

BARNSELY METROPOLITAN BOROUGH COUNCIL

REPORT OF: EXECUTIVE DIRECTOR OF GROWTH AND SUSTAINABILITY

TITLE: HIGHWAYS CAPITAL PROGRAMME 2024/25

REPORT TO:	CABINET
Date of Meeting	17th April 2024
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 2024/2025, 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 identified in the current Council Plan at the time of drafting this report, 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 South Yorkshire Mayoral Combine Authority 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 creates equally high-quality transport links, which creates awareness that Barnsley is a more attractive place for both business creation and business relocation. This in turn enables the residents of the borough to 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. This will make getting around the borough easier than ever by active travel, which will encourage residents and visitors alike, to have a more active lifestyle than before.
- Enabling Barnsley: The improvements created through this Highways Capital Programme to the highway network contributes to the Council meeting its objectives identified in our current Council Plan 2021-24, which leads towards making Barnsley, the place of possibilities. Working in-line with the *Be Even Better Strategy* and supported by Microsoft, staff utilise the tools and resources at their disposal to ensure efficient delivery to meet the necessary targets. This enables delivery of these improvements to be as efficient as possible, which is something that is identified within the Local Government Peer Review undertaken into the Highways and Engineering Service (H&E) in September 2022.

Recommendations

That Cabinet:

- 1. Approve the detailed Highways Capital Programme for 2024/25 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 2.28 – 2.35 refers).**
- 3. Authorise the Service Director, Environment and Transport, to:**
 - **Deliver a programme of Highway Maintenance work based upon the current 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 and other**

highway works based upon the Council's Transport Strategy and other Council initiatives, in order to deliver a programme of work that meets the Council's strategic priorities and improves 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 the inclusion of the Classified Roads Investment Programme 2024/25, into the Highways Capital Programme 2024/25.**
 - 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.**
 - 6. Authorise the Director of Finance(S151 Officer) to enter in such funding agreements as are required to access additional funding, subject to details being included in subsequent Highways Capital Programme Reports**

1. INTRODUCTION

1.1 This report seeks approval for the recommendations set out above.

Review of 2023/24 Highway Capital Programme: Highway Maintenance Programme

1.3 Principal Road Network: In Barnsley, the Principal Road Network (PRN) links Barnsley to its Principal Towns and other centres of significance such as employment zones. It is the highest level of classified road network that the Council, as local highway authority, is responsible for, in the borough. The additional funding through the Principal Roads and Side Streets Investment Programme targeted increased maintenance on the PRN. One of the major benefits of the additional funding was that the backlog of maintenance to the larger, more strategic areas could be undertaken. In addition, the focus of the additional funding allowed an increase in both the number and size of

schemes carried out on the PRN.

- 1.4 Working on such strategic and high-profile locations brought several challenges, but the greatest challenge was to overcome the potential for significant disruption on the network to the residents of Barnsley, given the number and locations of the schemes on the PRN. To address this challenge, the programme of work was delivered by reducing the number of days that disruption occurred at any location. This was achieved through several mechanisms, but principally a combination of extending the working day, nighttime working and maximizing the supply network efficiency. This approach enabled the successful delivery of several high profile and strategically beneficial schemes. For example:
 - A635 Old Mill Lane
 - A628 Dodworth Road
 - A628 Westway
 - Town End Roundabout
- 1.5 Local Road Network: The additional funding through the Principal Roads and Side Streets Investment Programme targeted increased maintenance on the Local Road Network (LRN) with the same approach utilised for the Principal Roads Network (PRN), extended into the delivery of the LRP of carriageway maintenance on the LRN, because of the interdependency of resources affecting both programmes. This approach enabled the successful delivery of a number of significant schemes. For example:
 - Dearne Hall Road
 - Gawber Road, Sackville Street, Victoria Road
 - Spark Lane
- 1.6 Highway Drainage: The delivery of Highway Drainage continues to be a successful rolling out of problem detection, investigation and repair. The unique way in which the Highway Drainage function is delivered, with engineers working directly with the operational drainage team continues to deliver outputs in a very efficient and timely manner.
- 1.7 This efficient delivery continued with the emergency response to Storms Babet, Ciaran and Henk, where the coordinated drainage approach was central to the emergency response; complemented with other operational and support staff.
- 1.8 Bridges and Structures: Bridges and structures continue to be a challenging area for delivery. Last year was dominated by facilitating the repair following the mindless act of vandalism in the subway at Lockwood Road, Goldthorpe, which passes beneath the A635 Goldthorpe Bypass. A car was deliberately set on fire inside the underpass, which subsequently damaged the subway beyond repair, which requires partial demolition and reconstruction of the subway.
- 1.9 Adopted Backings, Street Lighting, Traffic Signs and Roadmarkings: These

elements of maintenance work progressed as business as usual.

Review of 2023/24 Highway Capital Programme: Highway Improvement Programme

1.10 Expenditure under this programme delivered a combination of transport-focused improvements, centered around road safety, congestion reduction and active travel. Notable schemes included:

- Burton Road – Road Safety Scheme

Review of 2023/24 Programme: Highways and Roads Investment Programme

1.11 Highways and Roads Investment Programme: This programme delivered a number of key initiatives, for example:

- Boroughwide School Safety Zone scheme.
- Principal Towns Infrastructure Fund.
- Footway Hotspot Patching programme.
- Surfacing upgrades at traffic signal sites.

1.12 The procurement of a Safety Barrier Replacement Framework proved challenging for Strategic Procurement to facilitate and create due to lack of supplier interest, so a renewed approach is currently being determined. In addition, the Asset Condition Update proved equally difficult to determine. Consequently, the unspent allocations against this programme were reprioritised to support the Principal Towns Infrastructure Fund and the Highways Maintenance Programme.

Review of 2023/24 Highway Capital Programme: Other Works

1.13 These are works from other funding sources not directly controllable by H&E.

- ES10 Roundabout: Linked directly to facilitating the delivery of the ES10, Goldthorpe site allocation for employment opportunities, the roundabout construction was substantially completed.
- Active Travel: The proposed active travel schemes are funded through the remaining element of the Transforming Cities Fund (TCF) and from the CRSTS. Unfortunately, the proposed schemes proved challenging for Strategic Transport to finalise so alternative work opportunities were secured to compensate.

Funding

1.14 The South Yorkshire Mayoral Combined Authority (SYMCA) was successful in securing a 5-year funding settlement 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).

- 1.15 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 2024/25 annual programme and a draft, future programme of work for 2025/26 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 programmes being made.
- 1.16 Following the Government's decision to cancel the HS2 project, the funding set aside for the HS2 project has been redirected to fund works in roads, rail and buses. This additional funding, known as Network North (Road Resurfacing Fund), will be provided to the SYMCA. In 2023/24 and 2024/25, SYMCA will receive additional funding of £1.994M per annum (combined funding totaling £3.988M over two years), which is likely to be received by the SYMCA in 2024/25. Whilst the distributed amounts have not yet been confirmed, this is likely to equate to Barnsley receiving an additional £0.613M per annum (combined funding totaling £1.227M over two years).
- 1.17 The Department for Transport has confirmed to SYMCA that the minimum additional uplift it will receive from Network North from 2023/24 to 2033/34 is £133,175,000. Whilst the distributed amounts have not yet been confirmed, this is likely to equate to Barnsley receiving in the region of an additional £4M per annum to 2033/34. The Department for Transport expects local authorities to invest this funding in additional highway maintenance activities and will not reallocate existing maintenance budgets in light of this new funding.
- 1.18 Any future funding that is received from the SYMCA will require the Director of Finance and S151 Officer to enter into a Funding Agreement with SYMCA and to go through the appropriate governance channels.

General

- 1.19 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 in 2022, the Peer Challenge Team specifically referenced: "*The process for delivery is quite slick once in the delivery team... 'walk-talk-build' approach*".
- 1.20 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 2024/25, 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 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 the 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.
- 2.4 Members are asked to note that subject to unavoidable factors arising, it is the Service's intention to scale-up works to achieve a maximum output, generally over the school summer holidays. This will be achieved through working longer hours, taking benefit of longer daylight hours, and taking benefit of reduced vehicles on the network over the summer period.
- 2.5 Members are asked to note that following the initiative to deliver the 2023/24 work programme over a shorter duration, resulted in an increase in costs to deliver the programme. This has been addressed by trimming the schemes back to align with available funding. Any schemes not delivered will be considered for future works programme.

Proposed Works Programme 2024/25

- 2.6 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	2024/25	2025/26	2026/27
Highway Improvement Programme	£1,271,121	£1,093,426	£1,093,426
Highway Maintenance Programme	£9,322,916	£11,300,000	£11,300,000
DfT Safer Roads Fund (A628) (est b/fwd)	£723,243	£0	£0
Street Lighting Group A LED/column replacement	£887,200	£0	£0
Classified Roads Investment Programme	£2,000,000	£0	£0
	£14,204,480	£12,393,426	£12,393,426

Highway Improvement Programme

- 2.7 Appendix 2 contains the Highway Improvement Programme 2024/25 (HIP), that has been developed in line with the authority's Transport Strategy and the

funding requirements of the Local and Neighbourhood Complementary Transport Programme (LNCTP) element of the South Yorkshire Mayoral Combined Authority's (SYMCA) City Region Sustainable Transport Settlement (CRSTS).

- 2.8 Works listed in this programme provide integrated transport-focused improvements to upgrade the highway network to promote active travel, health and well-being, air quality and road safety. Works include signal upgrades, junction improvements, congestion and network management, accessibility improvements, local air quality improvement and active travel enhancements.
- 2.9 The estimated value of the HIP in 2024/25 is £1.271M, funded via the aforementioned SYMCA funding. This figure includes an estimated carry forward from 2023/24 of £0.178M. An allocation of £1.093M is available each year of the LNTCP programme up to 2026/27.

Highway Maintenance Programme

- 2.10 The estimated cost of the Highway Maintenance Programme (HMP) for 2024/25 is £9.33M. Appendices 3 to 7 contain the HMP 2024/25. This programme contains both carry over resources and projects from 2023/24 (£0.650M), based on the position reported in the Corporate Finance Performance Quarter 3 2023/24 report. The main areas of spend are shown in the table below:

Highway Maintenance Programme

Theme/Asset Type	2024/25	2025/26	2026/27
Local Roads Carriageway Programme	5,102,916	Yet to be determined	Yet to be determined
Local Roads Footway Programme	855,000		
Principal Road (A road) Programme	755,000		
Drainage Programme	1,000,000		
Bridges and Structures Programme	500,000		
Street Lighting Programme	400,000		
Traffic Signs and Signals Programme	285,000		
Town Centre Paving	200,000		
Car Park Resurfacing	25,000		
Post winter patching	200,000		
Total	9,322,916	11,300,000	11,300,000

- 2.11 The funding for the HMP 2024/25 is principally a combination of funding from the Transport Network Asset Maintenance (TNAM) element of SYMCA's CRSTS, Network North (Road Resurfacing Fund), internal Capitalised Highway Maintenance funding and other internal funding sources.
- 2.12 Local Roads Carriageways (B, C and unclassified roads): Appendix 3 sets out the proposed Local Roads Carriageway Programme for 2024/25. 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 £4,413M, with a further £0.250M available for contingencies, should any emerging issue materialise in-year.

- 2.13 Surface Dressing Pre-patching: Surface dressing is a process that restores the skid resistance of a carriageway by applying a mixture of polymer modified bitumen emulsion and a layer of chippings. It is applied to carriageways that are structurally intact but may have some minor surface defects such as stripping of the carriageway surface layer or a loss of skid resistance on the carriageway surface. It will seal the surface, improve surface texture and prolong the life of the carriageway and is more economical than resurfacing a carriageway. In some instances, there are roads that are suitable for surface dressing, but which have a localised area of surface defects that do not affect the structural integrity of the carriageway. In these cases, pre-patching of the carriageway in advance of surface dressing enables greater lengths of the network to be surfaced dressed. Note that pre-patching work for surface dressing needs to be undertaken 12 months before the surface dressing operation takes place, which will be in the 2025 – 26 Highways Capital Programme period. Appendix 6 sets out the proposed patching of areas of carriageway for surface dressing. The estimated cost of the Surface Dressing Pre-patching listed in Appendix 6 is £0.140M.
- 2.14 Patching Programme: Appendix 7 sets out proposed patching areas of carriageway and footway that do not constitute a significant proportion of the overall surface, but which can remove a number of defects in relatively close proximity to each other, to improve and extend the life of the surface. Appendix 7 sets out the proposed patching. The estimated cost of the patching programme listed in Appendix 7 is £0.300M.
- 2.15 Local Roads Footways: Appendix 4 sets out the proposed Local Roads Footway Programme for 2024/25. The estimated cost of the footway schemes listed in Appendix 4 is £0.770M, with a further £0.085M available for contingencies, should any emerging issue materialise in-year.
- 2.16 Principal Road Network (A roads): Appendix 5 sets out the priority locations for carriageway and footway resurfacing works to the principal road network. The estimated cost of the carriageway and footway schemes listed in Appendix 5 is £0.755M.
- 2.17 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 an on-going hinged gully frame and cover replacement programme, following a series of metal thefts in the borough. There is also a need to address issues arising from combined drainage and kerb blocks. £1.000M is allocated to the drainage programme.

- 2.18 Bridges and Structures: Resourcing this area of expertise has been particularly challenging in 2023/24, and it is anticipated that these challenges will continue into 2024/25. The allocation will focus on data collection and analysis to inform future maintenance works, with some minor repair works. £0.500M has been allocated to the bridges and structures programme.
- 2.19 Post Winter Patching Repairs: Experience has indicated that highway infrastructure deteriorates following the winter period. Following the winter period, where an immediate intervention could preserve the structural integrity of the infrastructure, an allocation of £0.200M has been set aside for patching work. Given the nature of this work, a programme cannot be identified until after the winter period.
- 2.20 Street Lighting: Funding of £0.400M is allocated for reactive street lighting maintenance and £0.887M 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. An element of the allocation will be used to sample and determine a focused testing programme for future years.
- 2.21 Traffic Signs Programme: Funding of £0.285M has been allocated for both planned and reactive road sign works, together with new street name plates.
- 2.22 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 £0.723M of this funding will roll forward into 2024/25, 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.
- 2.23 Town Centre Paving: A sum of £0.200M has been set aside from within the overall highway maintenance budget to address arising issues with paving in the town centre. This is arising from service vehicle parking on paving that was built for foot traffic only and the additional load is causing the paving break and fail.
- 2.24 Car Parks: A sum of £0.025M has been set aside to address minor repairs arising within the Council's surface car parks across the borough.

Works for other internal services

- 2.25 Works from other funding sources, not directly controllable by H&E, generate additional income opportunities of both work in the highway and work that aligns with the Service's expertise.
- 2.26 Active Travel Schemes: The proposed schemes are funded through SYMCA's

CRSTS and have been previously reported into cabinet by the Strategic Transport Service. The estimated value of these schemes is £2.200M.

- 2.27 Other opportunities not noted above from other funding sources, not controllable by the H&E may appear during the financial year, at which point budget holders will report separately. The H&E under the governance arrangements noted at 2.29-2.36 will consider each opportunity and re-profile work dependent upon priorities of the Council.

Indicative additional funding

- 2.28 Classified Roads Investment Programme 2024/25: The funding for this 'one-off' investment programme totaling £2m has been set-aside for highway maintenance as part of the 24/25 budget setting process.

Governance

- 2.29 The governance arrangements for varying the approved 2024–25 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.
- 2.30 Where an individual 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.
- 2.31 Where an individual variation on the Highways Capital Programme of between £0.250M and £0.500M is sought, in addition to the governance arrangements at 2.29, 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.
- 2.32 Where an individual variation of greater than £0.500M on the Highways Capital Programme is sought, in addition to the governance arrangements at 2.29 and 2.30, a Cabinet report will be presented to approve that variation.
- 2.33 Where a variation cannot be contained within the overall funding envelope, a Cabinet report is required for due consideration, regardless of value.
- 2.34 A record is kept by the H&E for variations to the agreed programme.
- 2.35 A quarterly update report to the Capital Oversight Board occurs prior to quarterly monitoring.
- 2.36 This approach aligns to the Council's Financial Regulations.

Proposed Works Programme 2025/26

2.37 As is always the case with any 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.

2.38 It is anticipated that at this stage, the programme will follow the same format as the 2024/25 programme. Consequently, commentary at 2.7 – 2.27 will therein generally apply to the works programme for 2025/26. The following appendices contain the proposed works to be undertaken in 2025/26:

- Appendix 8: Indicative Local Roads Carriageway Programme 2025/26
- Appendix 9: Indicative Local Roads Footway Programme 2025/26
- Appendix 10: Indicative Principal Roads Programme 2025/26

Key Risks Associated with Producing Future Programmes of Work:

2.39 The intention of the 2025/26 programme is to give greater visibility of future expenditure beyond the 2024/25 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 2024/25 being re-programmed and carried forward into 2025/26, 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 to the funding strategy
- Council directives
- Government interventions

2.40 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 Director for Finance and S151 Officer.

2024/25 Programme

3.1.2 There is direct funding available through the Highways Capital Programme of £12.204M (£2.584M of which is brought-forward funding from prior years and includes funding for specific projects). In addition to this there is funding

available to Highways of £2.200M, from other Council services, for the delivery of active travel schemes.. Funding of £2.000M in relation to the Classified Roads Investment Programme 2024/25 provisional scheme is not included in this amount and is referenced at 2.28. This gives total funding available of £16.404M. Within this £16.404M there is estimated to be £2.094M 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 £14.310M available to the H&E.

- 3.1.3 The service requires turnover/chargeable work of £13.496M. The planned works of £14.310M achieve this required level of turnover.

Available Resources: 2024-2027

- 3.1.4 The anticipated resources available and planned works for the Highways Capital Programme 2024/25 to 2026/27 is outlined in the table below:

Funding Source	2024/25	2025/26	2026/27
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	649,962		
Additional Highways Capital Maintenance (Network North (HS2))	1,227,076	4,000,000	4,000,000
Total General Maintenance allocations	9,177,038	11,300,000	11,300,000
CRSTS Local & Neighbourhood Complementary Transport Programme (ITB)	1,271,121	1,093,426	1,093,426
Classified Roads Investment Programme	2,000,000		
Section 106 Cortonwood	145,878		
DfT Safer Roads Fund (A628) (est b/fwd)	723,243		
Street Lighting Group A LED/column replacement (est b/fwd)	887,200		
Total Targeted Funding allocations	5,027,442	1,093,426	1,093,426
Total Funding within Highways and Engineering	14,204,480	12,393,426	12,393,426
Works for other services (Active Travel Schemes)	900,000	1,300,000	0
Works for other services (Strategic Transportation Schemes)	1,300,000	2,500,000	4,000,000
Total available funding/works	16,404,480	16,193,426	16,393,426
Works by external contractors (netted off turnover)	-2,093,516	-2,500,000	-2,500,000
Potential turnover for Highways	14,310,964	13,693,426	13,893,426
Turnover target to deliver budgeted income	-13,495,614	-13,495,614	-13,495,614
Potential surplus/(Deficit) turnover/workload	815,350	197,812	397,812

- 3.1.5 The above table shows that given the additional funding that is expected to be available via Network North, 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. Figures quoted above for Network North funding are indicative at this stage and subject to final confirmation from SYMCA.

- 3.1.6 As highlighted, the resources (£2.584M) expected to be carried into 2024/25 from 2023/24 is an estimated, indicative position as reported in the Corporate Finance Performance Quarter 3 2023/24 report. Any variation in this expected carry forward position will impact the available funding in 2024/25 and therefore, associated plans will be amended accordingly.

- 3.1.7 Classified Roads Investment Programme 2024/25: The funding for this 'one-off' investment programme totaling £2.000M has provisionally been set-aside

as part of the 24/25 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.

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

Key Risks Affecting Funding for Local and Strategic Schemes:

3.1.9 The general increase in inflation, 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, equipment, labour (not existing labour frameworks), fuel and most significantly, materials). Inevitably, this will mean that the cost of carrying out work may 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.

3.1.10 Historically, H&E has 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.

3.1.11 A further risk is the unknown severity of the winter period in 2024/25 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 There is an element of risk associated with the delivery of Active Travel schemes, as evidenced in 2023/24, 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.

3.1.14 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 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.

3.2.2 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 2024/25, 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 2022/23).

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 2024/25. Although the focus is on business and financial priorities, pressures on delivery will inevitably mean that the use of external subcontractors, 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.

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 and 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 work 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 The most significant funding element of the Highways Capital Programme is the Transport Network Asset Maintenance (TNAM) and the Local and Neighbourhood Complementary Transport Programme (LNCTP) elements of SYMCA's CRSTS settlement. This funding (£4.1M) enables investment in the Council's highway infrastructure to improve everyday life in the borough. The expectation is that programmes of high-quality maintenance will be delivered, alongside integrated transport-focused improvements, including highway and upgrades, congestion and road safety schemes leading to accessibility and local air quality improvements, with active travel enhancements.
- 5.2 Consequently, in order to secure the CRSTS funding, the programmes of work must align with the funding requirements within the CRSTS. Any alternative approach that does not align with the funding requirements would put securing the CRSTS funding at risk.
- 5.3 The individual programmes contained in Appendices 2-8 have been drawn up to deliver a broad range of measures in-line with the strategic investment themes of the CRSTS to support and contribute to a high quality, efficient network, meeting the authority's Transport Strategy. In addition, the maintenance programmes contained in appendices has been produced 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.

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
LNCTP	Local and Neighbourhood Complementary Transport Programme in the CRSTS
TNAM	Transport Network Asset Maintenance
SYMCA	South Yorkshire Mayoral Combined Authority
TCF	Transforming Cities Fund

8. LIST OF APPENDICES

- Appendix A: Financial Implications
- Appendix 1: Highways Capital Programme 2024/25 – 2026/27
- Appendix 2: Highway Improvement Programme 2024/25 – 2026/27
- Appendix 3: Local Roads Carriageway Programme 2024/25
- Appendix 4: Local Roads Footway Programme 2024/25
- Appendix 5: Principal Roads Programme 2024/25
- Appendix 6: Surface Dressing Pre-patching Programme 2024/25
- Appendix 7: Carriageway Patching Programme 2024/25
- Appendix 8: Indicative Local Roads Carriageway Programme 2025/26
- Appendix 9: Indicative Local Roads Footway Programme 2025/26
- Appendix 10: Indicative Principal Roads Programme 2025/26

9. BACKGROUND PAPERS

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: Andrew Perriman

Report Author: Ian Wilson
Post: Group Manager – Highway Delivery
Date: 9th February 2024


Report of the Executive Director Growth & Sustainability

HIGHWAYS CAPITAL PROGRAMME 2024/25

i) Capital Expenditure	<u>2024/25</u>	<u>2025/26</u>	<u>2026/27</u>	Later Years
	£	£	£	£
Highway Maintenance Programme 2024/25	9,322,916	11,300,000	11,300,000	
Highways Improvement Programme 2024/25	1,271,121	1,093,426	1,093,426	
DfT Safer Roads Fund (A628) 2024/25	723,243			
Street Lighting Group A LED/Column Replacement 2024/25	887,200			
Classified Roads Investment Programme 2024/25	2,000,000	0	0	
Highways Capital Programme 2024/25 - (works for other BMBC services)	106,484	3,800,000	4,000,000	
	14,310,964	16,193,426	16,393,426	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	
CRSTS Transport Network Asset Maintenance (HCM) Allocation	4,000,000	4,000,000	4,000,000	
Additional Highways Capital Maintenance (Network North (HS2))	1,227,076	4,000,000	4,000,000	
CRSTS Local & Neighbourhood Transport Programme (ITB) Allocation	1,093,426	1,093,426	1,093,426	
<i>Funds allocated in prior years (b/fwd)</i>				
BMBC Capitalised Highway Maintenance 23/24	649,962			
Integrated Transport Block 23/24	177,695			
Group A LED Replacement-Structural Works* 23/24	887,200			
DfT Safer Roads 23/24	723,243			
Section 106 Contributions - Cortonwood 23/24 b/fwd	145,878			
Classified Roads Investment Programme	2,000,000			
	14,204,480	12,393,426	12,393,426	0
<i>Funding from other BMBC services</i>				
Strategic Transportation Schemes	1,300,000	2,500,000	4,000,000	
Active Travel Schemes (ATS)	900,000	1,300,000		
Strategic Transportation Schemes				
	2,200,000	3,800,000	4,000,000	0
<i>Other External contractor works from all funding</i>				
Funding to be used for external contractors works	-2,093,516			
	-2,093,516	0	0	0
TOTAL FUNDING	14,310,964	16,193,426	16,393,426	0
	0	0	0	0

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

Impact on Medium Term Financial Strategy	<u>2024/25</u>	<u>2025/26</u>	<u>2026/27</u>
	£	£	
MTFS	0.000	0.000	
Effect of this report	0.000	0.000	
Revised Medium Term Financial Strategy	0.000	0.000	

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

Highways Capital Programme

Appendix 1

Funding Source	2024/25	2025/26	2026/27
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	649,962		
Additional Highways Capital Maintenance (Network North (HS2))	1,227,076	4,000,000	4,000,000
Total General Maintenance allocations	9,177,038	11,300,000	11,300,000
CRSTS Local & Neighbourhood Complementary Transport Programme (LNCTP)	1,271,121	1,093,426	1,093,426
Classified Roads Investment Programme	2,000,000		
Section 106 Cortonwood	145,878		
DfT Safer Roads Fund (A628) (est b/fwd)	723,243		
Street Lighting Group A LED/column replacement (est b/fwd)	887,200		
Total Targeted Funding allocations	5,027,442	1,093,426	1,093,426
Total Funding within Highways and Engineering	14,204,480	12,393,426	12,393,426
Works for other services (Active Travel Schemes)	900,000	1,300,000	0
Works for other services (Strategic Transportation Schemes)	1,300,000	2,500,000	4,000,000
Total available funding/works	16,404,480	16,193,426	16,393,426
Works by external contractors (netted off turnover)	-2,093,516	-2,500,000	-2,500,000
Potential turnover for Highways	14,310,964	13,693,426	13,893,426
Turnover target to deliver budgeted income	-13,495,614	-13,495,614	-13,495,614
Potential surplus/(Deficit) turnover/workload	815,350	197,812	397,812

Highway Improvement Programme (CRSTS LNCTP)

Appendix 2

Theme	Scheme	2024/25	2025/26	2026/27
Road Safety	Sites for Concern	£150,000	Yet to be determined	Yet to be determined
	Speed Indicator Devices/ Vehicle Activated Signs	£80,000		
	Emerging Priorities	£50,000		
Accessibility	Social Inclusion (Dropped crossings)	£25,000		
Network Management (Traffic signal upgrades)	Hough Lane / Summer Lane, Wombwell	£117,500		
	Barnsley Road / Snydale Road, Cudworth	£37,500		
	Barnsley Road / Roberts Street, Cudworth	£37,500		
	Pontefract Road / Montague Street, Cudworth	£37,500		
	Other signal upgrade scheme (s)	£277,695		
Active Travel	Elsecar complementary works	£458,426		
		£1,271,121	£1,093,426	£1,093,426

**Local Roads Carriageway Programme 2024/25
(Fully funded works package of £4.210M)**

Appendix 3

Location	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
Carrs Lane	Cudworth	Cudworth	Resurfacing
Carrs Lane	Cudworth	Cudworth	Retread
Royston Road	Cudworth	Cudworth	Resurfacing
Balkley Lane	Darfield	Darfield	Resurfacing
Howard Street	Darfield	Darfield	Resurfacing
Illsley Road	Darfield	Darfield	Surface Dressing
Maytree Close	Darfield	Darfield	Surface Dressing
Ballfield Lane	Kexborough	Darton East	Resurfacing
Maple Road	Mapplewell	Darton East	Resurfacing
Broadway	Staincross	Darton East	Resurfacing
New Road	Staincross	Darton East	Resurfacing
Dearne Hall Road Service Road	Barugh	Darton West	Resurfacing
High Close	Darton	Darton West	Resurfacing
Middle Close	Darton	Darton West	Resurfacing
Oak Tree Close	Darton	Darton West	Retread
Swallow Close	Darton	Darton West	Resurfacing
Orchard Croft	Dodworth	Darton West	Retread
Ripley Grove	Redbrook	Darton West	Retread
Barnsley Road	Goldthorpe	Dearne North	Resurfacing
Market Square	Goldthorpe	Dearne North	Retread
John Street	Thurnscoe	Dearne North	Retread
Merrill Road	Thurnscoe	Dearne North	Resurfacing
St Andrew's Square	BUD	Dearne South	Resurfacing
Butterleys	Dodworth	Dodworth	Retread
Farrow Close	Dodworth	Dodworth	Retread
Higham Lane	Dodworth	Dodworth	Resurfacing
Nostell Fold	Dodworth	Dodworth	Retread
Mickledon Way	Pogmoor	Dodworth	Resurfacing
Allatt Close	Barnsley	Kingstone	Resurfacing
Cope Street	Barnsley	Kingstone	Resurfacing
Dean Street	Barnsley	Kingstone	Resurfacing
Derby Street	Barnsley	Kingstone	Resurfacing
Dickinson Road	Worsbrough	Kingstone	Resurfacing
Bentham Drive	Monk Bretton	Monk Bretton	Resurfacing
Pinehall Drive	Monk Bretton	Monk Bretton	Resurfacing

**Local Roads Carriageway Programme 2024/25
(Fully funded works package of £4.210M)**

Appendix 3

Location	Area	Ward	Rectification
Chestnut Avenue	Brierley	North East	Resurfacing
New Street	Great Houghton	North East	Resurfacing
Park Lane	Great Houghton	North East	Resurfacing
Stacey Crescent	Grimethorpe	North East	Resurfacing
Park view	Shafton	North East	Resurfacing
Haverdale Rise	Gawber	Old Town	Retread
Bleasdale Grove	Smithies	Old Town	Surface Dressing
Stretton Road	Smithies	Old Town	Resurfacing
High Hoyland Lane	Cawthorne	Penistone East	Resurfacing
Horn Croft	Cawthorne	Penistone East	Retread
Cliffe Common Lane	Crane Moor	Penistone East	Surface Dressing
Gudgeon Hole Lane	Crane Moor	Penistone East	Surface Dressing
Blacker Green Lane	Silkstone	Penistone East	Retread
MacNaghten Road	Tankersley	Penistone East	Retread
Maple Road	Tankersley	Penistone East	Resurfacing
Eastfield Lane	Thurgoland	Penistone East	Surface Dressing
Gledhill Avenue	Cubley	Penistone West	Resurfacing
Joan Royd Lane	Cubley	Penistone West	Retread
Broadstone Road	Penistone	Penistone West	Retread
Hall Gate	Penistone	Penistone West	Retread
Talbot Road	Penistone	Penistone West	Resurfacing
Merlin Close	Birdwell	Rockingham	Surface Dressing
Peregrine Drive	Birdwell	Rockingham	Surface Dressing
Sale Street	Hoyland Common	Rockingham	Retread
Royston Lane	Royston	Royston	Resurfacing
Chatsworth Road	Athersley	St Helens	Resurfacing
Cromford Avenue	Athersley	St Helens	Resurfacing
Laithes Close	Athersley	St Helens	Surface Dressing
Roehampton Rise	Ardsley	Stairfoot	Resurfacing
Birk Avenue	Kendray	Stairfoot	Resurfacing
Colley Avenue	Kendray	Stairfoot	Resurfacing
Neville Court	Wombwell	Stairfoot	Surface Dressing
Barnsley Road	Wombwell	Wombwell	Surface Dressing
Bartholomew Street(<i>Incl West St?</i>)	Wombwell	Wombwell	Resurfacing
Bondfield Crescent	Wombwell	Wombwell	Resurfacing
Kings Road	Wombwell	Wombwell	Resurfacing
Pitt Lane	Wombwell	Wombwell	Surface Dressing
Tune Street	Wombwell	Wombwell	Resurfacing
Wainwright Avenue	Wombwell	Wombwell	Surface Dressing

**Local Roads Footway Programme 2024/25
(Fully funded works package of £0.853M)**

Appendix 4

Location	Area	Ward	Rectification
Shambles Street	Barnsley	Central	Reconstruction
Burton Road	Monk Bretton	Central	Reconstruction
Church Street	Darton	Darton West	Reconstruction
Woodland Drive	Barnsley	Dodworth	Reconstruction
South Road	Dodworth	Dodworth	Reconstruction
Shaw Lane	Barnsley	Kingstone	Reconstruction
Wood Street	Barnsley	Kingstone	Reconstruction
Burton Avenue	Monk Bretton	Monk Bretton	Reconstruction
Acacia Grove	Shafton	North East	Reconstruction
Grenville Place	Old Town	Old Town	Reconstruction
St Juliens Way	Cawthorne	Penistone East	Reconstruction
Haigh Lane	Hoylandswaine	Penistone East	Reconstruction
All Saints Close	Silkstone	Penistone East	Reconstruction
Haw Court	Silkstone	Penistone East	Reconstruction
Chapelfield Lane	Penistone	Penistone West	Reconstruction
Skiers View Road	Hoyland	Rockingham	Reconstruction
Crich Avenue	Athersley	St Helens	Reconstruction
Wakefield Road Service Road	New Lodge	St Helens	Reconstruction
Brow Close	Ward Green	Worsbrough	Reconstruction
Bourne Road	Worsbrough	Worsbrough	Reconstruction
Kingwell Road	Worsbrough	Worsbrough	Reconstruction
Wellington Crescent	Worsbrough	Worsbrough	Reconstruction

**Principal Road Network Programme 2024/25
(Fully funded works package of £0.755M)**

Appendix 5

Location	Area	Ward	Rectification
A61 Wakefield Road	Barnsley	St Helens	Resurfacing
A61 Wakefield Road	Barnsley	St Helens	Resurfacing
A6135 Sheffield Road	Hoyland	Rockingham	Resurfacing
A628 Barnsley Road	Hoylandswaine	Penistone East	Patching

Surface Dressing Pre-patching Programme 2024/25
(Fully funded works package of £0.140M)

Appendix 6

Location	Area	Ward	Rectification
Gainsborough Way	Monk Bretton	Central	Patching for Surface Dressing
Birthwaite Road	Kexborough	Darton West	Patching for Surface Dressing
Brookhill Road	Kexborough	Darton West	Patching for Surface Dressing
Highfield Road	Kexborough	Darton West	Patching for Surface Dressing
Burying Lane	Hoyland	Hoyland Milton	Patching for Surface Dressing
Cranberry Road	Cubley	Penistone West	Patching for Surface Dressing
Stonehill Rise	Cubley	Penistone West	Patching for Surface Dressing
Guildford Road	Royston	Royston	Patching for Surface Dressing

Patching Programme 2024/25
(Fully funded works package of £0.300M)

Appendix 7

Location	Area	Ward	Rectification
Darton Lane	Darton	Darton East	Patching
May Terrace	Barnsley	Dodworth	Patching
Low Street	Gilroyd	Dodworth	Patching
Lawrence Close	Higham	Dodworth	Patching
West Moor Crescent	Pogmoor	Dodworth	Patching
Church Hill	Royston	Royston	Patching
Middlecliffe Lane	Middlecliffe	North East	Surface Overlay
Coltfield	Birdwell	Rockingham	Patching
Aldham House Lane	Wombwell	Wombwell	Patching
Valley Way culdesac	Hoyland	Hoyland Milton	Patching
Pilley Lane	Pilley	Penistone East	Patching
Woodhead Road	Wortley	Penistone East	Patching
Linshaws Lane	Hade Edge	Penistone west	Patching
Allendale Road	Hoyland	Rockingham	Patching
Mount Vernon Avenue	Worsbrough	Kingstone	Patching
Surrey Close	Worsbrough Common	Kingstone	Patching
The Link	Gilroyd	Dodworth	Patching
White Cross Road	Cudworth	Cudworth	Patching

Location	Area	Ward	Rectification
Eldon Street North	Barnsley	Central	Resurfacing
Meadow Street	Barnsley	Central	Resurfacing
Peel Parade	Barnsley	Central	Resurfacing
Bronte Close	Monk Bretton	Central	Resurfacing
Burton Bank Road	Monk Bretton	Central	Retread
Gainsborough Way	Monk Bretton	Central	Surface Dressing
Haworth Close	Monk Bretton	Central	Resurfacing
Church Lane	Barnsley	Central	Resurfacing
Carrs Lane	Cudworth	Cudworth	Surface Dressing
Barnsley Road	Darfield	Darfield	Resurfacing
Vicar Road	Darfield	Darfield	Resurfacing
Howden Close	Darton	Darton East	Retread
Station Road	Darton	Darton East	Resurfacing
Bourne Court	Staincross	Darton East	Resurfacing
Barugh Lane	Barugh Green	Darton West	Resurfacing
Church Street	Darton	Darton West	Resurfacing
Oak Tree Close	Darton	Darton West	Surface Dressing
Orchard Croft	Dodworth	Darton West	Surface Dressing
Birthwaite Road	Kexborough	Darton West	Surface Dressing
Brookhill Road	Kexborough	Darton West	Surface Dressing
Highfield Road	Kexborough	Darton West	Surface Dressing
Upperfield Lane	Kexborough	Darton West	Surface Dressing
Ripley Grove	Redbrook	Darton West	Surface Dressing
Market Square	Goldthorpe	Dearne North	Surface Dressing
Victoria Street	Goldthorpe	Dearne North	Retread
Chapel Street	Thurnscoe	Dearne North	Retread
Grange Crescent	Thurnscoe	Dearne North	Resurfacing
John Street	Thurnscoe	Dearne North	Surface Dressing
Southfield Lane	Thurnscoe	Dearne North	Resurfacing
Stuart Street	Thurnscoe	Dearne North	Resurfacing
Windsor Street	Thurnscoe	Dearne North	Resurfacing
Lowfield Road	Bolton	Dearne South	Resurfacing
Mexborough Road	Bolton Upon Dearne	Dearne South	Resurfacing
Highgate Lane	Goldthorpe	Dearne South	Resurfacing
Bradwell Avenue	Dodworth	Dodworth	Retread
Butterleys	Dodworth	Dodworth	Surface Dressing
Calver Close	Dodworth	Dodworth	Retread
Farrow Close	Dodworth	Dodworth	Surface Dressing
Nostell Fold	Dodworth	Dodworth	Surface Dressing
Pogmoor Lane	Pogmoor	Dodworth	Retread
Whitehill Avenue (incl C	Pogmoor	Dodworth	Resurfacing
Burying Lane	Hoyland	Hoyland Milton	Surface Dressing
Blenheim Avenue	Barnsley	Kingstone	Resurfacing
Plumber Street	Barnsley	Kingstone	Resurfacing

Local Roads Carriageway Programme 2025/26

Appendix 8

Briar Grove	Brierley	North East	Retread
Howell Lane	Brierley	North East	Retread
Ebenezer Street	Great Houghton	North East	Retread
Thurnscoe Lane	Great Houghton	North East	Resurfacing
Manor Crescent	Grimethorpe	North East	Retread
Greenside	Shafton	North East	Retread
Guest Road	Gawber	Old Town	Resurfacing
Haverdale Rise	Gawber	Old Town	Surface Dressing
Carrington Street	Old Town	Old Town	Resurfacing
Lingard Street	Old Town	Old Town	Resurfacing
Cockerham Lane	Barnsley	Old Town	Resurfacing
Horn Croft	Cawthorne	Penistone East	Surface Dressing
Lane Head Road	Cawthorne	Penistone East	Surface Dressing
Sheffield Road	Oxspring	Penistone East	Resurfacing
Pilley Green	Pilley	Penistone East	Resurfacing
Rockley View	Pilley	Penistone East	Retread
The Avenue	Pilley	Penistone East	Retread
Blacker Green Lane	Silkstone	Penistone East	Surface Dressing
MacNaghten Road	Tankersley	Penistone East	Surface Dressing
Churchfields	Thurgoland	Penistone East	Resurfacing
Fir Tree	Thurgoland	Penistone East	Resurfacing
Soughley Lane	Wortley	Penistone East	Surface Dressing
Brook Hill Lane	Carlecotes	Penistone West	Surface Dressing
Cranberry Road	Cubley	Penistone West	Surface Dressing
Joan Royd Lane	Cubley	Penistone West	Surface Dressing
Stonehill Rise	Cubley	Penistone West	Surface Dressing
Broadstone Road	Penistone	Penistone West	Surface Dressing
Dransfield Avenue	Penistone	Penistone West	Resurfacing
Hall Gate	Penistone	Penistone West	Surface Dressing
Hodgkinson Avenue	Penistone	Penistone West	Resurfacing
Wilson Avenue	Penistone	Penistone West	Resurfacing
Hill top Road	Birdwell	Rockingham	Resurfacing
Parkside Road	Hoyland	Rockingham	Resurfacing
Sale Street	Hoyland Common	Rockingham	Surface Dressing
Guildford Road	Royston	Royston	Surface Dressing
Athersley Crescent	Athersley	St Helens	Resurfacing
Wilford Road	Athersley	St Helens	Resurfacing
Kelvin Grove	Wombwell	Wombwell	Resurfacing
Kitchen Road	Wombwell	Wombwell	Resurfacing
Oaklea	Worsbrough	Worsbrough	Retread
Royd Close	Worsbrough	Worsbrough	Resurfacing
West Street	Worsbrough	Worsbrough	Surface Dressing

Local Roads Footway Programme 2025/26**Appendix 9**

Location	Area	Ward	Rectification
Naylor Grove	Dodworth	Dodworth	Reconstruction
Tower Street	Worsbrough	Kingstone	Reconstruction
Orchard Terrace	Cawthorne	Penistone E	Reconstruction
Meadow Road	Royston	Royston	Reconstruction
Birch Road	Kendray	Stairfoot	Reconstruction
Brocklehurst Ave	Kendray	Stairfoot	Reconstruction
Flax Lea	Worsbrough	Worsbrough	Reconstruction
Wigfield Drive	Worsbrough	Worsbrough	Reconstruction
Midhope Way	Pogmoor	Dodworth	Reconstruction
Blacker Road	Mapplewell	Darton East	Reconstruction
Poplar Street	Grimethorpe	North East	Reconstruction
Queen Street	Thurnscoe	Dearne North	Reconstruction
Rotherham Road	Middlecliff	Darfield	Reconstruction
Bretton Road	Darton	Darton West	Reconstruction
Peregrine Drive	Birdwell	Rockingham	Reconstruction
Oak Road	Shafton	North East	Reconstruction
Laithes Crescent	Athersley	St Helens	Reconstruction
Della Avenue	Barnsley	Kingstone	Reconstruction
Low Row	Woolley Colliery	Darton East	Reconstruction

Location	Area	Ward	Rectification
A635 Lane Head Road (CW)	Cawthorne	Penistone East	Resurfacing
A635 Huddersfield Road (CW)	Barnsley	Central	Resurfacing
A628 Brierley Road (CW)	Shafton	North East	Resurfacing
A633 Wath Road (FW)	Wombwell	Wombwell	Reconstruction