

BARNSELEY METROPOLITAN BOROUGH COUNCIL

This matter is a Key Decision within the Council's definition and has been included in the relevant Forward Plan.

Report of the Executive Director of Place

2018 TO 2020 UPDATED HIGHWAYS CAPITAL PROGRAMME

1. Purpose of report

- 1.1 Further to the approval of the 2018-2020 Highways Capital Programme report (Cab.21.3.2018/10) approved on March 21st 2018, additional Capital resources are to be made available to facilitate an expansion of the original works programme.
- 1.2.1 The most recent winter period produced long and severe periods of freezing temperatures and snowfall which has meant that our highways network has suffered considerably more damage than has been previously experienced in recent years. As a result, additional investment is now required to improve the existing highway network infrastructure.
- 1.3 This report seeks Cabinet approval to increase the original 2-year Capital investment of £24.636M to £28.636M.

2. Recommendations

- 2.1 **That Elected Members approve the additional Capital investment into the existing 2018-2020 Highways Capital Programme.**

3. Introduction

- 3.1 The detail behind the 2018-2020 Highways Capital Programme (Cab.21.3.2018/10) has previously been discussed and approved by Elected Members on March 21st 2018.
- 3.2 The report set out in detail how the Capital monies available to the Highways & Engineering Service are to be allocated to its three major sub-programmes: Integrated Transport Programme, Maintenance Programme and 2020 Capital Investment Programme.
- 3.3 Within this original Capital allocation, £2M had already been made available as an additional investment from the Council's own Capital resources.
- 3.4 As a result of the Authority achieving an improved 2018/19 financial out-turn position there is an opportunity to re-allocate Capital resources to where the demand for investment is required. As such a further £4M can be added to the highways programme which takes the total investment from the Council's own resources to £6M.
- 3.5 Investing additional Capital resources into the 2018-2020 Highways Capital Programme will realise benefits for local residents, the local economy, businesses and visitors through improved highway infrastructure.

4. Proposal and justification

- 4.1 In addition to the original 2-year Capital allocation this report proposes that an increased programme of £28.636M to be made available to increase existing work programmes and to provide an element of discreet investment which will be developed in accordance with the present Highest Asset Management Strategy and Local Members.
- 4.2 The following table summarises the revised 2018-2020 Capital investment position for Highways & Engineering:

<u>Proposed Overall Position</u>	2018/19 (£M)	2019/20 (£M)	Total 2 year investment (£M)
Integrated Transport Programme	1.837	1.537	
Maintenance Programme	8.750	7.950	
2020 Capital Investment Programme	2.270	4.082	
Additional Capital Programme Enhancement	2.000	2.000	
Total Indicative Funding Available	14.857	15.569	
Externally Contracted Work	(0.890)	(0.900)	
Indicative Funding Available – Internal HET	13.967	14.669	28.636

- 4.2 The additional Capital will be used to improve the over condition of the Highway Network in accordance with the approved Highways Asset Management Strategy.
- 4.3 Prolonged periods of freezing temperatures coupled with several periods of severe snowfall has meant that the highways network has suffered considerably more damage than has been previously experienced in recent years. Therefore, affecting the overall network condition and increasing the need for additional investment.

5. Implications for local people and service users

- 5.1 The proposed programme of works and investment in the highway network will have an impact on a significant number of highway users within the Borough.
- 5.2 Increased Investment in the highway network will make the network more sustainable in the longer-term and provide a better experience for highway users.
- 5.3 Appropriate consultations will be undertaken as required and those views taken into account when detailed scheme plans are drawn up.
- 5.4 Prior to work starting on site, local residents and the travelling public will be informed as appropriate.

6. Financial implications

- 6.1 Consultation on the financial implications of this report has taken place with representatives of the Service Director for Finance, the Section 151 Officer.
- 6.2 A summary of the above financial implications is attached at Appendix A.

7. Employee implications

- 7.1 The continued development of proposals for implementation through the Highways Capital Programme will principally involve staff in Environment and Transport Service, Core Services, Economic Regeneration Service and Culture, Housing and Regulation Service, although the cross cutting nature of the work undertaking on the highway mean interaction with all Council Services is potentially likely at some point.
- 7.2 The balancing of workload to available staff resources will still be a challenge for 2018/19. 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 programmes.
- 7.3 Collaborative procurement will be used to engage external resource suppliers to support the in-house provision to achieve economic and practical benefits, e.g. through the use of the Midlands Highway Alliance for transport modelling, traffic management and bridges functions, or via collaboration established with adjacent authorities to deliver services, e.g. road markings.

8. Communications implications

- 8.1 Communications about these proposals will be channelled 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 web site will also be made.

9. Consultations

- 9.1 Consultations have taken place with representatives of the Executive Director Core Services;
- 9.2 Consultations about this programme will be undertaken as necessary via Area Councils, Parish council meetings or directly with local members and residents on individual schemes, as appropriate.
- 9.3 Members will recall that in 2016, HET officers engaged with Members through the Area Councils and Ward Alliances to explain the new approach to delivering strategic Highway Maintenance. The new approach was to deliver the works programme through intelligence based identification and prioritisation of investment. This approach resulted in the need to identify schemes in a transparent and defensible way, using condition data, to deliver

works in an impartial way, to achieve best value for the asset with the resources available.

- 9.4 Whilst the identification of the programme will be data driven, engagement with our customers is an important aspect of delivery, and to this end, the intention will be to publish work programmes on the Council's web site.

10. The Corporate Plan and the Council's Performance Management Framework

- 10.1 The proposals support key themes of the Corporate Plan of growing the economy by:

- Providing a quality highway asset by repairing and maintaining the network in order to support and attract new business by providing high quality connectivity to jobs and business growth sites;
- Reducing accident costs by improving road safety through addressing accident hotspots and maintaining a high standard of road maintenance and street lighting provision;
- Providing improved walking and cycling opportunities as access to employment, amenities, schools and leisure for all members of the community;
- Reducing traffic delays by creating new infrastructure and improving and maintaining existing infrastructure; and
- Working with SYPT and bus operators to improve bus punctuality, safety, cleanliness and air quality.

11. Promoting equality, diversity and social inclusion

- 11.1 The preparation of schemes considers measures necessary to overcome social inclusion and promote health benefits as an integral part of the process.

12. Tackling health inequalities

- 12.1 Where possible the proposals contained in this report are aimed at improving Air Quality by minimising carbon emissions and reducing reliance on private cars by promoting walking, cycling and public transport as modes of travel.
- 12.2 The highway network has an important role to play in ensuring people enjoy an active role in society. Within the borough, improvements to the network provide part of the solution to link people to jobs, services and leisure.
- 12.3 Providing alternative travel choices through improved footways and cycle ways benefits health and addresses health inequalities. The need to reduce obesity in Barnsley means people must be given the option to make more healthy travel choices, such as walking and cycling, in a safe environment. The Highways Capital Programme aims to address these challenges.
- 12.4 The Barnsley Bus Partnership was established in January 2017, with the key aims of improving access to jobs and services, tackling social exclusion and improving the emission standards of buses in Barnsley. As the Local Highway Authority, Barnsley MBC has committed itself to building several infrastructure schemes over the 5 year partnership, subject to funding. These schemes will

ease congestion, improve bus journey times and unlock investment from bus operators in their bus fleet, which will lead to a larger proportion of the bus network reaching EURO 6 emission standards. Enhancements on the highway network will promote the use of public transport to encourage people to rely less on the car.

- 12.5 The borough must meet its transport needs, whilst also taking responsibility for its carbon footprint and improving air quality. This can be done by promoting the use of more sustainable travel choices to rival car use, whilst not hindering economic growth, by improving its highway network.

13. Reduction of crime and disorder

- 13.1 By taking account of the implications of crime and disorder in the preparation of schemes, the Council's duties under s17 of the Crime and Disorder Act 2014 have been considered.

14. Risk management issues

- 14.1 As per those set out in the previously approved 2018-2020 Highways Capital Programme Report

15. Health, safety and emergency resilience Issues

- 15.1 Health and Safety issues and implications are identified during scheme preparation, and are addressed by compliance with CDM Regulations.

16. Compatibility with the European Convention on Human Rights

- 16.1 There are no issues arising from this report but there may be matters that are raised by the implementation of individual schemes. These will be the subject of separate reports to Cabinet as part of any detailed approvals. Alternatively, for certain scheme types, a sequential process of assessment of the potential effects of all schemes on human rights is undertaken during the design stage. This procedure has previously been agreed with the Executive Director, Core Services and has operated for some time.

17. Conservation of biodiversity

- 17.1 There are no direct implications for conservation of biodiversity arising directly from this report; however, conservation of biodiversity will be fully considered, where appropriate, as part of the scheme development.

18. Glossary

DfT	Department for Transport
IT	Integrated Transport
HET	Highways, Engineering and Transportation Service
HMEP	Highways Maintenance Efficiency Programme
LTP	Local Transport Plan
LTP3	Local Transport Plan for 2011-2014
SCR	Sheffield City Region
SYPTTE	South Yorkshire Passenger Transport Executive

19. List of appendices

Appendix A - Financial Implications of the Programmes
Appendix 1 – Maintenance Programme 2018/19

20. Background papers

The South Yorkshire LTP3 Strategy and Implementation Plan are available from the South Yorkshire Local Transport Plan Monitoring Team and Sheffield City Region.

Working files are available in Place Directorate, for inspection.

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