M.

- 2.22 ES10 Roundabout: Following the approval of Barnsley's Local Plan in 2019, the Economic Development Service is facilitating the delivery of the Goldthorpe site allocation (ES10) to provide employment opportunities in the area. The development of the ES10 site is dependent upon the delivery of a new roundabout on the A635. This has been previously reported into cabinet by the budget holder. The Highways and Engineering Service has been tasked with constructing and delivering the new roundabout, the balance of works to be completed in 2023/24 is estimated at £2M.
- 2.23 Other opportunities not noted above from other funding sources, not controllable by the Highways and Engineering service may appear during the financial year, at which point budget holders will report separately. The Highways and Engineering service under the governance arrangements noted at 2.23-2.30 will consider each opportunity and re-profile work dependent upon priorities of the Council.

Indicative additional funding

- 2.24 Principal Roads and Side Streets Investment Programme: The funding for this 'one-off' investment programme totaling £2m has provisionally been set-aside for highway maintenance as part of the 23/24 budget setting process and will be subject to a separate Cabinet report detailing the plans for its use.

Governance

- 2.25 The governance arrangements for varying the approved Highways Capital Programme, align with the Council's governance and approvals process, which is explained in the context of the Highways Capital Programme, in the paragraphs below.
- 2.26 Where an overall variation on the Highways Capital Programme up to £0.250M is sought, the Service Director (Environment and Transport) be authorised to vary the programme, providing it can be contained within the overall funding envelope, with an overview, including a live log of schemes that have been changed, removed or added, given to the capital oversight board.
- 2.27 Where an overall variation on the Highways Capital Programme of between £0.250M and £0.500M is sought, in addition to the governance arrangements at 2.26, the Cabinet Spokesperson for Growth and Sustainability be authorised to approve the variation on the programme, providing it can be contained within the overall funding envelope.
- 2.28 Where an overall variation of greater than £0.500M on the Highways Capital Programme is sought, in addition to the governance arrangements at 2.26 and 2.27, a Cabinet report will be presented to approve that variation.

- 2.29 Where a variation cannot be contained within the overall funding envelope, a Cabinet report is required for due consideration, regardless of value.
- 2.30 A record is kept by the Highways service for variations to the agreed programme.
- 2.31 A quarterly update report to the Capital Oversight Board occurs prior to quarterly monitoring.
- 2.32 This approach aligns to the Council's Financial Regulations.

Proposed Works Programme 2024/25

- 2.33 As is always the case with programme made up of a high number of individual projects, and with the uncertainty of decision-making for works to be undertaken so far in the future, there is a significant likelihood that works could be re-programmed and carried forward into future years.
- 2.34 It is anticipated that at this stage, the programme will follow the same format as the 2023/24 programme. Consequently, commentary at 2.4 to 2.17 will therein generally apply to the works programme for 2024/25. The following appendices contain the proposed works to be undertaken in 2024/25:
- Appendix 2: Highway Improvement Programme 2024/25
 - Appendix 7: Indicative Local Roads Carriageway Programme 2024/25
 - Appendix 8: Indicative Local Roads Footway Programme 2024/25
 - Appendix 9: Indicative Principal Roads Programme 2024/25
 - Appendix 10: Indicative Bridges and Structures Programme 2024/25

Key Risks Associated with Producing Future Programmes of Work:

- 2.35 As indicated at 2.33 to 2.34, in response to the LGA's strategic review of the Highway Delivery function, a works programme for 2024/25 has been proposed.
- 2.36 The intention of the 2024/25 programme is to give greater visibility of future expenditure beyond the 2023/24 works programme. However, Members are asked to note that factors may arise in the intervening 12 months that could result in changes to the proposed programme, for example:
- Works from 2023/24 being re-programmed and carried forward into 2024/25, effectively displacing schemes to later years
 - Accelerated deterioration of the network necessitating other schemes being prioritised over those previously published
 - Third party issues
 - Supply chain delays
 - Changes for funding strategy
 - Council directives
 - Government interventions

2.37 There is a risk attached to all associated funding due to the current financial climate, both from an BMBC internal MTFS position and wider SYMCA MTFS position.

3. IMPLICATIONS OF THE DECISION

3.1 Financial and Risk

Financial implications

3.1.1 Consultations on the financial implications of this report have taken place with representatives of the Service Director for Finance and S151 Officer.

2023/24 Programme

3.1.2 There is direct funding available through the Highways Capital Programme of £14.909M (£6.834m of which is brought-forward funding from prior years). In addition to this there is funding available to Highways of £3.511M, from other Council services, for the delivery of active travel and other projects. Funding of £2m in relation to the Principal Roads and Side Streets Investment Programme provisional scheme is not included in this amount and is referenced at 3.1.8. This gives total funding available of £18.420M. Within this £18.420M there is estimated to be £2.459M of works that will be done by external contractors, which is work not available to Highways (e.g., Surface dressing, retread, safety barriers and other specialist contractors). This gives a net figure of £15.961M available to Highways.

3.1.3 The planned programme of works for Highways in 2023/24, as set out in this report, will cost £14.090M. This gives an indicative funding carry forward of £1.871M into the 2024/25 capital programme.

3.1.4 The service requires turnover/chargeable work of £13.206M. The planned works of £14.090M achieve this required level of turnover.

Available Resources: 2023-2026

3.1.5 The anticipated resources available and planned works for the Highways Capital Programme 2023/24 to 2025/26 is outlined in the table below:

Funding Source	2023/24	2024/25	2025/26
CRSTS Transport Network Asset Maintenance (HCM)	4,000,000	4,000,000	4,000,000
BMBC Capitalised Highway Maintenance	3,300,000	3,300,000	3,300,000
BMBC Capitalised Highway Maintenance b/fwd	2,765,168	1,871,168	
Total General Maintenance allocations	10,065,168	9,171,168	7,300,000
CRSTS Local & Neighbourhood Transport Complementary Programme (ITB)	775,000	1,425,000	1,100,000
CRSTS Local & Neighbourhood Transport Complementary Programme b/fwd	742,845		
Highways and Roads Investment 2022/23	1,750,000		
Section 106 Cortonwood		145,878	
DfT Safer Roads Fund (A628) (est b/fwd)	703,559		
Street Lighting Group A LED/column replacement (est b/fwd)	872,574		
Total Targeted Funding allocations	4,843,978	1,570,878	1,100,000
Total Funding within Highways and Engineering	14,909,146	10,742,046	8,400,000
Works for other services (ES10 Roundabout)	2,000,000		
Works for other services (Active Travel Schemes)	1,510,819	2,902,122	
Works for other services (Strategic Transportation Schemes)			5,180,000
Total available funding/works	18,419,965	13,644,168	13,580,000
Works by external contractors (netted off turnover)	-2,459,070	0	0
Potential turnover for Highways	15,960,895	13,644,168	13,580,000
Funding deferred to 2024/25	-1,871,168	0	0
Revised turnover (planned works) for Highways	14,089,727	13,644,168	13,580,000
Turnover target to deliver budgeted income	-13,205,554	-13,205,554	-13,205,554
Potential surplus/(Deficit) turnover/workload	884,173	438,614	374,446

3.1.6 The above table shows that given that funding has been deferred from 2023/24 to 2024/25 and that providing works from other services materialise as expected, the Highways Service is in a financially stable position for the next 3 years. Further funding could materialize into the future programme as time moves on, if/when opportunities occur. There is a risk attached to all associated funding due to the current financial climate, both from a BMBC internal MTFs position, SYMCA and wider Central Government position.

3.1.7 As highlighted, the resources (£6.834m) expected to be carried into 2023/24 from 2022/23 is an estimated, indicative position as reported in the Corporate Finance Performance Quarter 3 2022/23 report. Any variation in this expected carry forward position will impact the available funding in 2023/24 and therefore, associated plans will be amended accordingly.

3.1.8 Principal Roads and Side Streets Investment Programme: The funding for this 'one-off' investment programme totaling £2m has provisionally been set-aside as part of the 23/24 budget setting process and will be subject to a separate Cabinet report detailing the plans for its use and will need to be fit into the programme.

3.1.9 A summary of the above financial implications is attached at Appendix A.

Key Risks Affecting Funding for Local and Strategic Schemes:

3.1.10 The general increase in inflation (the highest for a number of years), through the combined effects of major economic turmoil events is likely to continue to have a significant impact on the cost of resources (which includes plant and equipment, labour (not existing labour frameworks), fuel and most significantly, materials). Inevitably, this will mean that the cost of carrying work will have to be adjusted. This will reduce the quantity of work capable of being delivered for the value of the budget compared to previous years.

- 3.1.11 Historically, the Service has been focused on a delivery model that provides maximising deliverable schemes. This will be tempered with harmonising both resources and time which may lead to tensions in balancing tangible delivery against income generation and furthermore, spend.
- 3.1.12 A further risk is the unknown severity of the winter period in 2023/24 and the level of Winter Service response that this could necessitate. Any Winter Service response necessary during normal working hours will effectively be non-productive time in terms of scheme delivery, leading to a more inefficient service delivery.
- 3.1.13 Whilst the direct effects of the Covid-19 pandemic on resources have reduced there are still indirect risks created by the pandemic, which exist. Following the pandemic, new hybrid ways of working have emerged, predominantly with the introduction of remote or homeworking. One of the 'unseen' effects of this is that during normal working hours, there are considerably more vehicles parked on residential streets. The number and deliverability of schemes in residential areas is likely to be hampered through the presence of these parked cars, reducing access to road space.
- 3.1.14 There is an element of risk associated with the delivery of Active Travel schemes and the associated funding attached to these. All Active Travel funding is subject to further reports that will be provided by the Strategic Transport Service and will detail the allocations and proposed scheme of works.
- 3.1.15 To mitigate all these risks above, the approach of scheme prioritisation will be supplemented by engineering judgement to attempt to deliver a programme of work.

3.2 Legal

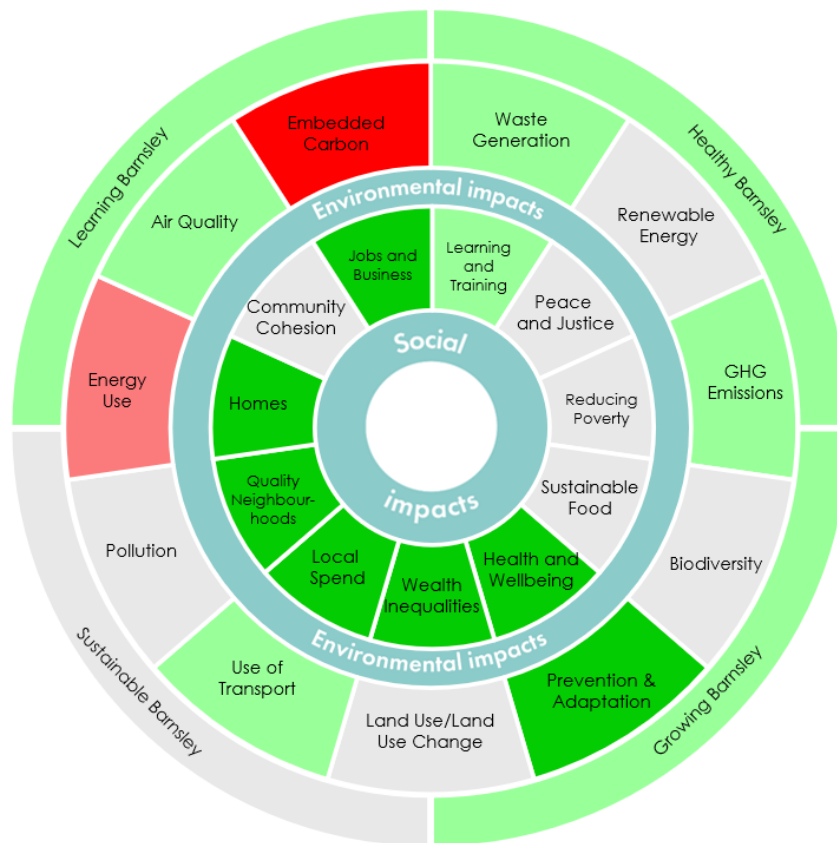
- 3.2.1 Delivery of the Capital Programme will require consultation with the Service Director (Law and Governance) to ensure legal processes are aligned to ensure efficient delivery of the works programme

3.3 Equality

- 3.3.1 Equality Impact Assessment Pre-screening has been completed, determining that a full Equality Impact Assessment (EIA) is not required.

3.4 Sustainability

- 3.4.1 Decision making wheel



3.4.2 In terms of environmental benefits, materials are required to deliver highway maintenance benefits, which will always register a carbon disbenefit. However, by improving the standard of the network means that network usage by highway users is more efficient, with arguably, congestion benefits through less reactive roadworks meaning air quality is improved.

3.4.3 A significant further environmental benefit has been achieved through the Council replacing the fleet of lorries used for highway maintenance. The new vehicles meet the latest euro-emission standards which results in more efficient working operation and lower particulate emissions.

3.4.4 In terms of socioeconomic benefits, delivering the Highways Capital Programme improves the highway network which provides high quality and attractive connectivity, both for business and education, demonstrating that Barnsley is a place of possibilities.

3.4.5 During 2023/24, the Service will continue to explore options for street lighting, to deliver further reductions in energy consumption, in addition to the 9M kWh savings already made since 2014/15 (14M kWh in 2014/15 to 5M kWh in 2021/22).

3.5 Employee

3.5.1 The continued development of proposals for implementation through the Highways Capital Programme will principally involve staff in Growth and

Sustainability and Core Directorates, although the cross-cutting nature of the work undertaken on the highway means interaction with all Council Services is potentially likely at some point.

- 3.5.2 The balancing of workload to available staff resources will still be a challenge for 2023/24. Although the focus is on business and financial priorities, pressures on delivery will inevitably mean that the use of external sub-contractors, consultants and overtime will be necessary to deliver the programme.
- 3.5.3 Collaborative procurement will be used to engage external resource suppliers to support the in-house provision to achieve economic and practical benefits, e.g., using the Midlands Highway Alliance for traffic engineering and bridges functions, or via collaboration established with adjacent authorities to deliver services, e.g., road markings.

3.6 Communications

- 3.6.1 Communications about these proposals will be channeled through the Area Councils, where appropriate. Notification of specific measures included in the proposed programme will be delivered to each dwelling in areas affected by such proposals, either directly, by posting notices or placing notices in the local press. Use of social media and the Council's website will also be made.

4. CONSULTATION

- 4.1 Consultations have taken place with representatives of the Executive Director, Core Services, specifically the financial implications of this report have taken place with representatives of the Director for Finance (The S151 Officer); and the Service Director (Law and Governance).
- 4.2 Consultations about this programme will be undertaken as necessary via Ward Members, Area Councils, Parish Councils meetings or directly with local members and members of the public, as appropriate.
- 4.3 The programme delivers the works through intelligence-based identification and prioritisation of investment in the highway network. Schemes are identified in a transparent and defensible way, using condition data determined from surveys and manual inspections to deliver works in an impartial way, which achieves best value for the asset with the resources available. In addition, a degree of engineering judgement is used to enable a more focused and efficient delivery of the programme.
- 4.4 Whilst the identification of the programme is data driven, engagement with our customers is an important aspect of delivery. Advance notification of works will be given through signage and publicity. The proposed programme will be to be published on the Council's web site.

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 Approach 1 (Recommended) – Prepare a programme of improvements based on the previously adopted Local Transport Plan (LTP) Implementation Plan approach:

- 5.1.1 The county-wide LTP ceased on 31st March 2015. The DfT has not issued guidance as to a replacement, however, the LTP approach provides a robust framework on which to continue setting Programmes.
- 5.1.2 The individual programmes contained in Appendices 2-6 have been drawn up to deliver a broad range of measures in-line with the strategic investment themes of the LTP to support and contribute to a high quality, efficient network, meeting the authority's Transport Strategy, which contributes to the Council Plan 2021-24, with its vision "Barnsley – the Place of Possibilities". The Highways Capital Programme supports the five priorities of the Council Plan 2021-24.
- 5.1.3 The maintenance programmes contained in Appendices 3-6 has been drawn up by in accordance with the Council's Highway Asset Management Policy and Strategy supplemented by applying engineering judgement to achieve a more focused and efficient delivery of the programme.

5.2 Approach 2 – Prepare other programmes of improvements not based on LTP – Implementation Plan:

- 5.2.1 The outcome would be a programme that is 'out of kilter' with the robust and accepted approach of the LTP and would therefore not coincide with a recognised framework, on which programme of work could be based. There has been no guidance from the DfT about any post-LTP process, but by following the structure of the LTP principles, it can be demonstrated that some framework of direction has been utilised in support of bids, grants, and other external funding submissions.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The Council, as the Local Highway Authority for Barnsley, has a statutory duty to maintain the adopted highway network within Barnsley, in accordance with section 41(1) of the Highways Act 1980.

7. GLOSSARY

CRSTS	City Region Sustainable Transport Settlement
DfT	Department for Transport
EIA	Equality Impact Assessment
HIP	Highway Improvement Programme
HMP	Highway Maintenance Programme
LED	Light-Emitting Diode
LGA	Local Government Association

LNTCP	Local and Neighbourhood Transport Complementary Programme in the CRSTS
LTP	Local Transport Plan
SYMCA	South Yorkshire Mayoral Combined Authority
TCF	Transforming Cities Fund
TNAMP	Transport Network Asset Maintenance Programme in the CRSTS

8. LIST OF APPENDICES

Appendix A:	Financial Implications
Appendix 1:	Highways Capital Programme 2023/24 - 2025/26
Appendix 2:	Highway Improvement Programme 2023/24 – 2025/26
Appendix 3:	Local Roads Carriageway Programme 2023/24
Appendix 4:	Local Roads Footway Programme 2023/24
Appendix 5:	Principal Roads Programme 2023/24
Appendix 6:	Bridges and Structures Programme 2023/24
Appendix 7:	Indicative Local Roads Carriageway Programme 2024/25
Appendix 8:	Indicative Local Roads Footway Programme 2024/25
Appendix 9:	Indicative Principal Roads Programme 2024/25
Appendix 10:	Indicative Bridges and Structures Programme 2024/25
Appendix 11:	Highway & Roads Investment Programme 2022/23

9. BACKGROUND PAPERS

The South Yorkshire LTP3 Strategy and Implementation Plan are available from the South Yorkshire Mayoral Combined Authority.

Working files are available in Growth and Sustainability Directorate, for inspection.

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

Any reports submitted without the appropriate consultation and sign off will be returned to the report author.

Financial consultation & sign off	Senior Financial Services officer consulted and date <i>A signed Appendix A, outlining the financial implications, is attached.</i>
Legal consultation & sign off	Legal Services officer consulted and date: <i>Kate Gothard 24.02.2023</i>

Report Author: Ian Wilson
Post: Group Manager – Highway Delivery
Date: 8th February 2023

Report of the Executive Director Growth & Sustainability

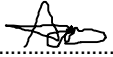
HIGHWAYS CAPITAL PROGRAMME 2023/24

i) Capital Expenditure	<u>2023/24</u>	<u>2024/25</u>	<u>2025/26</u>	Later Years
	£	£	£	£
Highways Capital Programme 2023/24 (within Highways and Engineering)	13,037,978	10,742,046	8,400,000	0
Highways Capital Programme 2023/24 - (works for other BMBC services)	1,051,749	2,902,122	5,180,000	0
	14,089,727	13,644,168	13,580,000	0
To be financed from:				
<i>Funding within Highways & Engineering</i>				
BMBC Capitalised Highway Maintenance Allocation	3,300,000	3,300,000	3,300,000	0
CRSTS Transport Network Asset Maintenance (HCM) Allocation	4,000,000	4,000,000	4,000,000	0
CRSTS Local & Neighbourhood Transport Programme (ITB) Allocation	775,000	1,425,000	1,100,000	0
<i>Funds allocated in prior years (b/fwd)</i>				
BMBC Capitalised Highway Maintenance 22/23	2,765,168	0	0	0
BMBC Capitalised Highway Maintenance Indictive 23/24	0	1,871,168	0	0
Integrated Transport Block 22/23	742,845	0	0	0
Group A LED Replacement-Structural Works* 22/23	872,574	0	0	0
Highways and Roads Investment 22/23	1,750,000	0	0	0
DfT Safer Roads 22/23	703,559	0	0	0
Section 106 Contributions - Cortonwood 22/23 b/fwd	0	145,878	0	0
	14,909,146	10,742,046	8,400,000	0
<i>Funding from other BMBC services</i>				
ES10 Roundabout	2,000,000	0	0	
Active Travel Schemes (ATS)	1,510,819	2,902,122	0	0
Strategic Transportation Schemes	0	0	5,180,000	
	3,510,819	2,902,122	5,180,000	0
<i>Other External contractor works from all funding</i>				
Funding to be used for external contractors works	-2,459,070	0	0	0
	-2,459,070	0	0	0
TOTAL FUNDING	15,960,895	13,644,168	13,580,000	0
2024/25 Carry forward balance **	-1,871,168	0	0	0

* Funding set aside as part of the 2017-2020 Capital Programme

** Indictive carry forward into 2024/25 programme. Subject to change once final 22/23 figures are agreed

Impact on Medium Term Financial Strategy	<u>2023/24</u>	<u>2024/25</u>	<u>2025/26</u>
	£	£	
MTFS	0.000	0.000	0.000
Effect of this report	0.000	0.000	0.000
Revised Medium Term Financial Strategy	0.000	0.000	0.000

Agreed by:.....On behalf of the Service Director and Secion 151 Officer -Finance

Highways Capital Programme

Appendix 1

Funding Source	2023/24	2024/25	2025/26
CRSTS Transport Network Asset Maintenance (HCM)	4,000,000	4,000,000	4,000,000
BMBC Capitalised Highway Maintenance	3,300,000	3,300,000	3,300,000
BMBC Capitalised Highway Maintenance b/fwd	2,765,168	1,871,168	
Total General Maintenance allocations	10,065,168	9,171,168	7,300,000
CRSTS Local & Neighbourhood Transport Complementary Programme (ITB)	775,000	1,425,000	1,100,000
CRSTS Local & Neighbourhood Transport Complementary Programme b/fwd	742,845		
Highways and Roads Investment 2022/23	1,750,000		
Section 106 Cortonwood		145,878	
DfT Safer Roads Fund (A628) (est b/fwd)	703,559		
Street Lighting Group A LED/column replacement (est b/fwd)	872,574		
Total Targeted Funding allocations	4,843,978	1,570,878	1,100,000
Total Funding within Highways and Engineering	14,909,146	10,742,046	8,400,000
Works for other services (ES10 Roundabout)	2,000,000		
Works for other services (Active Travel Schemes)	1,510,819	2,902,122	
Works for other services (Strategic Transportation Schemes)			5,180,000
Total available funding/works	18,419,965	13,644,168	13,580,000
Works by external contractors (netted off turnover)	-2,459,070	0	0
Potential turnover for Highways	15,960,895	13,644,168	13,580,000
Funding deferred to 2024/25	-1,871,168	0	0
Revised turnover (planned works) for Highways	14,089,727	13,644,168	13,580,000
Turnover target to deliver budgeted income	-13,205,554	-13,205,554	-13,205,554
Potential surplus/(Deficit) turnover/workload	884,173	438,614	374,446

Highway Improvement Programme (CRSTS Transport Complementary Programme)

Appendix 2

Theme	Scheme	2023/24	2024/25	2025/26
Road Safety	Sites for Concern	£10,000	£10,000	£10,000
	Speed Indicator Devices/Vehicle Activated Signs			
	Skid Resistance (SCRIM) Sites		£500,000	£175,000
Accessibility	Emerging Priorities	£100,000	£100,000	£100,000
	Social Inclusion (Dropped crossings)	£15,000	£15,000	£15,000
	Smithies Lane Railway Bridge (Junction)	£60,000		
Network (Traffic) Management	Old Mill Lane / Honeywell Street (Pedestrian Crossing)	£40,000		
	Old Mill Lane / Eidon Street North / Canal Street (Junction)	£110,000		
	Hough Lane / Summer Lane, Wombwell (Junction)	£110,000		
	Signal upgrade-Gawber Rd/Pogmoor Rd	£162,845		
	Signal upgrade-Gawber Rd/Queens Drive	£50,000	£500,000	£500,000
Active Travel	Emerging small scale projects	£50,000		
	Support for named schemes & affordability issues.	£200,000	£250,000	£250,000
	PROW Bridges	£60,000		
Preliminary Scheme Design	Eisecar complementary works	£500,000		
	Advance design on schemes to be delivered in future years	£50,000	£50,000	£50,000
		£1,517,845	£1,425,000	£1,100,000

Local Roads Carriageway Programme 2023/24
Appendix 3

Road Name	Area	Ward	Rectification
Sackville Street	Barnsley	Central	Resurfacing
Victoria Road	Barnsley	Central	Resurfacing
Shelley Drive	Monk Bretton	Central	Retread
Windsor Crescent	Monk Bretton	Central	Micro Asphalt
Crooke House Lane	Darfield	Darfield	Retread
Edderthorpe Lane	Darfield	Darfield	Retread
Maytree Close	Darfield	Darfield	Retread
Spark Lane	Mapplewell	Darton East	Resurfacing
Moorcrest Rise	Staincross	Darton East	Surface Dressing
Dearne Hall Road	Barugh	Darton West	Resurfacing
Ripley Grove Cds	Redbrook	Darton West	Retread
High Street	Bolton upon Dearne	Dearne South	Resurfacing
Highgate Lane	Goldthorpe	Dearne South	Resurfacing
Wareham Grove	Dodworth	Dodworth	Surface Dressing
Tingle Bridge Avenue	Hemingfield	Hoyland Milton	Surface Dressing
Tingle Bridge Crescent	Hemingfield	Hoyland Milton	Surface Dressing
Valley Way	Hoyland	Hoyland Milton	Surface Dressing
Castle Street	Barnsley	Kingstone	Surface Dressing
Keresforth Hall Road	Kingstone	Kingstone	Resurfacing
Keresforth Hill Road cul de sac	Kingstone	Kingstone	Resurfacing
Carlton Road	Smithies	Monk Bretton/Old Town/St Helens	Resurfacing
Barnsley Road	Brierley	North East	Surface Dressing
Church Street	Brierley	North East	Resurfacing
Brierley Road	Grimethorpe	North East	Resurfacing
Redthorne Way	Shafton	North East	Surface Dressing
Gawber Road	Gawber	Old Town	Resurfacing
Stanhope Gardens	Gawber	Old Town	Micro Asphalt
Bleasdale Grove	Smithies	Old Town	Retread

Local Roads Carriageway Programme 2023/24
Appendix 3

Lane Head Road/ Cawthorne Road	Cawthorne	Penistone East	Surface Dressing
Cliffe Common Lane	Crane Moor	Penistone East	Retread
Crane Moor Road	Crane Moor	Penistone East	Resurfacing
Gudgeon Hole Lane	Crane Moor	Penistone East	Retread
Eastfield Lane	Hood Green	Penistone East	Retread
Park Lane	Oxspring	Penistone East	Retread
Carr Lane	Pilley	Penistone East	Surface Dressing
Lidgett Lane	Pilley	Penistone East	Resurfacing
Blacker Green Lane	Silkstone	Penistone East	Retread
Huskar Close	Silkstone	Penistone East	Surface Dressing
Towngate	Silkstone	Penistone East	Surface Dressing
Dean Head Lane	Snowden Hill	Penistone East	Surface Dressing
Pinfold Lane	Thurgoland	Penistone East	Surface Dressing
Coach Gate Lane	Gunthwaite	Penistone West	Surface Dressing
Gunthwaite Lane	Gunthwaite	Penistone West	Overlay
Birds Nest Lane	Ingbirchworth	Penistone West	Surface Dressing
Potters Gate	Ingbirchworth	Penistone West	Surface Dressing
Gilbert Hill/ Fullshaw Lane (part)	Langsett	Penistone West	Surface Dressing
Bridge Street	Penistone	Penistone West	Resurfacing
Chapelfield Lane	Penistone	Penistone West	Resurfacing
Hartcliff Hill Road	Penistone	Penistone West	Surface Dressing
Hartcliff Road	Penistone	Penistone West	Surface Dressing
Market Street	Penistone	Penistone West	Resurfacing
St Marys Street	Penistone	Penistone West	Resurfacing
Royd Moor Road	Thurstone	Penistone West	Surface Dressing
Laites Lane service Road	Athersley	St Helens	Retread
Pit Lane	Wombwell	Wombwell	Retread
Rectory Close	Wombwell	Wombwell	Surface Dressing
Smithley Lane	Wombwell	Wombwell	Surface Dressing
Summer Lane	Wombwell	Wombwell	Resurfacing
Wainwright Avenue	Wombwell	Wombwell	Retread
Bank End Road	Worsbrough	Worsbrough	Resurfacing
Dorchester Place	Worsbrough	Worsbrough	Surface Dressing
Rook Hill	Worsbrough	Worsbrough	Resurfacing
Wellington Crescent	Worsbrough	Worsbrough	Overlay

**Local Roads Footway Programme 2023/24
(Fully funded works package of £0.600M)**

Appendix 4

Road Name	Area	Ward	Rectification
Market Street	Cudworth	Cudworth	Resurfacing
Oaks Farm Drive	Darton	Darton East	Resurfacing
Clayton Lane	Thurnscoe	Dearne North	Resurfacing
Shepherd Lane	Thurnscoe	Dearne North	Resurfacing
Shepherd Lane	Thurnscoe	Dearne North	Resurfacing
St Johns Road	Barnsley	Kingstone	Resurfacing
Harwood Terrace	Lundwood	Monk Bretton	Resurfacing
Trueman Terrace	Lundwood	Monk Bretton	Resurfacing
Mount Avenue	Grimethorpe	North East	Resurfacing
Devonshire Drive Estate	Wilthorpe	Old Town	Resurfacing
Stanhope Avenue	Cawthorne	Penistone East	Resurfacing
Warsop Road	Athersley	St Helens	Resurfacing
Highstone Lane passage	Ward Green	Worsbrough	Resurfacing
Rook Hill	Worsbrough	Worsbrough	Resurfacing

**Principal Roads Network Programme 2023/24
(Fully funded works package of £2M)**

Appendix 5

Road Name	Type	Area	Ward	Rectification
Old Mill Lane	CW	Barnsley	Central	Resurfacing
Sheffield Road	FW	Barnsley	Central	Resurfacing
Upper Sheffield Road	FW	Barnsley	Central	Resurfacing
Westway	CW	Barnsley	Central	Resurfacing
Dodworth Road	CW	Barnsley	Kingstone	Resurfacing
Keresforth Hill Road	CW	Barnsley	Kingstone	Resurfacing
Wakefield Road	FW	New Lodge	St Helens	Resurfacing

CW Carriageway
FW Footway

Bridges and Structures 2023/24
(Fully funded works package of £0.329M)

Appendix 6

	Ward
Cone Lane Culvert, Silkstone	Penistone East
Retaining Walls	Boroughwide
Boundary Walls and Fences	Boroughwide
Guard Rails and Safety Fences	Boroughwide
Assessment Programme	Boroughwide
Scheme development	Boroughwide

**Proposed LRP Carriageways schemes 2024/25
(Fully funded works package of £4M)**

Appendix 7

Road Name	Area	Ward	Rectification
Clyde Street	Barnsley	Central	Resurfacing
Commercial Street	Barnsley	Central	Resurfacing
Princess Street	Barnsley	Central	Resurfacing
Shelley Drive	Monk Bretton	Central	Surface dressing
Windsor Crescent	Monk Bretton	Central	Micro Asphalt
Cope Street	Barnsley	Central/Kingstone	Resurfacing
Carrs Lane (Developer contribution)	Cudworth	Cudworth	Resurfacing
Darfield Road	Cudworth	Cudworth	Resurfacing
Balkley Lane	Darfield	Darfield	Resurfacing
Crooke House Lane	Darfield	Darfield	Surface dressing
Edderthorpe Lane	Darfield	Darfield	Surface dressing
Howard Street	Darfield	Darfield	Resurfacing
Maytree Close	Darfield	Darfield	Surface dressing
Skelton Avenue	Staincross	Darton East	Micro Asphalt
Dearne Hall Rd Service Rd	Mapplewell	Darton West	Resurfacing
Ripley Grove Cds	Redbrook	Darton West	Surface dressing
John Street	Thurnscoe	Dearne North	Retread
Lindley Cres	Thurnscoe	Dearne North	Retread
Nicholas Lane	Goldthorpe	Dearne South	Resurfacing
Barnsley Road (Highgate Crossroads)	Goldthorpe	Dearne South	Resurfacing
Barnsley Road (Dodworth Crossroads)	Dodworth	Dodworth	Resurfacing
Higham Lane	Dodworth	Dodworth	Resurfacing
Nostell Fold	Dodworth	Dodworth	Retread
Orchard Croft	Dodworth	Dodworth	Retread
Allatt Close	Barnsley	Kingstone	Resurfacing
Dean Street	Barnsley	Kingstone	Resurfacing
Derby Street	Barnsley	Kingstone	Resurfacing
Dickinson Road	Worsbro Cmn	Kingstone	Resurfacing
Bentham Drive	Monk Bretton	Monk Bretton	Resurfacing
Burton Avenue	Monk Bretton	Monk Bretton	Resurfacing
PineHall Drive	Monk Bretton	Monk Bretton	Resurfacing
Chestnut Avenue	Brierley	North East	Resurfacing
Howell Lane	Brierley	North East	Retread
Ebenezer Street	Great Houghton	North East	Retread
New Street	Great Houghton	North East	Resurfacing
Park Lane	Great Houghton	North East	Resurfacing
Manor Crescent	Grimethorpe	North East	Retread
Stacey Crescent	Grimethorpe	North East	Resurfacing
High Street	Shafton	North East	Resurfacing
Park View	Shafton	North East	Resurfacing

**Proposed LRP Carriageways schemes 2024/25
(Fully funded works package of £4M)**

Appendix 7

Road Name	Area	Ward	Rectification
Bleasdale Grove	Smithies	Old Town	Surface dressing
Stretton Road	Smithies	Old Town	Resurfacing
Dance Lane	Crane Moor	Penistone East	Resurfacing
High Hoyland Lane	High Hoyland	Penistone East	Resurfacing
Eastfield Lane	Hood Green	Penistone East	Surface dressing
Park Lane	Oxspring	Penistone East	Surface dressing
Sheffield Road	Oxspring	Penistone East	Patch & Surface Dress
Blacker Green Lane	Silkstone	Penistone East	Surface dressing
Sunny Bank Road	Silkstone	Penistone East	Resurfacing
MacNaghten Road	Tankersley	Penistone East	Resurfacing
Maple Road	Tankersley	Penistone East	Resurfacing
Tankersley Lane	Tankersley	Penistone East	Resurfacing
Hopping Lane/Bird Lane	Thurgoland	Penistone East	Retread
Roper Lane	Thurgoland	Penistone East	Resurfacing
Smithy Hill	Thurgoland	Penistone East	Resurfacing
Thurgoland Hall Lane	Thurgoland	Penistone East	Resurfacing
Joan Royd Lane	Cubley	Penistone West	Retread
Broadstone Road	Penistone	Penistone West	Retread
Talbot Road	Penistone	Penistone West	Resurfacing
Matthew Gap	Thurlstone	Penistone West	Micro Asphalt
Merlin Close	Birdwell	Rockingham	Surface dressing
Peregrin Drive	Birdwell	Rockingham	Surface dressing
Sale Street	Hoyland Common	Rockingham	Retread
Royston Lane	Royston	Royston	Resurfacing
Cromford Avenue	Athersley	St Helens	Resurfacing
Laithes Lane service Road	Athersley	St Helens	Surface dressing
Roehampton Rise	Ardsley	Stairfoot	Resurfacing
Birk Avenue	Kendray	Stairfoot	Resurfacing
Colley Avenue	Kendray	Stairfoot	Surface dressing
Neville Court	Wombwell	Stairfoot	Surface dressing
Wentworth Road	Blacker Hill	Wombwell	Resurfacing
Barnsley Road	Wombwell	Wombwell	Surface dressing
Bartholomew Street	Wombwell	Wombwell	Resurfacing
Bondfield Crescent	Wombwell	Wombwell	Resurfacing
Collindridge Road	Wombwell	Wombwell	Resurfacing
Kings Road	Wombwell	Wombwell	Resurfacing
Pit Lane	Wombwell	Wombwell	Surface dressing
Queens Gardens	Wombwell	Wombwell	Resurfacing
Tune Street	Wombwell	Wombwell	Resurfacing
Wainwright Avenue	Wombwell	Wombwell	Surface dressing
Kingwell Road	Worsbrough	Worsbrough	Surface dressing
Wellington Crescent	Worsbrough	Worsbrough	Resurfacing

**Proposed LRP Footway schemes 2024/25
(Fully funded works package of £0.900M)**

Appendix 8

Road Name	Area	Ward	Rectification
Burton Road	Monk Bretton	Central	Resurfacing
Wood street	Barnsley	Central/Kingstone	Resurfacing
Blacker Road	Mapplewell	Darton East	Resurfacing
Church Street	Darton	Darton West	Resurfacing
Woodland Drive	Barnsley	Dodworth	Resurfacing
South Road	Dodworth	Dodworth	Resurfacing
Midhope Way	Pogmoor	Dodworth	Resurfacing
Shaw Lane	Barnsley	Kingstone	Resurfacing
Jaques Place	Cundy Cross	Monk Bretton	Resurfacing
Poplar Street	Grimethorpe	North East	Resurfacing
Acacia Grove	Shafton	North East	Resurfacing
Grenville Place	Old Town	Old Town	Resurfacing
St Juliens Way	Cawthorne	Penistone East	Resurfacing
Haigh Lane	Hoylandswaine	Penistone East	Resurfacing
Haigh Lane	Hoylandswaine	Penistone East	Resurfacing
All Saints Close	Silkstone	Penistone East	Resurfacing
Alston Close	Silkstone	Penistone East	Resurfacing
Haw Court	Silkstone	Penistone East	Resurfacing
Holwick Close	Silkstone	Penistone East	Resurfacing
Stainmore Close	Silkstone	Penistone East	Resurfacing
Chapelfield Lane & Walk	Penistone	Penistone West	Resurfacing
Skiers View Road	Hoyland	Rockingham	Resurfacing
Crich Ave	Athersley	St Helens	Resurfacing
Wakefield Rd Service Rd	New Lodge	St Helens	Resurfacing
Brow Close	Ward Green	Worsbrough	Resurfacing
Bourne Road	Worsbrough	Worsbrough	Resurfacing
Wellington Crescent	Worsbrough	Worsbrough	Resurfacing
Yews Avenue	Worsbrough	Worsbrough	Resurfacing

**Proposed PRN schemes 2024/25
(Fully funded works package of £2M)**

Appendix 9

Road Name	CW/FW	Area	Ward	Rectification
Sheffield Road	CW	Hoyland	Rockingham	Resurfacing
Wakefield Road/ Laithes Lane Jctn	CW	New Lodge	St Helens	Resurfacing
Wakefield Road/ Rotherham Road Roundabout	CW	Smithies	St Helens	Resurfacing
Dearne Valley Parkway	CW	Wombwell	Wombwell	Resurfacing

Bridges and Structures 2024/25
(Fully funded works package of £0.500M)

Appendix 10

	Ward
River Dearne Bridge Dearne Valley Parkway	Darfield
Emerging priorities	Boroughwide
Retaining Walls	Boroughwide
Boundary Walls and Fences	Boroughwide
Guard Rails and Safety Fences	Boroughwide
Assessment Programme	Boroughwide
Scheme development	Boroughwide

**Highways and Roads Investment 2022/23
(£1.750M balance of £2.000M 22/23 allocation)**

Appendix 11

Scheme	2023/24
Expansion of Neighbourhood Road Safety Pilot	£ 300,000
Boroughwide School Road Safety Assessment	£ 250,000
Complete Highway Asset Condition update	£ 300,000
Principal Towns Highway Infrastructure Fund	£ 400,000
Footway Hotspot Patching programme	£ 100,000
Road Sign Visibility Assessment Programme	£ 50,000
Surfacing Upgrades of Signal Sites	£ 150,000
Safety Barrier Replacement Programme	£ 200,000
	£ 1,750,000