

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

HIGHWAYS CAPITAL PROGRAMME 2020/21

1. Purpose of report

- 1.2 To obtain approval for the Highways Capital Programme for the financial year 2020/21, which underpins our economic growth aspirations through:
- Applying, where possible, the principle "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, resolve delay issues for the public travelling on the network, including public transport, to improve air quality and to encourage active and sustainable travel;
- 1.3 To obtain delegated authority to vary the programme, in accordance the Council's governance and approval limits.

2. Recommendations

- 2.1 **That the detailed Highways Capital Programme for 2020/21 as set out in Appendices 1 and 2 be approved, and that the Service Director, Environment and Transport be authorised to implement these schemes;**
- 2.2 **That the Highways Capital Programme be varied in line with the Council's governance and approval limits (paragraphs 3.8 – 3.13 refers);**
- 2.3 **The Service Director, Environment and Transport be authorised to:**
- **obtain tenders for any works, goods and services as necessary, and appoint the successful tenderer on the basis of the most economically advantageous tender;**
 - **adopt the Highways Maintenance Efficiency Programme (HMEP) principle of collaboration and utilise collaborative procurement to engage external consultants to undertake work which cannot be undertaken in-house or secure the services of contractors or consultants via Regional Alliances where available;**
 - **appoint other external consultants and contractors as appropriate, within the current procurement rules.**
- 2.4 **That, in the event that the Maintenance, Integrated Transport and Capitalised Highways Maintenance budgets for 2020/21 are not fully expended, the value of any other works be re-phased between financial years, which allows the flexibility to ensure that the available resources are deployed in the most**

efficient manner possible, whilst maintaining the continuity of the Highways and Engineering Service.

3. Introduction

3.1 This report seeks the approval:

- of the Integrated Transport Programme 2020/21 - see Appendix 1;
- of the Maintenance Programme 2020/21 – see Appendix 2;
- for the Highways Capital Programme to be varied in line with the Council's governance and approval limits – see paragraphs 3.8 – 3.13;
- to implement an approach of engaging external resource suppliers, where necessary, 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, or via collaboration established with adjacent authorities to deliver services, e.g. road markings; and

to highlight the risks associated with delivering the highways function, in the future, because of the reduced certainty of funding available, and undertake the potential mitigation measures available.

Background

3.2 The highway asset is the single highest value asset the Council owns. The last reported gross replacement cost for the entire asset was £2.1bn. This asset includes: carriageways, bridges and other highway structures, drainage, traffic signals, road restraint systems (safety fencing), supporting earthworks, footways, cycle ways, street lighting, road signs, road markings, road studs.

3.3 The Asset Management Policy and Implementation Strategy, as approved by Cabinet (Cab.7.1.2015/7) sets out how the Authority will maintain it's the highway. The challenge from an asset management perspective is to prioritise the most cost effective treatments and apply them at the correct intervals, whilst meeting the Service's financial obligation. Lifecycle plans will be developed to identify optimal treatment times for different asset types.

Capital Resources

3.4 The Highways Capital Programme is made up of number of funding streams, including:

- Maintenance funding and Integrated Transport funding, as capital grants from the Department for Transport (DfT), forwarded to the Council via the Sheffield City Region Mayoral Combined Authority;
- Annual Capitalised Highway Maintenance funding provided internally by the Council;
- Additional capital allocations either provided directly by the Council or in the form of specific Government grants.

3.5 In December 2014, the Department for Transport provided local authorities with details of capital funding allocations, covering a six year period between 2015/16 and 2020/21. These allocations included 3 years confirmed allocations and 3 years indicative allocations. These 6 year allocations covered 2 grants, the Maintenance

Block grant and the Integrated Transport Block grant from the Department for Transport's Local Transport Capital Block Funding.

- 3.6 Currently, beyond 2020/21, the Council has no indication of the level of Local Transport Capital Block Funding that will be provided by the Department for Transport. The Local Transport Capital Block funding includes Maintenance Block Grant and Integrated Transport Block grant. The Government is to carry out a Comprehensive Spending Review (CSR) during 2020, which will inform and determine their future spending plans. No announcement concerning Local Transport Capital Block funding is expected until the conclusion of the CSR, which is not expected until late 2020. Therefore, the Maintenance Block and Integrated Transport Block figures included in this report for 2021/22 and beyond are purely speculative but are based on current allocations.
- 3.7 The Council provides an annual allocation of £3.300M Capitalised Highways Maintenance, to supplement the funding received from the Department for Transport, to address highway maintenance priorities.

Governance

- 3.8 In respect of the governance arrangements for varying the approved highways capital programme, it is proposed to align this process to the Council's governance and approvals process, which is explained in the context of the highway programme in the paragraphs below.
- 3.9 Where an overall variation on the highways capital programme of between £0.100M and £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 given to the capital oversight board.
- 3.10 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 3.9, the Cabinet Spokesperson for Place be authorised to approve the variation on the programme, providing it can be contained within the overall funding envelope.
- 3.11 Where an overall variation of greater than £0.500M on the highways capital programme is sought, in addition to the governance arrangements at 3.9 and 3.10, a Cabinet report will be presented to approve that variation.
- 3.12 Where a variation cannot be contained within the overall funding envelope, a Cabinet report is required for due consideration, regardless of value.
- 3.13 This approach aligns to the Council's Capital Investment Strategy, as approved by Cabinet / Council as part of the 2019/20 budget papers (Cab.6.2.2019/6 refers).

Climate Change

- 3.14 On Wednesday 18 September 2019 Barnsley Cabinet declared a climate emergency in Barnsley to improve the climate by reducing carbon emissions. To help the Council to reduce its carbon emissions, two programmes, the Zero 40 and Zero 45, were proposed. The Zero 40 programme aims to facilitate the Council to become carbon zero by 2040. The Zero 45 programme focuses on the whole of

Barnsley including its residents, communities, partners and businesses to support Barnsley's changeover to be zero carbon by 2045.

3.15 This Capital Programme actively supports the Council on its journey to become carbon neutral by, for:

- Zero 40 - implementing schemes that reduce the carbon footprint and utilise recycling of materials, such as road planings and earthworks materials, and more sustainable surfacing treatments, such as Retread and Surface Dressing. Additionally, the Council will be implementing the final phase of converting all its Street Lighting stock to energy efficient, carbon reducing LED lanterns;
- Zero 45 - implementing schemes funded through the DfT Integrated Transport Block grant, which addresses issues of accessibility, pollution, road safety and congestion. It is prioritised in line with Authority's Transport Strategy, which in turn aligns with the Sheffield City Region Transport Strategy to deliver active travel schemes that have a positive effect on carbon reduction, e.g. walking and cycling schemes.

Drainage

3.16 In November 2019, following a succession of wet months during the Summer and Autumn, these wet conditions meant that the ground was already saturated at the start of November preventing rainfall from infiltrating into the ground. This meant that throughout the winter months there has been a significant amount of run-off from adjacent land, onto the highway. This was the case in February, when Storms Ciara and Denis hit the region and remains the situation to date.

3.17 The Council recognises the vital importance of the highway drainage asset, especially the additional strain in times of flooding. In order to ensure that the highway drainage asset is operating as efficiently as possible, the Council is investing an additional £1M to proactively repair and improve the drainage asset, such as gully investigation, combined drainage and kerb block investigation, pipework and the securing of data about the drainage asset. Undertaking these proactive improvements will reduce the amount of reactive work, allowing more forward-thinking programming of focused work.

Innovation

3.18 The strategic context of BU6's 2020/21 Business Plan is defined as "making our environment a cleaner, greener, safer place to live, work and visit". Entrenched in the Business Plan priorities is the fundamental desire to continuously improvement of service delivery. This Capital Programme offers the opportunity to meet this challenge by utilising:

- More lean practices, such as 'Walk, Talk and Build';
- Shared Services with adjacent authorities, for example joint procurement of Retread and Surface Dressing;
- A more focused approach to the annual programming, enabling quarterly programmes to be published;

- A more focused drainage programme targeting gully cleansing and combined drainage and kerb block cleansing delivering a more efficient approach to maintaining the drainage asset.
- 3.19 5G is the emerging new, fifth generation wireless technology for mobile phone usage in the UK, with a much faster connection speed than the current 4G standard. This new wireless standard is not necessarily restricted to just to providing faster data to smartphones. The technology is being developed to deliver home internet service via 5G, which meets the government's aspiration to connect 15 million premises to 5G by 2025.
- 3.20 For this emerging technology to operate, 5G requires a dense network of transmitters that need to be high up to be most effective. Street Lighting columns are ideally placed to accommodate 5G transmitters in order to create 5G networks, which has already been identified by Mobile Network Operators in other parts of the Country. As 5G expands across the Country, utilisation of the Council's Street Lighting columns could potentially become a source of income for the Council by charging the Mobile Network Operators for using a Council asset to deliver their 5G network. The legal precedent of this is currently being tested through initial legal challenge in other parts of the Country. An additional benefit of the Council being instrumental in 5G deployment is that our street lighting columns extend into rural areas, which should assist in overcoming the current problem that the more rural areas may be missed out by the Mobile Network Operators who are focussing on the larger opportunities.
- 3.21 The Council needs to position its communities to take maximum opportunities of any advancements in technology. To this end, whilst undertaking the roll-out of the current LED replacement programme of lanterns, the lanterns that are being installed are 5G compliant, in that a Mobile Network Operator can attach their equipment to the lantern. The cost of making the lanterns '5G ready' is minor in comparison to the overall lantern cost.

Reflection on Delivery in 2019/20

- 3.22 2019/20 was a was a challenging year for the Service, with the implementation of service restructure and challenging weather events such as the flooding in November 2019 and the recent Storms Ciara and Dennis. Some programmed projects have not been delivered as a consequence of this and more detailed approaches of the 'Walk, Talk and Build' process. In addition, bidding opportunities arose throughout the year which saw bids and expressions of interest submitted for Maintenance Challenge Fund. Re-programming of some works aligned with these opportunities made the delaying of these projects necessary.
- 3.23 In terms of achievements against the original 2019/20 Highways Capital Programme outputs, these include the completion of the Footway Surfacing Programme. In addition, although work is still underway to complete the Carriageway Surfacing Programmes, the initial target of 175000m² has already been exceeded prior to the year end. Notable surfacing schemes completed include the resurfacing of the A633 Rotherham Road, through Monk Bretton, the

resurfacing of the A633 Wombwell Lane between Wombwell to Stairfoot and Stairfoot Roundabout.

Statutory Undertakers (Utilities)

- 3.24 The statutory right of Statutory Undertakers (utilities), such as Yorkshire Water plc, to carry out works within the public highway is reinforced in England by the New Roads and Street Works Act 1991, as amended by the Transport Act 2000 and the Traffic Management Act 2004. These statutes set down the legislative requirements to enable the installation, repair and maintenance of apparatus in the adopted highway that is managed by the Council as Highway Authority in accordance with the Highways Act 1980.
- 3.25 Under the New Roads and Street Works Act 1991, the Council has a duty to manage its highway network to secure the expeditious movement of traffic on the authority's road network.
- 3.26 In terms of Statutory Undertakers' works and in order to achieve this expeditious movement of traffic, the Council makes every effort to minimise the effects of planned works of both the Statutory Undertakers and the works identified in the annual Highways Capital Programme. Early consultation, coordinated by the Council, is undertaken on a quarterly basis to ensure that conflicts of works programmes do not occur, enabling a discussion and priority of works to be undertaken on any part of the network. There are occurrences where the pre-agreed priority of works may not be followed, which include reactive safety works or provision of new supplies.

4. Proposal and justification

Funding Available

- 4.1 The following table sets out the funding that is currently available for the Highways capital programme in 2020/21 and the assumed funding for 2021-23. The funding allocations for 2021-23 are purely speculative but mirror current allocations. Funding from 2021/22 onwards is expected to be announced following the Government's 2020 Comprehensive Spending Review. However, this is not expected to be announced until late in 2020, creating uncertainty around future funding.

Funding	Paragraph	2020/21 Allocation £	2021/22 Allocation £	2022/23 Allocation £
DfT Maintenance Block Grant (Needs Element)	4.2	3,054,000	3,054,000	3,054,000
DfT Maintenance Block Grant (Incentive Element)	4.2	636,000	636,000	636,000
BMBC Capitalised Highway Maintenance (includes £300k core drainage programme)	4.2	3,300,000	3,300,000	3,300,000
Unallocated resources brought forward	4.3	-	1,910,000	-
Little Don Bridleway Match Funding	4.4	90,000	-	-
DfT Integrated Transport Block Grant	4.5	1,422,289	1,037,000	1,037,000
DfT Safer Roads Fund Grant (Specific to A628)	4.6	1,000,000	-	-

Group A LED Replacement-Structural Works	4.7	1,598,430	-	-
Additional Drainage and Gulley Investment Programme (Subject to Business Case)	4.8	1,000,000	-	-
Local Priorities (Subject to Business Case)	4.8	500,000	-	-
SCRIF funded Chestnut Tree Roundabout, for BU4	4.9	654,000	-	-
Total		13,254,719	9,937,000	8,027,000

- 4.2 The DfT Maintenance Block Grant and BMBC Capitalised Highway Maintenance are to support maintenance activity across all asset types. These 2 elements total £6,990,000 and are prioritised in line with Asset Management Policy and Implementation Strategy.
- 4.3 The Council, as part of its ongoing review of resources, set aside an additional £4,000,000 for enhancing the roads maintenance programme (Cab.13.6.2018/13 refers). £2,000,000 of this amount has been spent/planned to be spent up to the 31st March 2020, leaving the remaining £2,000,000 as resources pending and will be drawn down and utilised through the 2021/22 highways capital programme. An amount totalling £90,000 has been earmarked from this sum for a separate scheme relating to the Little Don Bridleway – see paragraph 4.4.
- 4.4 As per above, £90,000 of the £2,000,000 is proposed to be used on providing match funding on a specific scheme relating to the Little Don Bridleway. This scheme relates to the completion of the infrastructure works which totals approximately £715,000, leveraging in specific contributions and grant funding of £625,000, with the remaining £90,000 funded from the Council's reserves set aside, as per the approved reserves strategy.
- 4.5 The DfT Integrated Transport Block grant is awarded to address issues of accessibility, pollution, road safety and congestion. It is prioritised in line with Authority's Transport Strategy, which in turn aligns with the Sheffield City Region Transport Strategy. Included in the £1,422,289 is a planned carry over of £359,203 for an active travel scheme, which ties in with proposals within the Authority's and City Region's Transforming Cities Fund bid.
- 4.6 DfT Safer Roads Fund grant is a specific grant allocated to address road safety concerns that have been identified by the DfT and the Road Safety Foundation on the A628 between the junction with the A629 (roundabout) at Ingbirchworth and the A616 (Flouch roundabout). This will include a junction improvement, cycleway, lining, signing and lighting improvements. £1,400,000 of funding was awarded in 2019/20, but the project has been delayed by land acquisition and resourcing issues.
- 4.7 In 2019/20, the Council allocated £4,200,000 to Highways for the replacement of outdated street lighting lanterns, with modern energy efficient LED lanterns, along the borough's primary routes, referred to a Group A lanterns. During 2019/20, the priority has been to switch the lanterns to LED, to delivery energy efficiency savings. As part of the lantern replacement process structural integrity checks have been carried out on the street lighting columns. These structural integrity checks provide data that is being used to formulate a structural repair programme, which will result in appropriate columns being replaced or for less minor defects, fitted with a metal sleeve. £1,598,430 of the £4,200,000 has been re-phased to 2020/21 for these structural repairs.

- 4.8 In the recent 'Budget Proposals 2020/21' Cabinet report (Cab.5.2.2020/6) a series of emerging investment priorities were identified. This included, under the capital proposals, C10 Enhanced Highway Maintenance Programme / Gully Works, to provide investment in local highway maintenance (Member priorities) and acceleration of the gully maintenance programme. £1,500,000 has been set aside for this project, subject to a business case being submitted to Capital Oversight Board, for approval.
- 4.7 Business Unit 4 has funding via Sheffield City Region for roundabout improvements at the Chestnut Tree roundabout and it is intended that this work will be undertaken by Highways and Engineering Delivery Team. The value of this work is £654,000.

Proposed Works Programme

Integrated Transport

- 4.7 Appendix 1 contains the Integrated Transport Programme 2020/21, which been developed in line with Council's and the City Region's Transport Strategies.

Maintenance

- 4.8 Appendix 2 contains the Maintenance Programme 2020/21. Further detail of the Maintenance programme is provided in Appendices 3 to 9.
- 4.8.1 Carriageways: Throughout the year members of the public report defects on carriageway. These defects are visited by a highway inspector who determines if the defect is, what is known as, a category 1 defect, which means that it requires a response within 24 hours. Other, less urgent, defects are included on a schedule of potential sites for future remedial treatments. These less urgent defects, together with the results of scanner surveys, form the list of potential sites that require remedial treatment through the capital programme works. Each site is visited to determine the most appropriate treatment, in line with the Asset Management Policy. This could be plane-off and resurface, patching, surface dressing or retread. The process of determining the most appropriate treatment is not yet complete for the potential sites for 2020/21. Attached at Appendix 3 is the list of potential sites for 2020/21, with the most appropriate treatment still to be determined. These potential sites will be prioritised within the resources available.
- 4.8.2 Footways: Attached at Appendix 4 is the list of local roads footway schemes for 2020/21. Within the footway programme is an allowance of £85,000 for emerging priorities that will arise through 2020/21.
- 4.8.3 Bridges and Structures: Appendix 5 sets out the programme of works to the Council's bridges and structures, both planned and reactive.
- 4.8.4 Drainage: Following the floods of November 2019 and storms in February 2020, the Council has identified £1,000,000 of additional funding to address borough wide drainage issues, to alleviate potential future flooding. An additional resource is being brought in to develop this planned drainage programme, over and above the annual reactive drainage works, subject to a business case being submitted to Capital Oversight Board, for approval.

- 4.8.5 Street Lighting: £400,000 is allocated for reactive street lighting maintenance and £1,598,430 for the street lighting column structural repair programme.
- 4.8.6 Traffic Signs: This budget funds new street name plates and both planned and reactive traffic sign works.
- 4.8.7 PRN: Appendix 6 sets out the priority locations for carriageway and footway resurfacing works to the principal roads network (A roads).
- 4.8.8 Adopted Backings: There are a significant number of backings that are adopted and that are now showing signs of need intervention in order to preserve the function highway network. Appendix 7 sets out initial locations to be treated.
- 4.8.9 Safer Roads: The balance of the Safer Roads Fund grant will be used to fund the pre-determined list of interventions, specified by the Road Safety Foundation.
- 4.8.10 Local Priority schemes: Members were invited to put forward schemes that were raising concern locally. These have been assessed and the prioritised schemes are shown at Appendix 8. £500,000 has been identified within the emerging capital investment priorities in the 2020/21 budget proposals and will be subject to business case approval by Capital Oversight Board.
- 4.8.11 Contingency: £250,000 has been set aside as a contingency to fund price variations and emerging priorities through 2020/21.

5. Consideration of alternative approaches

5.1 Approach 1 (Recommended) – Prepare programmes of improvements based on LTP3 – Implementation Plan:

- 5.1.1 The county-wide LTP3 ceased on 31st March 2015. The Department for Transport has not issued guidance as to a replacement, so the approach taken by the South Yorkshire partners is to utilise the DfT's Integrated Transport Funding is to continue setting a programme applying the LTP3 principals, based on the 6 strategic investment themes of LTP3 - Implementation Plan. The programmes contained in Appendix 1 have therefore been drawn up to deliver a broad range of measures in-line with the 6 strategic investment themes.
- 5.1.2 The programmes contained in Appendix 1 will contribute to a high quality, efficient network which will be delivering to the 4 key strategic priorities of our Transport Strategy by:
- addresses areas of congestion to reduce time lost by businesses and the travelling public, encourage new development and improve air quality;
 - promotes safer roads to reduce accidents and costs in the wider health and benefits sectors;
 - promotes active and sustainable modes of travel which provide safe and economic access to places of employment and help reduce levels of obesity e.g. walking and cycling.
- 5.1.3 The maintenance programmes contained in Appendix 2 has been drawn up in accordance with the Council's Highway Asset Management Strategy.

5.2 **Approach 2 – Prepare other programmes of improvements not based on LTP3 – Implementation Plan:**

- 5.2.1 The outcome would be a programme that is ‘out of kilter’ with the historical policies and objectives of LTP3 – Implementation Plan, and therefore does not coincide with a recognised framework principle on which the programme of work has been based. There was no guidance from the DfT about any post-LTP process, but by following the structure of the LTP3 principles, it can be demonstrated that some framework of direction has been utilised in support of bids, grants, and other external funding submissions. .

6. **Implications for local people and service users**

- 6.1 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.
- 6.2 Investment in the highway network will make the network more sustainable in the longer term and provide a better experience for highway users.
- 6.3 Appropriate consultations will be undertaken as required and those views taken into account when detailed scheme plans are drawn up.
- 6.4 Prior to work starting on site, local residents and the travelling public will be informed as appropriate.
- 6.5 This would further lead to reduced investment in transport infrastructure, creating a poor quality network, reducing the attractiveness of the town to investors and creating network delays.

7. **Financial implications**

- 7.1 Consultation on the financial implications of this report has taken place with representatives of the Service Director for Finance and S151 Officer.

2020/21 Financial Year

7.2 **Integrated Transport Programme**

The estimated cost of the Integrated Transport Programme for 2020/21 (Appendix 1 refers) is £1,063,086, with a further £358,203 of planned carry forward from 2019/20’s programme, giving a total of £1,422,289.

Integrated Transport Programme:	Paragraph	Appendix	Total Allocation £	Planned £	Pending / Reactive £
Integrated Transport Programme	7.2	1	1,422,289	1,422,289	-
TOTAL			1,422,289	1,422,289	-

This will be funded as follows:

Funding Source:	£
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DfT Integrated Transport Block Grant	1,422,289
Total	1,422,289

7.3 Maintenance Programme: Carriageways

An amount totalling £2.698M has been allocated to the Council's carriageway maintenance programme. Appendix 3 shows the areas and streets that are programmed for works during 2020/21.

7.4 Maintenance Programme: Footways

An amount totalling £0.800M has been allocated to the Council's footway maintenance programme. Appendix 4 shows the proposed areas and locations of the footways that are programmed for works during 2020/21. The cost of these works is currently estimated to total £0.715M. The remaining £0.085M is to be held reserve to either mitigate any unexpected variations on the programme of schemes or to fund any reactive footway works as they emerge during the financial year. Approval of any such decisions will be in line with the governance arrangements outlined in paragraphs 3.8 through 3.13.

7.5 Maintenance Programme: Bridges and Structures

An amount totalling £0.970M has been allocated to the Council's bridges and structures maintenance programme. Appendix 5 shows the specific areas of works on the Council's bridges and structures that are programmed for works during 2020/21.

7.6 Maintenance Programme: Drainage

An amount totalling £1.300M has been allocated to the Council's drainage maintenance programme. £1.000M of additional resources will be used to develop and deliver a programme to address potential flooding sites and £0.300M for core reactive drainage repairs.

7.7 Maintenance Programme: Street Lighting

An amount of £0.400M has been allocated for reactive street lighting maintenance. In addition, £1.598M, of the £4.200M allocated to deliver the Group A LED replacement programme will be used for structural repairs and replacements to street lighting columns.

7.8 Maintenance Programme: Traffic Signs

An amount of £0.285M has been allocated to traffic signs and street name plates.

7.9 Maintenance Programme: Principal Roads

An amount totalling £1.137M has been allocated to the Council's principal roads and footways maintenance programme. Appendix 6 shows the areas and streets that are programmed for works during 2020/21.

7.10 Adopted Backings

An amount totalling £0.1M has been allocated to the adopted backings programme. Appendix 7 shows the backings that are programmed for works during 2020/21.

7.11 Maintenance Programme: DfT Safer Roads Fund A628 Interventions

£1.400M was allocated to the Council's Safer Roads Fund A628 Interventions programme in 2019/20, to address the road safety requirements of the Department for Transport (DfT), on this stretch of road. It is envisaged that £1.000M of this funding will roll forward into 2020/21, due to delays arising from land acquisition and resources. This programme is specific to the investment in road safety measures along the A628 between the A629 and A616, in particular relating to improvement of pedestrian crossing facilities, introduction of road safety barriers, traffic calming measures and improved street lighting.

7.12 Maintenance Programme: Local Priority schemes

£0.500M has been set aside to address local priority schemes. These schemes will be subject to a business case being submitted to Capital Oversight Board, for approval.

7.13 The table below summarises the estimated cost of each programme that makes up the overall maintenance programme, with £0.250M retained as a contingency amount:

Maintenance Programme:	Paragraph	Appendix	Total Allocation £	Planned £	Pending / Reactive £
Carriageway (Local Roads) Maintenance Programme	7.3	3	2,698,134	2,518,134	180,000
Footway (Local Roads) Maintenance Programme	7.4	4	800,000	715,000	85,000
Bridges and Structures Maintenance Programme	7.5	5	970,000	750,000	220,000
Drainage Maintenance Programme	7.6	n/a	1,350,000	1,000,000	350,000
Street Lighting Maintenance Programme	7.7	n/a	1,998,430	1,598,430	400,000
Traffic Signs Maintenance Programme	7.8	n/a	285,000	100,000	185,000
Principal Roads Programme	7.9	6	1,136,866	1,136,866	-
Adopted Backings Programme	7.10	7	100,000	100,000	-
DfT Safer Roads Fund A628 Interventions Programme	7.11	n/a	1,000,000	1,000,000	-
Local priority schemes	7.12	7	500,000	500,000	-
Contingency	7.13	n/a	250,000		250,000
TOTAL MAINTENANCE PROGRAMME			11,088,430	9,418,430	1,670,000

7.13 The approval of any variation from this current planned programme of expenditure will be in line with the governance arrangements outlined in paragraphs 3.8 through 3.13, and reported to Members accordingly.

7.14 The estimated cost of the Maintenance Programme for 2020/21 (Appendix 2 refers) including the contingency elements as outlined throughout these financial implications, totals £11,088,430. The overall funding of this programme is shown in the table below.

Funding Source:	£
DfT Maintenance Block Grant (Needs Element)	3,054,000
DfT Maintenance Block Grant (Incentive Element)	636,000
BMBC Capitalised Highway Maintenance	3,300,000
DfT Safer Roads Fund Grant (Specific to A628)	1,000,000
Group A LED Replacement-Structural Works	1,598,430
Drainage gully programme, subject to business case	1,000,000
Local priorities, subject to business case	500,000
Total	11,088,430

7.15 Other Schemes

The Council also has two schemes planned for 2020/21 that are shown in the table below:

	2020/21 Planned £
Chestnut Tree Roundabout	654,000
Little Don Bridleway Match Funding	90,000
TOTAL MAINTENANCE PROGRAMME	744,000

7.16 These other schemes will be funded as follows:

Funding Source:	£
SCRIF Funding	654,000
Resources Set Aside for 2020 Capital Priorities	90,000
Total	744,000

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

Future Years

7.18 The indicative allocations for the Medium Term Integrated Transport Programme 2020/21 – 2021/22 is shown below. Members should note that the DfT allocations have yet to be confirmed:

Funding Source:	2021/22 £	2022/23 £
DfT Integrated Transport Block Grant	1,037,000	1,037,000
Total	1,037,000	1,037,000

7.19 The indicative allocations for the Medium Term Maintenance Programme 2020/21 - 2021/22 are shown below. Members should note that the DfT allocations have yet to be confirmed:

Funding Source:	2021/22 £	2022/23 £
DfT Maintenance Block Grant (Needs Element)	3,054,000	3,054,000
DfT Maintenance Block Grant (Incentive Element)	636,000	636,000
BMBC Capitalised Highway Maintenance (Prudential Borrowing)	3,300,000	3,300,000

Total	6,990,000	6,990,000
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- 7.20 Furthermore, there remains £2.000M of the Council's own resources set aside as per the approved Reserves Strategy that remain unspent as at 31st March 2020. £0.090M has been committed in 2020/21 which leaves £1.910M pending the budget process for 2021/22.
- 7.21 From a revenue perspective, the service has an annual income target to achieve totalling £12.599M, in order to deliver a balanced budget position.

The overall indicative position for HET is summarised in the table below:

Funding Source:	2020/21 £	2021/22 £	2022/23 £
DfT Integrated Transport Block Grant	1,422,289	1,037,000	1,037,000
DfT Maintenance Block Grant (Needs Element)	3,054,000	3,054,000	3,054,000
DfT Maintenance Block Grant (Incentive Element)	636,000	636,000	636,000
DfT Safer Roads Fund Grant (Specific to A628)	1,000,000	-	-
Group A LED Structural repairs	1,598,430	-	-
MTFS Emerging Investment Priorities	1,500,000	-	-
BU4 Chestnut Tree Roundabout improvements	654,000	-	-
Capitalised Highway Maintenance (Prudential Borrowing)	3,300,000	3,300,000	3,300,000
Unallocated resources brought forward	90,000	1,910,000	-
Total Funding Available	13,254,719	9,937,000	8,027,000
Service Income Target	(12,599,623)	(12,599,623)	(12,599,623)
Potential In Year Surplus / (Deficit)	655,096	(2,662,623)	(4,572,623)

- 7.22 Based on the expected funding position in relation to Highways Capital Programme, there is an anticipated revenue budget 'surplus' in 2020/21 totalling £0.655M. The service will manage its workload as not to deliver this excessive 'surplus', but rather defer sufficient works to the following year in order to contribute to continuity of service into 2021/22.
- 7.23 The indicative position for 2021/22 shows a deficit position totalling £2.663M at this stage. It is expected that this indicative position will be mitigated through development of the Council's other major capital schemes that have highways works required within them, for example, the economic growth works at Junction 37, the Glassworks Development and the emerging Transforming Cities Fund projects.
- 7.24 In addition to this, other funding regimes will be actively pursued including the Transforming Cities Fund and SCR Infrastructure Fund along with other internal, non-core Highways work streams such as Section 278 works, winter maintenance and dropped crossings for example. Should these alternative funding streams not materialise, then a report will be presented to Members in due course.
- 7.25 The level of funding for the Council's highways programme for 2021/22 and beyond remains particularly uncertain at the time of writing, within both the regional and national contexts, which presents a key risk for the service in terms of service delivery and continuity. Once the Council's funding allocations are finalised, a further report will be presented to Members.

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

8. Employee implications

- 8.1 The continued development of proposals for implementation through the Highways Capital Programme will principally involve staff in Place 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.
- 8.2 The balancing of workload to available staff resources will still be a challenge for 2020/21. 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.
- 8.3 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 traffic management and bridges functions, or via collaboration established with adjacent authorities to deliver services, e.g. road markings.

9. Communications implications

- 9.1 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 website will also be made.

10. Consultations

- 10.1 Consultations have taken place with representatives of the Executive Director, Core Services.
- 10.2 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.
- 10.3 In 2016, 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.
- 10.4 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.

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

- 11.1 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;
- Working with SYPTE and bus operators to improve bus punctuality, safety, cleanliness and air quality.

12. Promoting equality, diversity and social inclusion

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

13. Tackling health inequalities

- 13.1 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.
- 13.2 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.
- 13.3 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. This Highway Capital Programme aims to address these challenges.
- 13.4 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.
- 13.5 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 active and sustainable travel choices to rival car use, whilst not hindering economic growth.

14. Reduction of crime and disorder

- 14.1 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.

15. Risk management issues

Key Risk Affecting Funding for Local and Strategic Schemes:

- 15.1 The details of the scale of risk are developed and refined during scheme preparation and are tested as part of the public response to any consultation about more detailed schemes. In overall programme terms, the risk focuses on the ability of the LTP partners to work equitably, as historically demonstrated over the 4 year life of the LTP3 Implementation Plan. The driver for this is the strong, robust, positive relationships fostered local transport partners, with BMBC represented on appropriate decision making boards. This representation ensures that the likelihood of BMBC not receiving its equitable share, within the confines of the proxy for allocation, is low, thus the Impact, at present, with this level and strength of officer support is viewed equally low.
- 15.2 Historically, the Service has been focussed on a delivery model that provides maximising deliverable schemes. The current operating model for the service is focused on financial and business drivers. This will inevitably lead to tensions in balancing tangible delivery against income generation and furthermore, spend.
- 15.3 The mechanism to recharge budgets for the delivery of schemes been updated and has seen the price of carrying out works, increase. This updated mechanism was the first of an incremental number of changes that will continue change and improvement to meet business and financial targets and challenges. The implications of this are that not all schemes will be delivered throughout the year if available funding is depleted quicker than anticipated.

Risks associated with Future Funding

- 15.4 There is a concern for funding in future years, specifically beyond 2021, with the absence of funding clarity and there will likely be insufficient funding to cover our income liabilities.
- 15.5 From 2020/21, the level of ITB is expected to remain constant to 2021, with no announcement about funding from 2021/22 onwards. However, it must be noted that the allocation to 2021 is currently indicative only as no confirmation from the DfT has been received. If confirmation is not forthcoming, there will be no capital, Integrated Transport funding in 2020/21.
- 15.6 There is a current degree of uncertainty surrounding Sheffield City Region and the Devolution Deal, in 2020/21. The Sheffield City Region Mayor, as the Chair of the Combined Authority, has an overall co-ordinating role, and therefore some influence, in the determination of what funding is spent on a list of prioritised roads within South Yorkshire, known as the Key Route Network. This network crosses, geographically, Barnsley, Doncaster, Rotherham and Sheffield metropolitan areas. Should the SCR Devolution Deal be enacted, the Mayor will have powers to direct how funding, potentially including Maintenance and Integrated Transport grant from the Department for Transport, allocated to Sheffield City Region is spent on the Key Routes Network and wider transport infrastructure. However, this report

assumes that the funding will continue to be passported through SCR directly to the Council, in light of no other notification.

- 15.7 It is, however, unlikely that the allocation of funding will be affected in 2020/21 as no announcement has been made. However, the uncertainty of how and funding received from the DfT into the SCR will be distributed, remains a risk to the Council as there is the possibility of a significant reduction of external funding coming into the Council from 2020/21. Furthermore, the potential to vary the allocations received from the SCR year-on-year will make consistent programming and delivery difficult to predict with any certainty. This needs to be highlighted as a risk in the Medium Term Financial Plan.
- 15.8 Furthermore, the SCR's current assurance process remains a concern, which may to be reviewed to align with the fluidity and speed of change that schemes delivered through DfT funding.
- 15.9 The current assurance process is founded on the principle of the funding allocated, delivering Gross Value Added (GVA), which measures the contribution to the economy of the SCR by the investment the funding provided.
- 15.10 Consequently, with the current process, maintenance-orientated schemes do not increase GVA as they do not add to the fabric of SCR. This means that maintenance schemes cannot realistically compete in funding opportunities with schemes that deliver a positive, increased GVA, i.e. a highway improvement scheme that enhances the fabric of the SCR.

16. Health, safety and emergency resilience Issues

- 16.1 Health and Safety issues and implications are identified during scheme preparation, and are addressed by compliance with Construction, Design and Management Regulations 2015.

17. Compatibility with the European Convention on Human Rights

- 17.1 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 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.

18. Conservation of biodiversity

- 18.1 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.

19. Glossary

DfT	Department for Transport
IT	Integrated Transport
HE	Highways and Engineering Service

HMEP	Highways Maintenance Efficiency Programme
LTP	Local Transport Plan
LTP3	Local Transport Plan for 2011-2015
SCR	Sheffield City Region
SCRIF	Sheffield City Region Infrastructure Fund

20. List of appendices

- Appendix A – Financial Implications
- Appendix 1 – Integrated Transport Programme 2020/21
- Appendix 2 – Maintenance Programme 2020/21
- Appendix 3 – Local Roads Carriageway Programme 2020/21
- Appendix 4 – Local Roads Footway Programme 2020/21
- Appendix 5 – Bridges and Structures Programme 2020/21
- Appendix 6 – Principal Roads Programme 2020/21
- Appendix 7 - Adopted Backings Programme 2020/21
- Appendix 8 - Local priority schemes 2020/21

21. 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.

Officer Contact: Ian Wilson	Telephone No: 772158	Date: 12/02/2020
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HIGHWAYS CAPITAL PROGRAMME 2020/21

i) Capital Expenditure	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>	Later Years
	£	£	£	£
Highways Capital Programme 2020/21	13,254,719			
	13,254,719	0	0	0
To be financed from:				
DfT Maintenance Block Grant (Needs Element)	3,054,000			
DfT Maintenance Block Grant (Incentive Element)	636,000			
DfT Integrated Transport Block Grant	1,422,289			
DfT Safer Roads Fund Grant (Specific to A628)	1,000,000			
BMBC Capitalised Highway Maintenance	3,300,000			
Group A LED Replacement-Structural Works*	1,598,430			
Enhanced Highways Maintenance Programme/Gully Works**	1,500,000			
SCRIF Funded Chestnut Tree Roundabout	654,000			
Resources Set Aside - Capital 2020 Priorities	90,000			
	13,254,719	0	0	0
	0	0	0	0

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

** Approved in principal (CAB 5.2.2020/6) subject to business case submission to Capital Oversight Board

Impact on Medium Term Financial Strategy	<u>2020/21</u>	<u>2021/22</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

Appendix 1

2020/21 Integrated Transport Programme

	Theme	Scheme	Details	2019/20	2020/21
B041	Local collision & danger reduction schemes	Collision analysis			10,000
		School Safety Zones	ongoing changes/additions		10,000
		Identified schemes	Lining, signing, lighting		30,000
				0	50,000
B042	Road Safety	New Footways	Cannon Hall		25,000
		Social Inclusion	Dropped crossings		25,000
		Speed Indicator Devices	Deployment works		5,000
		Vehicle Activated Signs	Replacement/upgrades		20,000
				0	75,000
B043	Traffic Management	Traffic signal upgrades	Laithes Lane/A61 Wakefield Road Junction		388,086
			Doncaster Road / Neville Avenue Junction		
			Doncaster Road / Cemetery Road Junction		
				0	388,086
B045	Cycling	Bar Lane to Royston route		359,203	500,000
		A61 River Dearne (short route)			
		A61 River Dearne (long route)			
				359,203	500,000
B046	Preliminary Scheme Design	Advance design on schemes to be delivered in future years			50,000
				0	50,000
Total Integrated Transport Block programme				359,203	1,063,086

Appendix 2

2020/21 Highways Maintenance Programme

Asset/Maintenance Programme	2019/20	Appendix
Carriageway (Local Roads) Maintenance Programme	2,798,134	3
Footway (Local Roads) Maintenance Programme	800,000	4
Bridges and Structures Maintenance Programme	970,000	5
Drainage Maintenance Programme	1,350,000	To be determined
Street Lighting Maintenance Programme	1,998,430	Structural works and Reactive repairs
Traffic Signs Maintenance Programme	285,000	Reactive programme
Principal Road Network (A road) Programme	1,136,866	6
DfT Safer Roads Fund A628 Interventions Programme	1,000,000	N/A
Local Priority schemes	500,000	7
Contingency	250,000	Emerging priorities
Total Maintenance Programme	11,088,430	

Appendix 3

2020/21 Local Roads Carriageway Programme

Street Name	Area	Ward	From	To
Rochester Road	Monk Bretton	Central	Burton Bank	Clarence RD
Billingley Green Lane	Billingley	Darfield	A635	High Street
Barnsley Road	Darfield	Darfield	Inkerman RD	no 133
Edderthorpe Lane	Darfield	Darfield	Rose Ave	Saltersbrook Rd
Morrison Road	Darfield	Darfield	Full Length	
East Street	Darfield	Darfield	Full Length	
Schofield Road	Darfield	Darfield	Full Length	
Longlands Drive	Mapplewell	Darton East	Full Length	
Broadway	Staincross	Darton East	Full Length	
Butterton Close	Staincross	Darton East	Full Length	
Windhill Avenue	Staincross	Darton East	Full Length	
Bence Lane	Darton	Darton West	Full Length	
Haigh Lane	Haigh	Darton West	M1 R,bout	Boundary
Ballfield Lane	Kexborough	Darton West	Churchfield Lane	Roundabout
Uplands Avenue	Kexborough	Darton West	Ballfield Lane	Churchfield Ave
Westbury Close	Redbrook	Darton West	Full Length	
Princess Close	BOD	Dearne South	Canberra rise	Melbourne Ave
Gaitskill Close	Bolton Upon Dearne	Dearne South	Full Length	
Kennedy Drive	Bolton Upon Dearne	Dearne South	Full Length	
Woodland Drive	Barnsley	Dodworth	Broadway	no 46/48
Padley Close	Dodworth	Dodworth	Full Length	
Cobcar Lane	Elsecar	Hoyland Milton	To be assessed	
Longcar Lane	Barnsley	Kingstone	Full Length	
Summer Street	Barnsley	Kingstone	Summer Lane	car park area

Appendix 3 con't

2020/21 Local Roads Carriageway Programme

Street Name	Area	Ward	From	To
Moor Lane	Brierley	North East	Full Length	
South Moor Road	Brierley	North East	Moor Lane	500m North
Spa Well Grove	Brierley	North East	Full Length	
Ashwood Grove	G.Houghton	North East	Full Length	
Crabtree Drive	G.Houghton	North East	Full Length	
Charles Street	Grimethorpe	North East	Taylor Crescen	Oldroyd Ave
Taylor Crescent	Grimethorpe	North East	Full Length	
Chapel Street	Shafton	North East	High St	New section
Malham Close	Shafton	North East	Full Length	
Oakham Place	Pogmoor	Old Town	no 25	no 30
Rutland Way	Pogmoor	Old Town	Full Length	
Wade Street	Pogmoor	Old Town	Full Length	
Horncroft	Cawthorne	Penistone East	Darton rd	End
Gudgeon Hole Lane	Crane Moor	Penistone East	River Bridge	Stainbrough Lane
Hand Lane	Crane Moor	Penistone East	Crane Moor Rd	Lamp no 17
Pilley Lane end	Pilley	Penistone East	Chapel Lane	Farm gate
Dyson Cote Lane	Snowden Hill	Penistone East	Tenter lane	Salter Hill lane
Salter Hill Lane	Snowden Hill	Penistone East	Tofts Lane	520m West
Linshaws RD	Flight hill	Penistone West	Barebones Rd	Boundary
Birks Lane	Millhouse	Penistone west	Manchester Road	Bridge
Hollin Lane	Millhouse	Penistone West	Full Length	
The Green	Penistone	Penistone West	Green rd	Mortimer Rd
Midland Road	Royston	Royston	No 2	no 221
Sitka Close	Royston	Royston	Full Length	

Appendix 3 con't

2020/21 Local Roads Carriageway Programme

Street Name	Area	Ward	From	To
Calder Crescent	Kendray	Stairfoot	Full Length	
Neville Crescent	kendray	Stairfoot	Full Length	
Redhill Avenue	Kendray	Stairfoot	Full Length	
Sheaf Court	Kendray	Stairfoot	To be assessed	
Darton Street	Stairfoot	Stairfoot	Hunningley Close	No 25
Gordon Street	Stairfoot	Stairfoot	School Street	end
Victoria Street	Stairfoot	Stairfoot	Hoyle Mill Rd	End
Wombwell Lane Service Rd.	Wombwell	Stairfoot	Full Length	
Park Street	Wombwell	Wombwell	To be assessed	
Brow Close	Ward Green	Worsbrough	Full Length	
Ridgewalk Way	Ward Green	Worsbrough	Full Length	
Bowland Crescent	Worsbrough	Worsbrough	Bourne Road	Royd Close
Waterdale Road	Worsbrough	Worsbrough	Wigfield Drive	End
Thomas Street	Worsbrough	Worsbrough	To be assessed	

Appendix 4

2020/21 Local Roads Footway Programme

Location	Ward	From	To	Length	Area
Albert Street	Central	New Street	Queen Street South	95	125
Boundary Street	Central	Portland Street	End	127	245
Brinkman Street	Central	Sheffield Road	Roseberry Terrace	120	535
Grasmere Road	Central	Thirlmere Road	Old school Gate	40	72
Langdale Road	Central	Clyde Street	Pontfract Road	200	700
Lulworth Close	Central	Boundary Street	End	40	270
Racecommon Road	Central	Leopold Street	Plummer Street	300	650
Sunderland Terrace	Central	Doncaster Road	End	330	490
Thirlmere Road	Central	Coniston Road	10 Thirlmere Rd	65	280
Almond Avenue Link Fpths	Cudworth	Alomd Avenue	Sycamore Avenue	150	310
Limetree Close	Cudworth	Rose Tree Avenue	16 Lime Tree Close	150	330
Rose Tree Avenue Link Fpths	Cudworth	67 Rose Tree Avenue	21 Rose Tree Avenue	300	660
Willow Close Link Fpths	Cudworth	Willow Close	31 Willow Close	240	490
Tempest Avenue	Darfield	Saltersbrook Road	Edderthorpe Lane	280	1175
Bourne Court	Darton East	The Balk	End	300	570
Limes Avenue	Darton East	29 Limes Avenue	End	250	920
Snalesden Way	Darton East	Cloverlands Drive	End	150	275
Redcliffe Close	Darton West	Ripley Grove	End	370	640
King Street	Hoyland Milton	Market Street	os 18 King Street	35	156
Keresforth Hill Road	Kingstone	150 Keresforth Hill	Public Footpath	78	180
Keresforth Hill Road	Kingstone	Public Footpath	120 Keresforth Hill	130	290

Appendix 4 con't

2020/21 Local Roads Footway Programme

Location	Ward	From	To	Length	Area
Canons Way	Monk Bretton	Bishops Way	End	95	455
Chancel Way	Monk Bretton	Bishops Way	End	95	445
Deans Way	Monk Bretton	Long Causeway	End	75	300
Kirks Way	Monk Bretton	Long Causeway	End	75	350
Pontefract Road	Monk Bretton	Harold Avenue	Dillington Place	225	370
Malham Close	North East	Poplar Ave	End	40	210
Millside Walk	North East	Dog Hill Drive	End	180	360
Sandybridge Lane	North East	LC12	Borough Boundary	500	930
Stretton Road	Old Town	Topcliffe Road	Ends	170	725
Green Moor Road	Penistone East	2 Inglemount	Playground entrance	240	452
Roughbircworth Lane	Penistone East	Sheffield Road	Vale View	175	540
Roughbircworth Lane	Penistone east	Vale View	Long Lane	610	1000
Silkstone Lane	Penistone East	S/o 2 Guest Lane	s/o 38 Guest Lane	170	270
Chapel Lane	Penistone West	Mortimer Road	The Stables	270	800
Church Street	Penistone West	Market Place	Shrewsbury Road	250	550
Park Avenue	Penistone West	Park Lane	17 Park Avenue	120	185
Park Lane	Penistone West	Park Avenue	Car Park	18	48
West Street	Rockingham	Broad Street	234 West Street	245	720
Newstead Road	St Helens	Shortfield Court	Lindhurst Road Rbt	411	871
Cypress Road	Stairfoot	82 Cypress Road	84 Cypress Road	25	50
Hunn Lane to Reginald Rd	Stairfoot	s/o 89 Reginald Road	s/o 60 Hunningley La	110	335

Appendix 4 con't

2020/21 Local Roads Footway Programme

Location	Ward	From	To	Length	Area
Janets Walk	Stairfoot	Neville Close	6 Janets Walk	65	140
Mont Walk	Stairfoot	Neville Close	14 Mont Walk	80	140
Pearson Crescent Access	Stairfoot	Pearson Crescent	End	100	400
Richardson Walk	Stairfoot	Neville Close	Pearson Crescent	165	330
Spring Walk	Stairfoot	Neville Close	9 spring Walk	110	240
Yews Lane	Stairfoot	154 Yews Lane	172 Yews Lane	95	190
Princess Street	Wombwell	Main Street	End	120	195
School Street	Wombwell	Barnsley Road	Blythe Street	160	285

Appendix 5

2020/21 Bridges Programme

Scheme Name	Ward
Statutory Bridge Inspection	Boroughwide
Statutory Structural Review and Assessment	Boroughwide
Darfield River Bridge, Concrete Deck Repairs, Re-waterproofing and Expansion Joints Replacement	Darfield
Cote Green Culvert, Replacement	Wortley
West Moor Dyke, Replacement	Goldthorpe
Bridge Parapet Repair / Minor Works	Penistone West
Emergency Works / Site Inspection	Boroughwide
Scour Protection Works	Boroughwide

2020/21 Structures Programme

Scheme Name	Ward
Retaining Wall Repairs	Boroughwide
Safety Barrier Replacement / Repair	Boroughwide
Emergency Works	Boroughwide

Appendix 6

2020/21 Principal Road Network (A Road) Programme

Location	Ward	From	To	Treatment
A6133 Old Mill Lane	Central / Old Town	Junction with Eldon Street	Junction with Church Street/Huddersfield Road	Patching
A6133 Park Road	Central	Wood Street	Sheffield Road	Full width plane and resurface
A628 Westway	Cudworth & Monk Bretton	Tumbling Lane	Littleworth Lane	Full width plane and resurface
A633 Grange Lane	Stairfoot & Monk Bretton	Cundy cross	Stairfoot Roundabout	Patching
A635 Doncaster Road	Stairfoot & Darfield	Cathill Roundabout	Goldthorpe	Plane and resurface
A629 Huddersfield Road	Penistone West	New Row Lane	Borough boundary	Full width plane and resurface
A635 Huddersfield Road	Old Town	Queens Drive	Tesco	Footway resurfacing
A635 Barugh Green Road	Darton West	Redbrook Road	Barugh Lane	Footway resurfacing
A628 Dodworth Road	Dodworth	Shaw Lane	Grosvenor Walk	Footway resurfacing

Appendix 7

2020/21 Adopted Backings Programme

Location	Area	Ward
Tower Street	Barnsley	Kingstone
Lidgett Lane (rear of 85-105)	Thurnscoe	Dearne North
Crown Close	Worsbrough	Kingstone

Appendix 8

2020/21 Local Priority Schemes

Locations	Ward	From	To	Length	Area
Derwent Road	St Helens	Carlton Road	Chatsworth Road	495	3112
Ashley Croft	Royston	Buckingham Way	End	90	605
Cranford Gardens	Royston	Buckingham Way	End	110	770
Canberra Rise	Dearne South	Ingsfield Lane	Carr Head Lane	350	2400
The Crescent	Dearne South	Prospect Road	52 The Crescent	100	570
Houghton Road	Dearne North	Lorne Road	Shepherd Lane	890	6150
Windmill Ave (Cul-de-sac)	North East	Windmill Avenue	End	50	280