

BARNSLEY 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
to Cabinet on 21 April 2021**

HIGHWAYS CAPITAL PROGRAMME 2021/22

1. Purpose of report

- 1.1 To obtain approval for the Highways Capital Programme for the financial year 2021/2022, 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;
- 1.2 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 2021/22, as set out in Appendix 1 be approved, and that the Service Director, Environment and Transport be authorised to implement these works;**
- 2.2 **The Service Director, Environment and Transport be authorised to:**
- **Deliver a programme of work based upon the Asset Management Policy and Implementation Strategy, supplemented with engineering judgement in order to deliver a programme of work to meet income targets;**
 - **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 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.**

2.3 That, in the event that the Maintenance, Integrated Transport and Capitalised Highways Maintenance budgets for 2021/22 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.

2.4 That Cabinet notes the uncertainty around future Government funding for highways, and the Place directorate will continue to maximise other funding opportunities; in particular through the city region. Furthermore, funding opportunities will be raised through the Strategic Transport Infrastructure Board to consider the procurement and delivery strategy for each scheme and to consider the use of in-house services or appoint third parties dependent upon the necessary timing and or funding constraints.

3. Introduction

3.1 This report seeks the approval:

- of the Highways Capital Programme 2021/22 - see Appendix 1;
- 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, for example, via collaboration established with adjacent authorities to deliver services e.g. road markings;
- to highlight the future risks associated with delivering the highways function because of the reduced certainty of delivering the programme of work 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 £2.1B. This asset includes carriageways, bridges and other highway structures, highway drainage, traffic signals, road restraint systems (safety fencing), supporting earthworks, footways, cycle ways, street lighting, road signs, road markings and road studs.

3.3 The Asset Management Policy and Implementation Strategy, as approved by Cabinet (Cab.7.1.2015/7 refers) sets out how the Authority will maintain the highway network. This will be supplemented with engineering judgement. 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.

Climate Change

3.4 On Wednesday, 18th September 2019, the Council's 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.

3.5 This Capital Programme actively supports the Council's journey to become carbon neutral by:

- 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. The carbon equivalent of this annual energy saving is estimated at 1200 tonnes of carbon per year;
- 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 the 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

3.6 Barnsley received above average rainfall during October 2019, with some catchments receiving a significant amount above the average. The ground saturated and therefore wetter than average for the time of year by the end of October. Early on 8th November 2019, heavy and prolonged rainfall fell resulting in significant amounts of surface water run-off both into the river systems and onto the public highway infrastructure. In February 2020, when Storms Ciara and Denis hit the region, which added to the already saturated ground and compounded matters.

3.7 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, in 2020-21, the Council invested an additional £1M to proactively investigate, repair and improve the drainage asset to accelerate the recovery from flooding.

3.8 This funding has applied to road gullies, combined drainage/kerb block, culverts and general drainage problems. Where improvements have been undertaken, this has seen the increased efficiency of the highway drainage asset reducing the volume and assisting in the recedance of floodwater.

3.9 The programme has also reduced the amount of reactive work, allowing more forward-thinking programming of focused work to be identified. However, further funding may be required to complete the list of necessary works plus any other schemes that are required

Innovation

3.10 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 improve 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 that seeks to solve some of the necessary repairs identified through the recent investment targeting drainage problems, especially road gully issues to delivering a more efficient approach to maintaining the drainage asset.

3.11 Siemens UTC-UX is the latest available software version for the Council's Urban Traffic Control systems and is supplied by Siemens Mobility. Using real time data, the control system closely coordinates vehicular movements to maximise efficient operation of the road network. As well as controlling demand and reducing congestion, the system also assists in reducing pollution and fuel consumption. It is necessary to upgrade the software to the latest global windows platform to gain benefit from technological advancements and improve traffic management of the network, in addition to 'futurising' the Council's UTC system.

3.12 The Council needs to position its communities to take maximum opportunities of any advancement 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 2020-2021: Effect of Covid-19

3.13 In 2020, a worldwide pandemic was declared by the World Health Organisation because of the prevalence of Coronavirus (Covid-19). On 16th March 2020, the UK Government introduced a number of restrictions, including a mandatory lockdown with measures, to slow the spread of coronavirus. On 23rd March, it was clarified that people must stay at home.

3.14 Consequently, in order to address the potential effects of Covid-19 on the service delivery of Business Unit 6 (BU6), a risk-based review into the delivery of services was undertaken. For the Highways and Engineering Service (H&E), the review identified that because of the uncertainty how the pandemic would evolve, all operational work on the highway was prioritised to focus on safety works to keep the network operating safely as lockdown began and the situation developed. Any subsequent works could then be delivered.

3.15 In response to spread of Covid-19, Public Health England and the NHS identified two groups of people for whom the risk of was greater, should they be infected by Covid-19. The first group are people at 'High Risk', who are clinically extremely vulnerable and who received a letter from the NHS advising them to take extra steps to protect themselves (Shielding) .The second group are people at 'Moderate Risk' (clinically vulnerable) who

were allowed more freedom of movement such as getting food or exercising, but advised to stay from home if possible.

- 3.16 The Council subsequently determined that any employee who met the criteria of being in either the 'High' or 'Moderate' risk groups, would need to self-isolate at home for a period of 12 weeks. Where employees could work at home, this presented a practical solution to continue working and self-isolate concurrently. Front-line operatives (roadworkers), who had to self-isolate at home, were unable to continue working.
- 3.17 This decision reduced the capacity of the front-line operatives in the construction arm of the H&E by 33%, meaning that once safety works had been delivered, there was little spare capacity to maintain at the same level of programme delivery prior to the pandemic.
- 3.18 Part of the BU6 review prioritised the collection of grey waste. The capacity to maintain this service was supplemented by the use of front-line drivers from the H&E, which further depleted the overall front-line operatives in the H&E to 50%, at its peak.
- 3.19 On 27th March 2020, the Department for Transport advised Highway Authorities that there may be opportunities to use the period of reduced public usage on the network to advance maintenance works. This opportunity was therefore used to try and mitigate the effects of the coronavirus pandemic on the income generation of the Service.
- 3.20 In April 2020, the Highway Capital Programme was approved (Cab.1.4.2020/7 refers). Because of the on-going effects of Covid-19 on both the Council's financial and physical resources in the first quarter of the fiscal year, a second report with a revised programme, the Revised Highways Capital Programme 2020/21 (Covid-19) was taken to Cabinet in October 2020 (Cab.21.10.2020/9 refers).
- 3.21 On 31st October, the government then introduced the second national lockdown, from 5th November 2020 with restrictions being eased before Christmas 2020. Unfortunately, on 4th January 2021, the government then introduced the third national lockdown, from 6th January 2021. On 22nd February, the Government unveiled its roadmap towards lifting restrictions.
- 3.22 It is clear that the first national lockdown, being the longest, has had the greatest effect on service delivery, but the country has been operating in some form of lockdown for just less than 12 months. This continuous lockdown has significantly affected the ability of the Service to meet its income target.
- 3.23 The approach of prioritisation by the Asset Management Policy and Implementation Strategy was supplemented by engineering judgement in order to blended approach to delivering a programme of work that aspired to meet income targets as effectively as possible given the operational restrictions placed on the service by the coronavirus pandemic.

Reflection on delivery in 2020-2021: Effect of Winter Service

- 3.24 Winter Service is not funded by capital funding and therefore does not form part of any Highways Capital Programme. However, the construction delivery arm of the H&E provides a Statutory Winter Service to ensure that users of the network can use the network as safely as is reasonably practicable.

- 3.25 This winter of 2020-21 has been particularly challenging. To put this into context, in 2017/18 referred to as the 'Beast from the East', the Service undertook 166 grits all season. By comparison, in 2020-21 to mid-February, the Service has already undertaken 222 grits.
- 3.26 When any Winter Service is being provided, this can have a significant, detrimental effect on 'normal day-to-day' operations. This is due to the need to preserve driver's hours and duty time for out of hours Winter Service operations, reducing daily productive hours and thereby income.

Reflection on delivery in 2020-2021: Service Delivery

Covid-19

- 3.27 Whilst not funded through the Highways Capital Programme, in terms of service delivery, it is worth noting that perhaps the one of the most important projects that the service has completed this year is the design and construction of the temporary Lateral Flow Testing facility located within the Metrodome. This facility was designed in-house and custom-built within a two-week period to the very challenging timescales needed to respond to the control and containment of Covid-19.
- 3.28 This extremely challenging piece of work complements the H&E's essential support in the fight against the corona virus. The service is responsible for ensuring that all logistics are in place to support the operation Mobile Testing Sites, the location of which varies across the borough. This involves the provision and collection of fencing, signs, cones and welfare units on a daily basis that are needed for the Mobile Testing Sites to operate.
- 3.29 The service is now supporting the vaccination process by providing traffic management, fencing, signs, cones and roadsalt to the vaccination centres in Dodworth, Goldthorpe and at Priory campus.
- 3.30 In terms of accessing these sites, the service is also providing a Winter Service by gritting the accesses and car parks to ensure safe access, of the vaccination centres and the Metrodome Lateral Flow Testing facility.
- 3.31 As part of the Government's COVID recovery response, the Authority, was successful in securing £0.241M of the Active Travel Emergency Funding. This enabled H&E to construct and implement a number of schemes to encourage those returning to work, to use active travel.

Climate Change

- 3.32 In order to support the Council's journey to become carbon neutral via the Zero 40 strategy, approval was granted by Cabinet (Cab.21.8.2019/7 refers) to install infrastructure to support the introduction of electric vehicle charging points. £0.035M is being invested for H&E to construct the civil engineering infrastructure for these charging points at Smithies Depot.

Construction

- 3.33 Some programmed projects have not been delivered because of effect of the coronavirus pandemic, predominantly on the Local Roads Programme, due to access difficulties caused by an increase of parked vehicles as people were required to work from home, if possible.
- 3.34 In terms of achievements against the Revised Highways Capital Programme 2020/21 (Covid-19) outputs, these include the completion of the Footway Surfacing Programme and the construction of the combined footway/cycleway between Darfield and Goldthorpe and to start the construction of the combined footway/cycleway between of Ardsley and Darfield.
- 3.35 Notable surfacing schemes completed include the resurfacing of the A635 Doncaster Road between Darfield and Goldthorpe, complementing both the resurfacing of Goldthorpe Bypass, which was funded through the 2019/20 Maintenance Challenge Fund and the completion of the J36 – Phase 2 works. Other major schemes include the resurfacing of the A633 Burton Road/Rotherham Road signalised junction.
- 3.36 The Enhanced Drainage Programme has been very successful and has allowed some 5200 problem locations to be investigated. This investigation programme has resulted in a significant number of non-operational gullies becoming operational and a further 230 schemes to improve the drainage network. Many of these schemes are associated with Statutory Undertaker's works causing issues with the efficiency of the drainage network.
- 3.37 A number of traffic signal upgrades were carried out during 2020/21, including the signalised junction at Allots Corner in Hoyland and the junction of Carlton Road and Rotherham Road in Monk Bretton. 'Puffin' signalised pedestrian crossing upgrades were also carried out at Watson Street and Queen Street, both in Hoyland.
- 3.38 The Street Lighting function has operated all through 2020/21, although there has been national supply issues for some materials e.g. certain lighting columns, due the COVID pandemic. This has subsequently affected the delivery of some maintenance work.
- 3.39 The construction arm of the H&E has an income (turnover) target for 2020/21 of £12.599M. The consequence of protecting staff, prioritising safety work, supporting the collection of grey waste, supporting the Council's initiatives in dealing with Covid-19 and the effects of providing a Winter Service, together with the skill-mix and availability of the remaining resource, meant that the ability to meet income targets has been significantly challenging.

Capital Resources

- 3.40 In May 2020, the Government announced the creation of the Transport Infrastructure Investment Fund. The Fund is not new funding and is made up of a number of existing Department for Transport (DfT) spending programmes, including the Highways Maintenance Block funding (which contains the Highways Maintenance Block Incentive Element), the Integrated Transport Block funding and the Pothole Fund. For consistency in the report, when referencing DfT funding, this report refers to the individual capital elements of the new fund.

- 3.41 The Highways Capital Programme is made up of number of funding streams, including:
- Maintenance funding and Integrated Transport funding, as capital grants from the 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.
- 3.42 In December 2014, the DfT 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 DFT's Capital Block Funding.
- 3.43 The Government's 2020 Budget promised a Comprehensive Spending Review (CSR) to formulate the government's strategy and approach to inform future spending plans up to 2025, and in terms of highway maintenance funding; what was to happen after 2022. The CSR scheduled for release in autumn 2020 and would have informed local authorities of future highways funding. The CSR was delayed because of the Coronavirus pandemic and in October 2020, the government decided to conduct a one-year spending review on 25th November 2020. This decision prioritised the response to Covid-19, and the government's focus on supporting jobs and families. The Spending Review confirmed funding for local road maintenance in 2021 – 2022.
- 3.44 Her Majesty's Treasury's National Infrastructure Strategy, announced in November 2020, committed £1.125B of local road maintenance funding in 2021 and 2022.
- 3.45 Beyond 2022, the Council had no indication of the level of Local Transport Capital Block Funding. Therefore, at the present time, the Maintenance Block and Integrated Transport Block figures included in this report for 2022/23 and beyond are estimates based on current allocations. Further reports will capture the implications on the Council in due course
- 3.46 The Council provides an annual allocation of £3.3M Capitalised Highways Maintenance, to supplement the funding received from the DfT and address highway maintenance priorities.

Governance

- 3.47 In respect of the governance arrangements for varying the approved highways capital programme, the process aligns to the Council's governance and approvals process, which is explained in the context of the highway programme in the paragraphs below.
- 3.48 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.
- 3.49 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 3.22, the Cabinet

Spokesperson for Place be authorised to approve the variation on the programme, providing it can be contained within the overall funding envelope.

- 3.50 Where an overall variation of greater than £0.500M on the Highways Capital Programme is sought, in addition to the governance arrangements at 3.22 and 3.23, a Cabinet report will be presented to approve that variation.
- 3.51 Where a variation cannot be contained within the overall funding envelope, a Cabinet report is required for due consideration, regardless of value.
- 3.52 This approach aligns to the Council's Capital Investment Strategy, approved by Cabinet and subsequently full Council as part of the 2021/2022 budget papers (Cab.10.2.2021/6 refers).

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 2021/22. There is currently some uncertainty around future Highways Funding from 2022/23 onwards, with expectations that this will be made clear following the government's CSR during 2021/22.

Funding Source:	2020/21	2021/22	2021/22
	B/fwd	Allocations	Total
DfT Integrated Transport Block Grant		1,073,563	1,073,563
DfT Maintenance Block Grant (Needs Element)*	130,678	2,106,085	2,236,763
DfT Maintenance Block Grant (Incentive Element)*		526,672	526,672
DfT Safer Roads Fund Grant (Specific to A628)	1,179,544	-	1,179,544
Group A LED Structural repairs	1,789,537	-	1,789,537
Capitalised Highway Maintenance	3,382,795	3,300,000	6,682,795
Pothole Fund	50,413	2,106,085	2,156,498
Little Don Link match (from £2m 2021/22 EIP)			0
MTFS Emerging Investment Priorities (EDP & MLPS)	850,507	1,970,000	2,820,507
BMBC Enhanced Highways Programme 2018-2020	30,000		30,000
Total Highways Funding Available	7,413,474	11,082,405	18,495,879
S106 Cortonwood roundabout realignment	145,878		145,878
Total Other Funding Available	145,878	0	145,878
Total Funding Available	7,559,352	11,082,405	18,641,757

- 4.2 The DfT's Highways Maintenance Block (Needs) and the Highways Maintenance Block (Incentive) funding allocations are calculated on the basis of the existing formula which is based on the existing asset split between classified A, B, C roads and unclassified roads, bridges, lighting columns, cycleways and footways. These funding elements are supplemented with a BMBC Capitalised Highway Maintenance allocation, which support maintenance activity across all asset types. These 3 elements total £5.932M and are prioritised principally in line with Asset Management Policy and Implementation Strategy and supplemented by engineering judgement in order to deliver a programme of work and meet income targets.

- 4.3 The DfT Pothole Funding allocation of £2.106M is calculated on the basis of the existing formula and is intended to fix potholes but can also be used to undertake longer-term road resurfacing works to prevent potholes from occurring.
- 4.4 The DfT funding is subject to final agreement by Sheffield City Region Mayoral Combined Authority. There was also a small carry forward of £0.050M from the previous year's Pothole Fund.
- 4.5 The Council, as part of its ongoing review of resources, set aside an additional £4.000M for enhancing the roads maintenance programme (Cab.13.6.2018/13 refers). It is anticipated that £2.030M of this amount will be spent/planned to be spent up to the 31st March 2021, leaving the remaining £1.970M as resources pending to be drawn down and utilised through the 2021/22 highways capital programme.
- 4.6 The DfT Integrated Transport Block Grant is awarded to address issues of accessibility, pollution, road safety and congestion. It is prioritised in line with the authority's Transport Strategy, which in turn aligns with the Sheffield City Region Transport Strategy. The allocation for 2021/22 is £1.074M.
- 4.7 The 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 Hoylandswaine Roundabout (junction with A629) and the Flouch Roundabout (junction with A616). This includes a junction improvement, cycleway, lining, signing and lighting improvements. £1.400M of funding was awarded in 2019/20. The project has been delayed by the Covid-19 situation, affecting both internal and external resourcing, for a number of issues such as land acquisition and design progression. Because of this, agreement has been reached with the DfT to extend the funding end-date to the end of 2021/22, to utilise the remaining £1.180M during 2021/22. The DfT may be prepared to agree a further extension to the funding date, given the challenges of the last 12 months.
- 4.8 In 2019/20, the Council allocated £4.200M to Highways for the replacement of outdated street lighting lanterns, with modern energy efficient LED lanterns, along the borough's primary routes, referred to as 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 fitted with a metal sleeve, whichever provides the most economically viable solution. £1.790M of the £4.200M has been re-phased to 2021/22 for these structural repairs, which will see over 1000 street lighting columns replaced.
- 4.9 In the 'Budget Proposals 2020/21' Cabinet report (Cab.5.2.2020/6 refers), 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 a targeted drainage programme. £1.M utilised for the targeted drainage programme with an expected £0.649M to be spent during 2020/21, with the balance of £0.351M being rolled forward to 2021/22. The local highway maintenance (Member priorities), has been programmed into the 2021/22 Local Roads Programme (£0.500M).

- 4.10 It is proposed to review the programme to incorporate any opportunities for the potential to promote social values.
- 4.11 H&E has a net income budget, thereby contributing resources to support the wider service and the Council at large. It is imperative therefore that all workload and funding opportunities are utilised to deliver this net income budget. There are other programmes operating within the authority that require work on or affecting the highway and therefore offer income opportunities. The H&E should be seen as the preferred delivery mechanism for all works on the highway, prior to any programme decision being made about procurement. It should be the decision of PLACE to determine whether to carry out all or some of the work in-house or issue it for external procurement.

Proposed Works Programme

Integrated Transport

- 4.12 Appendix 2 contains the Integrated Transport Programme 2021/22, which been developed in line with the authority's Transport Strategy, which in turn aligns with the Sheffield City Region Transport Strategy. The Integrated Transport Programme supports active travel initiatives which will be delivered on site by the H&E.
- 4.13 Whilst not part of the Integrated Transport Programme, it is worth noting that the Transforming Cities Fund supports active travel and will run beyond 2022. Currently, the programme of work is being developed and it is anticipated that delivery of schemes on site will commence in 2022 and be undertaken by Highways and Engineering.

Maintenance

- 4.14 Appendices 3 to 8 contains the Maintenance Programme 2021/22.
- 4.15 Carriageways: Requirements for interventions are determined in two different ways. Firstly, 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 '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 or a sustainable solution such as Surface Dressing or Retread. Secondly, it will be necessary to make a judgement based on engineering knowledge where efficiencies can be made to deliver effective maintenance work, whilst still delivering a rate of return. Attached at Appendix 3 is the list of potential sites for 2021/22, with the most appropriate treatment still to be determined. These potential sites will be prioritised within the resources available (£3.200m).
- 4.16 It is proposed to undertake a minimal scheme of work to the access road serving Penistone Household Waste Recycling Centre (HWRC). Whilst this access road is unadopted and would normally attract contributions from other frontages, the unprecedented usage of the HWRC during the Covid-19 situation has seen significant deterioration of the carriageway due to unprecedented volumes of traffic. It is therefore reasonable to link the recent excessive deterioration to Covid-19. In order to maintain

the service through the winter period and beyond, this investment will bring the carriageway back to a usable state. However, construction of project will be a significant challenge as the HWRC is operational 7 days a week.

- 4.17 Carriageways (J38 M1): The carriageway that passes beneath the M1 at Haigh (Haigh Roundabout) is a local road and as such, the maintenance responsibilities rest with the Council, as local Highway Authority. The road network in this area now requires a programme of general maintenance works. These works have to be coordinated with Highways England, which is a government company that operates, maintains and improves the M1 motorway. Currently, discussions are ongoing to facilitate this work and jointly agree when these works can be programmed to occur. Due to the complexities of coordinating these works with the operation of the M1, it may be that the capital programme of works has to be varied in-year to accommodate this. Whilst this may result in a number of schemes being delayed until next financial, any financial implications will be contained within the financial envelope of the overall programme.
- 4.18 Footways: Attached at Appendix 4 is the shortlist of Local Roads footway schemes for 2021/22. The number and deliverability of footway schemes in residential areas is likely to be severely hampered through the presence of parked cars in response to government guidance for employees to work from home. Within the footway programme is an allowance of £0.085M for emerging priorities that will arise through 2021/22.
- 4.19 Principal Road Network (A roads) (£4.320M): Appendix 5 sets out the priority locations for carriageway and footway resurfacing works to the principal roads network (A roads).
- 4.20 Drainage (Appendix 6): Following the floods of November 2019 and storms in February 2020, the Council identified £1.000M of additional funding to address borough wide drainage issues, to alleviate potential future flooding. The balance of £0.351M will be carried forward into 2021/22 to undertake this planned drainage programme which is based around proving and undertaking repairs to road gullies, combined drainage and kerb units and connections, over and above the annual reactive drainage works, including consideration for flooding prevention where appropriate. In addition, opportunity will be taken to address some flooding issues, including reviewing the condition and replacement of the flood store stock, if necessary.
- 4.21 Bridges and Structures: Appendix 7 sets out the programme of works to the Council's bridges and structures, both planned and reactive.
- 4.22 Street Lighting: £0.400M is allocated for reactive street lighting maintenance and £1.789M for the Group A street lighting column structural repair programme. In addition, a review of zebra crossing illumination will be undertaken in 2021/22.
- 4.23 Traffic Signs: This budget (£0.285M) funds new street name plates and both planned and reactive traffic sign works.
- 4.24 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. Because of the effect of the Covid-19 situation delaying the delivery of this scheme, the DfT has agreed to extend the delivery deadline for this scheme to the end of 2021/22.

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 the authority's Transport Strategy, which in turn aligns with the Sheffield City Region 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 by applying engineering judgement and in accordance with the Council's Highway Asset Management Policy and Strategy Implementation.

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 considered 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.

7. Financial implications

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

7.2 This report outlines the total funding available for the Highways Capital Programme 2021/22, which totals £18.642M, together with the planned expenditure across a number of key themes / areas, which totals £15.364M.

7.3 The following paragraphs outlines each key theme/area with a narrative around the future highways capital programme including the expected planned balance of resources.

Maintenance Programme: 2021/22 Financial Year

7.4 The estimated cost of the Maintenance Programme for 2021/22 including the contingency elements is £14.291M. The main areas of spend are shown in the table below. Paragraphs 7.5 to 7.14 provide further details on each of these.

Maintenance Programme:	Paragraph	Appendix	Total Allocation £M	Planned £M	Pending / Reactive £M
Carriageway (Local Roads) Maintenance Programme	7.5	3	3.200	2.362	0.838
Footway (Local Roads) Maintenance Programme	7.6	4	0.905	0.820	0.085
Principal Roads Programme	7.7	5	4.320	4.270	0.050
Drainage Maintenance Programme	7.8	6	0.906	0.556	0.350
Bridges and Structures Maintenance Programme	7.9	7	0.555	0.555	-
Street Lighting Maintenance Programme	7.10	n/a	2.190	1.790	0.400
Traffic Signs Maintenance Programme	7.11	n/a	0.285	-	0.285
DfT Safer Roads Fund A628 Interventions Programme	7.12	n/a	1.180	1.180	-
Local priority schemes	7.13	8	0.500	0.500	-
Contingency	7.14	n/a	0.250	-	0.250
TOTAL MAINTENANCE PROGRAMME			14.291	12.033	2.258

7.5 Maintenance Programme: Carriageways

An amount totalling £3.200M has been allocated to the Council's carriageway maintenance programme. The estimated cost of the specific areas and streets highlighted in Appendix 3 for works during 2021/22 totals £2.362M with the remaining £0.838M held for contingency and other general maintenance such as street lining.

7.6 Maintenance Programme: Footways

An amount totalling £0.905M 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 2021/22. The cost of these works is currently estimated to total £0.820M. 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 3.47 through 3.52.

7.7 Maintenance Programme: Principal Roads

An amount totalling £4.320M has been allocated to the Council's principal roads maintenance programme. Appendix 5 shows the areas and streets that are programmed for works during 2021/22 which totals £4.270M, with the remaining £0.050M relating to condition surveys on the respective carriageways.

7.8 Maintenance Programme: Drainage

An amount totalling £0.906M has been allocated to the Council's drainage maintenance programme, to develop and deliver a programme to address potential flooding, including proving and repair of road gullies and associated network; and reviewing the condition of the flood store stock. Appendix 6 shows the areas that are programmed for works during 2021/22. £0.556M of these resources will be used to develop and deliver the planned programme with the remaining £0.350M held for reactive drainage repairs and ditching works.

7.9 Maintenance Programme: Bridges and Structures

An amount totalling £0.555M 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 2021/22.

7.10 Maintenance Programme: Street Lighting

£1.789M 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. In addition, an amount of £0.400M has been allocated for reactive street lighting maintenance.

7.11 Maintenance Programme: Traffic Signs

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

7.12 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 £1.180M of this funding will roll forward into 2021/22, due to delays arising from land acquisition and resources and the COVID pandemic. 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.

7.13 Maintenance Programme: Local Priority schemes

£0.500M has been set aside to address local priority schemes.

7.14 Maintenance Programme: Contingency

An amount of £0.250M has been retained as a contingency to fund price variations and emerging priorities through 2021/22.

7.15 The approval of any variation from this current planned programme of expenditure will be in line with the governance arrangements outlined in paragraphs 3.47 through 3.52 and reported to Members accordingly.

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

Integrated Transport Programme: 2021/22 Financial Year

7.17 The estimated cost of the Integrated Transport Programme for 2021/22 (Appendix 2 refers) is £1.074M. This will be funded from the DfT Integrated Transport Block Grant.

Integrated Transport Programme:	Paragraph	Appendix	Total Allocation £M	Planned £M	Pending / Reactive £M
Integrated Transport Programme	7.17	1	1.074	1.074	-
TOTAL			1.074	1.074	-

Available Resources: 2021/22 Financial Year

7.18 The anticipated resources available for the 2021/22 Highways Capital programme total 18.642M and is outlined in the table below.

Funding Source:	Brought Forward from 2020/21 £M	2021/22 Allocation £M	Total Resources £M
<u>DfT Monies (Via Sheffield City Region):</u>			
Integrated Transport Block Grant	-	1.074	1.074
Maintenance Block Grant (Needs Element)	0.131	2.106	2.237
Maintenance Block Grant (Incentive Element)	-	0.527	0.527
Pot Hole Action Fund	0.050	2.106	2.156
	0.181	5.813	5.994
<u>DfT Monies (Paid Direct):</u>			
Safer Roads Fund Grant	1.180	-	1.180
	1.180	-	1.180
<u>Council's Own Resources:</u>			
Capitalised Highway Maintenance	3.383	3.300	6.683
Group A LED Structural Repairs	1.790	-	1.790
MTFS Emerging Priorities	0.879	1.970	2.849
	6.052	5.270	11.322
<u>Other:</u>			
S106 Cortonwood Roundabout Realignment	0.146	-	0.146

Funding Source:	Brought Forward from 2020/21	2021/22 Allocation	Total Resources
	£M	£M	£M
	0.146	-	0.146
TOTAL RESOURCES	7.559	11.083	18.642

7.19 As highlighted, the resources expected to be carried in to 2021/22 from 2020/21 is an estimated, indicative position at the time of writing. Any variation in this expected carry forward position will impact the available funding in 2021/22 and therefore, associated plans will be amended accordingly.

7.20 The table below summarises the estimated balance of resources for 2021/22.

2021/22:	£M
Total Anticipated Resources	18.642
Total Planned Expenditure	(15.364)
Total Balance of Resources	3.277

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

Available Resources: Future Years

7.22 The indicative allocations for 2022/23 - 2023/24 are shown below. Members should note that the DfT allocations have yet to be confirmed and are based on the 2021/22 allocations.

Funding Source:	2022/23	2023/24
	£M	£M
DfT Maintenance Block Grant (Needs Element)	2.106	2.106
DfT Maintenance Block Grant (Incentive Element)	0.527	0.527
BMBC Capitalised Highway Maintenance	3.300	3.300
Unplanned Resources from 2021/22	3.277	-
Total Allocations for Maintenance	9.210	5.933
DfT Integrated Transport Block Grant	1.074	1.074
Indicative Total	10.284	7.007

7.23 It should be noted that the Government are planning a Comprehensive Spending Review in the Autumn of 2021 which will have an impact on future funding in respect of the Council's highways capital programme.
Implications for Highways Revenue Budget

7.24 From a revenue perspective, the service has an annual income target to achieve totalling £12.475M in 2021/22. Based on the expected funding position in relation to Highways Capital Programme shown in the table above, totalling £15.364M worth of works and considering the expected level of external works, there is an anticipated revenue budget 'surplus' in 2021/22 totalling £1.636M which is shown in the table below. The service will manage its workload so 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 2022/23.

	2021/22
	£
Total Funding Available	15.364
Less Anticipated External Works	(1.253)
Funding for Internal Works	14.111
Service Income Target	(12.475)
Potential In Year Surplus / (Deficit)	1.636

- 7.25 The indicative position for 2022/23 shows a deficit position totalling £2.191M at this stage, notwithstanding any externally contracted works. 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.

	2022/23	2023/24
	£M	£M
Total Funding Available (As Per Table at Paragraph 7.22)	10.284	7.007
Service Income Target	(12.475)	(12.475)
Potential In Year Surplus / (Deficit)	(2.191)	(5.468)

- 7.26 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.
- 7.27 The level of funding for the Council's highways programme for 2022/23 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.

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 2021/22. 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. However, with the circumstances introduced by the effects of Covid-19, an element of engineering judgement will be utilised to enable a more efficient delivery of the programme and secure the maximum rate of return.

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 Risks Due to Covid-19

- 15.1 As previously identified, a number of risks have been identified and some have materialised from the Covid-19 situation in 2020/21. These future risks are centred on the ability to meet annual income targets set.
- 15.2 There is a risk that the Service will not meet its income targets for the reasons outlined in Section 3, which are principally being able to access the network and the difficulty of

minimising non-productive time, within the fiscal year to meet income targets. This risk is compounded by the unknown severity of the winter period in 2021/22 and the level of response that this will necessitate.

- 15.3 To mitigate these risks, the approach of scheme prioritisation by the Asset Management Policy and Implementation Strategy will be supplemented by engineering judgement in order to attempt to deliver a programme of work and meet income targets. It should be noted that whilst sections of the network have been identified as requiring treatment, the detailed nature of that treatment is still emerging. This will inevitably mean that there will be some variation of expenditure at individual locations, but this will be contained within the funding envelope of the programme.
- 15.4 The potential for further waves of Covid-19 illness during the 2021/22 could introduce a risk to the delivery of the Highways Capital Programme. This would manifest itself in two ways:
- Reducing resources, through illness, which reduces capacity to deliver programmed work;
 - Reducing resources through the need to protect qualified drivers, for example by isolation, to discharge the Council's statutory duty to maintain the public highway in respect of the winter service, i.e. gritting and ploughing, which in turn reduces capacity to deliver programmed work.

Key Risk Affecting Funding for Local and Strategic Schemes:

- 15.5 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.
- 15.6 Historically, the Service has been focussed 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.

Risks associated with Future Funding

- 15.7 There is a concern for funding in future years, specifically beyond 2022, with the absence of funding clarity and there will likely be insufficient funding to cover our income liabilities. The background to this significant risk is fully explained in paragraphs 7.16 to 7.20.
- 15.8 Upon completion of the 2020/21 Devolution Deal by the Sheffield City Region, 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. Now SCR Devolution Deal has been agreed, the Mayor

has powers to direct how funding, potentially including Maintenance and Integrated Transport grant from the DfT, 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, considering no other notification.

- 15.09 It is, however, unlikely that the allocation of funding will be affected in 2021/22 as no announcement has been made. The uncertainty of how the funding received from the DfT into the SCR will be distributed, there still remains a risk to the Council as there is the possibility of a significant reduction of external funding coming into the Council from 2021/22. 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.
- 15.10 Furthermore, the SCR's current assurance process remains a concern, which may need to be reviewed to align with the fluidity and speed of change that schemes delivered through DfT funding.
- 15.11 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.
- 15.12 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 Health and Safety legislation.

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**

Covid-19	Coronavirus
CSR	Comprehensive Spending Review
DfT	Department for Transport
IT	Integrated Transport
H&E	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 –	Highways Capital Programme 2021/22
Appendix 2 –	Integrated Transport Programme 2021/22
Appendix 3 –	Local Roads Carriageway Programme 2021/22
Appendix 4 –	Local Roads Footway Programme 2021/22
Appendix 5 –	Principal Roads Programme 2021/22
Appendix 6 –	Drainage Programme 2021/22
Appendix 7 –	Bridges and Structures Programme 2021/22
Appendix 8 –	Local Priority Schemes 2021/22

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

Date: 03/03/2021

Report of the Executive Director Place

HIGHWAYS CAPITAL PROGRAMME 2021/22

i) Capital Expenditure	<u>2021/22</u>	<u>2022/23</u>	<u>2023/24</u>	Later Years
	£	£	£	£
Highways Capital Programme 2021/22	15,363,644			
	15,363,644	0	0	0
To be financed from:				
DfT Integrated Transport Block Grant	-1,073,563			
DfT Maintenance Block Grant (Needs Element)	-2,106,085			
B/fwd DfT Maintenance Block Grant (Needs Element)	-130,678			
DfT Maintenance Block Grant (Incentive Element)	-526,672			
B/fwd DfT Safer Roads Fund Grant (Specific to A628)	-1,179,544			
Pothole Action Fund (PHF and HMCF)	-2,106,085			
B/fwd Pothole Action Fund	-50,413			
Capitalised Highways Maintenance	-3,300,000			
B/fwd Capitalised Highway Maintenance	-3,382,795			
Group A LED Structure Repairs	-1,789,537			
MTFS Emerging Investment Priorities	-2,850,507			
S106 Realignment	-145,878			
	-18,641,757	0	0	0
To Be Considered For 2022/23 Programme	-3,278,113	0	0	0

Impact on Medium Term Financial Strategy	<u>2021/22</u>	<u>2022/23</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

2021/22 Highways Capital Programme

Programme	2021/22	Appendix
Integrated Transport Programme	1,073,563	2
Carriageway (Local Roads) Maintenance Programme	3,200,000	3
Footway (Local Roads) Maintenance Programme	905,000	4
Principal Road Network (A road) Programme	4,320,000	5
Drainage Maintenance Programme	906,000	6
Bridges and Structures Maintenance Programme	555,000	7
Local Priority schemes	500,000	8
Street Lighting Maintenance Programme	2,189,537	Column replacement and Reactive repairs
Traffic Signs Maintenance Programme	285,000	Reactive programme
DfT Safer Roads Fund A628 Interventions Programme	1,179,544	N/A
Contingency	250,000	Emerging priorities
Total	15,363,644	

2021/22 Integrated Transport Programme				
	Theme	Scheme	Details	2020/21
B041	Local collision & danger reduction schemes	Collision analysis		10,000
		School Safety Zones		10,000
		Identified schemes from Sites for Concern	Lining, signing, lighting	116,000
				136,000
B042	Road Safety	New Footways	Spark Lane/Collier Way, Mapplewell	18,000
		Social Inclusion	Dropped crossings	25,000
		Speed Indicator Devices	Procurement & deployment	10,000
		Vehicle Activated Signs	Replacement/upgrades	20,000
				73,000
B043	Traffic Management	Traffic signal upgrades	Broadway/Keresforth Hill Road	145,000
			Broadway/Keresforth Hall Road	170,000
			Park Road/Day Street	38,500
			Huddersfield Road/Greenfoot Lane	38,500
			Station Road / Shepherd Lane, Thurnscoe	38,000
				430,000
B045	BMBC Cycling package	Cycling schemes		384,563
				384,563
B046	Preliminary Scheme Design	Advance design on schemes to be delivered in future years		50,000
				50,000
Total Integrated Transport Block programme				1,073,563

2021/22 Local Roads Carriageway Programme

Street Name	Ward	From	To
Byron Drive	Central	Rotherham Road	End
Coleridge Avenue	Central	Byron Drive	End
Henshall Street	Central	Wilby Lane	End
Milnes Street	Central	Cemetery Road	Henshall Street
Rochester Road	Central	Claence Road	Burton Bank Road
Wordsworth Road	Central	Rotherham Road	Byron Drive
Back Lane	Darfield	High Street	Rear of Village Hall
Fensome Way	Darfield	Schofield Road	Schofield Road
Highgate	Darfield	Car park entrance	Everill Gate Lane
Morrison Road	Darfield	Bly Road	Illsley Road
Schofield Road	Darfield	Bly Road	End
Bentham Way	Darton East	Sackup Lane	Langcliffe Close
Broomhead Court	Darton East	Longlands Drive	End
Butterton Close	Darton East	New Road	End
Ravens Close	Darton East	Longlands Drive	End
Towngate	Darton East	Speedtable os 6	Darton Lane
Windhill Avenue	Darton East	Windhill Mount	End
Ballfield Lane	Darton West	Churchfield Lane	ALC Roundabout
Uplands Avenue	Darton West	Ballfield Lane	Churchfield Avenue
Westbury Close	Darton West	Redcliffe Close	End
Chestnut Grove	Dearne North	High Street	End
Dane Street North	Dearne North	Norman Street	Dane Street
George Street	Dearne North	Lidgett Lane	End
Norman Street	Dearne North	Tudor Street	Stuart Street
Gaitskill Close	Dearne South	Kennedy Drive	End
Kennedy Drive	Dearne south	Furlong Road	End
Ladycroft	Dearne South	High Street	End
Princess Close	Dearne South	Melbourne Avenue	Canberra Rise
Birchfield Crescent	Dodworth	Wareham Grove	End
Farm House Lane	Dodworth	Pogmoor Lane	End
Padley Close	Dodworth	Baslow Crescent	End
Wareham Grove Cul-de-sac	Dodworth	Wareham Grove	End (45-67)
Water Royd Drive	Dodworth	8 Water Royd Drive	Orchard Croft
Edinburgh Road	Hoyland Milton	Lilac Crescent	Lilac Crescent
Station Road	Kingstone	Summer Lane	End

2021/22 Local Roads Carriageway Programme

Steet Name	Ward	From	To
Summer street	Kingstone	Summer Lane	End/Turning head
Waterloo Road	Kingstone	Lancaster Street	Shaw Lane
Ashwood Grove	North East	Crabtree Drive	End
Chapel Street	North East	High Street	Ashwell Close
Charles Street	North East	Raymond Avenue	Taylor Crescent
Church Drive	North East	Church Street	Chestnut Avenue
Crabtree Drive	North East	Park Lane	High Street
Moor Lane/South Moor Road	North East	High Street (Speed signs)	Common Road
Spa Well Grove	North East	Norwood Drive	End
Taylor Crescent	North East	Charles Street	Cemetery Road
Oakham Place	Old Town	Rutland Way	End
Rutland Way	Old Town	Redbrook Road	PlacemahOak
Victoria Crescent West	Old Town	Summer Lane	Gawber Road
Wade Street	Old Town	Pogmoor Road	End
Bull Haw Lane	Penistone East	Mayberry Drive	Silkstone Lane
Carr Head Road & Bromley Carr Road	Penistone East	Howbrook Lane	Watercourse in dip
Carr Lane	Penistone East	Broad Oak Lane	Carr Lane Farm
Carr Lane	Penistone East	Princess Gr -Speed Sign	2 Carr Lane
Cliff Common Lane	Penistone East	Hermit Hill Lane	Dance Lane
Coach Gate Lane	Penistone East	A635	Broad Oak Lane
Dean Head Lane	Penistone East	Dean Head Farm	Hunshelf Hall Lane
Greno View	Penistone East	Bagger Wood Road	End
Gudgeon Hole Lane	Penistone east	River Bridge	25m below The Cottag
Gudgeon Hole Lane	Penistone East	Dance Lane	Cliffe Bridge
Hand Lane	Penistone East	Crane Moor Road	LC17
Horn Croft	Penistone East	Darton Road	End
Mayberry Drive	Penistone East	Bull Haw Lane	Silkstone Lane
Oakleigh	Penistone East	Tivy Dale Close	End
Pilley Hills	Penistone East	Athesley House	Beyond dip towards Wortley
Pilley Lane End	Penistone East	Chapel Road	End
St Julien's Mount	Penistone East	Tivy Dale Close	End
Tivy Dale Close	Penistone East	St Juliens Way	End
Whinmoor Court	Penistone East	Whinmoor Drive	os 1
Whinmoor Drive	Penistone East	Mayberry Drive	End
Birds Nest Lane	Penistone West	Grime Lane	Dove Cottage

2021/22 Local Roads Carriageway Programme

Street Name	Ward	From	To
Hollin Lane	Penistone West	Lee Lane	Small Shaw Cottages
Linshaws Road	Penistone West	Borough Boundary	Bare Bones Road
Mossley Road	Penistone West	Completed section	Judd Field Lane
Potters Gate	Penistone West	Mid section	Mid Section
Southgate	Penistone West	Green Road	End
The Green	Penistone West	Mortimer Road	Green Road
Wellhouses Lane	Penistone West	Hermit Hil Lane	End
Westgate	Penistone West	Southgate	End
Regent Street	Rockingham	Sheffield Road	23 Regent Street
Skiers View Rd	Rockingham	Stead Lane	Hill Crest
Skiers Way	Rockingham	Cloughfields Road	End
Stead Lane	Rockingham	15 Parkside Road	Steadfield Road
Manor Occupation Road	Royston	Oakwood Road	Summer Lane
Midland Road	Royston	Park View	221 Midland Road
Parkhead Close	Royston	Applehaigh View	End
Sitka Close	Royston	Spruce Avenue	End
Alderson Drive	St Helens	Richard Road	End
Calder Crescent	Stairfoot	Don Drive	End
Darton Street	Stairfoot	Hunningley Close	25 Darton Street
Gordon Street	Stairfoot	End	End
Neville Crescent	Stairfoot	Neville avenue	Reginald Road
St Christopher's Close	Stairfoot	St Paul's Parade	End
Victoria Street	Stairfoot	Hoyle Mill Road	End
Wombwell Lane Service Road	Stairfoot	Wombwell Lane	End
George Street	Wombwell	Summer Lane	High Street
Station Road	Wombwell & Darfield	Roundabout	Bayford Way
Bowland Crescent	Worsbrough	Bourne Road	Royd Close
Brow Close	Worsbrough	Ridgewalk Way	End
Mitchell Close	Worsbrough	White Cross Lane	End
Ridgewalk Way	Worsbrough	Highstone Lane	End
Thomas Street	Worsbrough	Park Road	End
Waterdale Road	Worsbrough	Wigfield Drive	End

2021/22 Local Roads Footway Programme

Street Name	Ward	From	To
Albert Street	Central	New Street	Queen Street South
Boundary Street	Central	Portland Street	End
Brinkman Street	Central	Sheffield Road	Roseberry Terrace
Grasmere Road	Central	Thirlmere Road	Old school Gate
Langdale Road	Central	Clyde Street	Pontfract Road
Lulworth Close	Central	Boundary Street	End
Racecommon Road	Central	Leopold Street	Plummer Street
Sunderland Terrace	Central	Doncaster Road	End
Thirlmere Road	Central	Coniston Road	10 Thirlmere Rd
Almond Avenue Link Footpaths	Cudworth	Alomd Avenue	Sycamore Avenue
Limetree Close	Cudworth	Rose Tree Avenue	16 Lime Tree Close
Rose Tree Avenue Link Footpaths	Cudworth	67 Rose Tree Avenue	21 Rose Tree Avenue
Willow Close Link Footpaths	Cudworth	Willow Close	31 Willow Close
Maytree Close	Darfield	Doveside Drive	End
Bourne Court	Darton East	The Balk	End
Snailsden Way	Darton East	Cloverlands Drive	End
Redcliffe Close	Darton West	Ripley Grove	End
Chestnut Grove	Dearne North	High Street	End
High Street	Dearne North	Shepherd Lane	Kingsway
Barnsley Road	Dodworth	South Road	Mitchelson Avenue
Keresforth Hill Road	Kingstone	150 Keresforth Hill	Public Footpath
Keresforth Hill Road	Kingstone	Public Footpath	120 Keresforth Hill
Chancel Way	Monk Bretton	Bishops Way	End
Deans Way	Monk Bretton	Long Causeway	End
Kirk Way	Monk Bretton	Long Causeway	End
Pontfract Road	Monk Bretton	Harold Avenue	Dillington Place
Malham Close	North East	Poplar Ave	End
Millside Walk	North East	Dog Hill Drive	End
Sandybridge Lane	North East	LC12	Borough Boundary
Stretton Road	Old Town	Topcliffe Road	Ends
Green Moor Road	Penistone East	2 Inglemount	Playground entrance
Chapel Lane	Penistone West	Mortimer Road	The Stables
Church Street	Penistone West	Market Place	Shrewsbury Road
West Street	Rockingham	Broad Street	234 West Street
Newstead Road	St Helens	Shortfield Court	Lindhurst Road Rbt

2021/22 Local Roads Footway Programme

Street Name	Ward	From	To
Hunningey Lane to Reginald Rd	Stairfoot	s/o 89 Reginald Road	s/o 60 Hunningley La
Janets Walk	Stairfoot	Neville Close	6 Janets Walk
Mont Walk	Stairfoot	Neville Close	14 Mont Walk
Pearson Crescent Access	Stairfoot	Pearson Crescent	End
Richardson Walk	Stairfoot	Neville Close	Pearson Crescent
Spring Walk	Stairfoot	Neville Close	End
Princess Street	Wombwell	Main Street	End
School Street	Wombwell	Barnsley Road	Blythe Street

2021/22 Principal ('A') Road Network Programme

Street Name	Ward	From	To	Cway/Fway
A637 Huddersfield Road	Darton West	Old Post Office	J 38 Roundabout	Cway
A635 Wilthorpe Road	Darton West / Old Town	Redbrook Road	Over 65s	Cway
A629 Copster Lane / Rag Lane	Penistone East	Bower Hill	Roper Lane	Cway
A629 Halifax Road	Penistone East	Wortley Arms	100m past Booth Wood Lodge	Cway
A629 Halifax Road	Penistone East	Roper Lane	Crane Moor Road (?)	Cway
A629 Rag Lane/Copster	Penistone East	Bower Hill	Roper Lane	Fway
A61 Sheffield Road	Rockingham	Worsbrough Road	Moor Lane	Cway
A633 Rotherham Road	St Helens	Carlton Road	(and including) Scolah's Roundabout	Cway

2021/22 Drainage Programme

Road Name (& number)	Ward	From	To
Old Mill Lane (A635)	Central	Huddersfield Road	Eldon Street
Burton Road (C435)	Central Monk Bretton	Wakefield Road	Pontefract Rd Rdbt
Pontefract Road (A628)	Central/Monk Bretton	Cundy Cross Rdbt	Harborough Hills
Barnsley Road (C435)	Cudworth	Pontefract Rd Rdbt	Royston Road
Doncaster Road (A635)	Darfield	Top of Ardsley Hill	Cathill
George Street (B6096)	Darfield	River Dove	Snape Hill Road
Snape Hill Rd (B6096)	Darfield	George Street	Church Street
Stonyford Road (B6096)	Darfield	Ings Road	River Dove
High Street/Rotherham Rd (B6273)	Darfield/North East	Park Lane	Middlecliffe Lane
Dearne Hall Road (B6428)	Darton East	A637	Spark Lane
Bar Lane/Blacker Road (B6131)	Darton East/St Helens	A61	Greenside
Wakefield Road (A61)	Darton East/St Helens	Borough Boundary	Scorahs Rdbt
Staincross Common (C65)	Darton East/west	Greenside	Wakefield Boundary
Claycliffe Road (A637)	Darton West	Claycliffe Rdbt	Barugh Lane
Lane Head Road (A635)	Darton West/Penistone East	Barugh Road	Boundary with Kirkless
Houghton Road (B6411)	Dearne North	Billingley Lane	Shepherd Lane
Angel Street (B6093)	Dearne South	Lowfield Road	Garbutt Street
Furlong Road (B6093)	Dearne South	Washington Road	Lowfield Road
High St/Wath Road (C597)	Dearne South	Angel Street	Boundary
Mexborough Road (B6093)	Dearne South	Garbutt Street	River Bridge
Dodworth Green Road (B6449)	Dodworth	Ben Bank Road	High Street
Pogmoor Road (C785)	Dodworth Old Town	Railway Bridge	Gawber Road
Keresforth Hill Road (A6133/B6099)	Dodworth/Kingstone	Broadway	Gilroyd Lane
Ben Bank Road (B6449)	Dodworth/Penistone East	Moorend Lane	Dodworth Green Road
Cemetery Road (C549)	Hoyland Milton	Roebuck Hill	School Street
Hemingfield Road (C548)	Hoyland Milton	Hemingfield Road Rdbt	School Street
Roebuck Hill (C549)	Hoyland Milton	A6195 Rdbt	Cemetery Road
Wath Road (B6097)	Hoyland Milton	Wentworth Rd	Tingle Bridge Lane
Keresforth Hall Road (C783)	Kingstone	Broadway	Genn Lane
Park Road (A6133)	Kingstone	Racecommon Road	Highstone Avenue
Racecommon Road (C438)	Kingstone	Townend Rdbt	Broadway
Grange Lane (A633)	Monk Bretton/Stairfoot	Stairfoot Rdbt	Cundy Cross Jct

2021/22 Drainage Programme

Road Name (& number)	Ward	From	To
Brierley Road (C2)	North East	High Street	Common Road
Moor Lane (B6273)	North East	Common Road	Park Lane
Sandibridge Lane (C2)	North East	Redthorne Way	Boundary
Thurnscoe Lane (B6411)	North East	Rotherham Road	Billingley Lane
Huddersfield Road (A635)	Old Town	Rowland Road	Victoria Road
Bower Hill (B6449)	Penistone East	A629	Sheffield Road
Coates Lane (B6449)	Penistone East	Pinfold Lane	A629
Low Lane (C146)	Penistone East	Gilroyd Lane	Hood Green Road
Thurgoland Bank (B6462)	Penistone East	Sheffield Road	Roughbirchworth Lane
Barnsley Road (A628)	Penistone East/West	Hoylandswaine Rdbt	Bridge Street
Huddersfield Road (A629)	Penistone West	Carr Lane	Fall Edge Lane
Huddersfield Road (A629)	Penistone West	Carr Lane	B6462
Lee Lane (B6106)	Penistone West	Manchester Road	Whams Road
Manchester Road (A628)	Penistone West	Bridge End	Fullshaw Cross
Royston Lane (B6132)	Royston	Church Hill	Carlton Road
Station Road (B6132)	Royston	The Wells	Summer Lane
Wakefield Road (A61)	St Helens	Scorahs Rdbt	Smithies T/Lights
Laithes Lane (B6132)	St Helens	A61	Carlton Road Rdbt
Rotherham Road (A633)	St Helens/Monk Bretton/Central	Scorahs Rdbt	Cundy Cross
Wood Walk (B6096)	Wombwell	Hemingfield Road	Roebuck Hill Rdbt
Ardsley Road (B6100)	Worsbrough	Burnsall Grove	Bank End Road
Genn Lane (C783)	Worsbrough	Racecommon Lane	Vernon Road

Reactive Maintenance	Boroughwide	Various locations
Ditching Programme	Boroughwide	Various locations

Culvert Refurbishment			
Keresforth Road	Dodworth		
Barnburgh Lane	Dearne North / South		

Other Works			
Lobwood	Worsbrough		
Market Street	Central		

2021/22 Bridges and Structures Programme

Scheme	Ward
Assessment programme	Boroughwide
Retaining Walls	Boroughwide
Boundary walls reactive	Boroughwide
Pedestrian Guard rails reactive	Boroughwide
Safety Fencing reactive	Boroughwide
Safety Barrier	Boroughwide
Cone lane, Silkstone	Penistone East
River Dearne Bridge (A6195)	Darfield
Aldham River Bridge (A633)	Stairfoot

2020/21 Local Priority Schemes

Locations	Ward	From	To
Derwent Road	St Helens	Carlton Road	Chatsworth Road
Ashley Croft	Royston	Buckingham Way	End
Cranford Gardens	Royston	Buckingham Way	End
Canberra Rise	Dearne South	Ingsfield Lane	Carr Head Lane
The Crescent	Dearne South	Prospect Road	52 The Crescent
Houghton Road	Dearne North	Lorne Road	Shepherd Lane
Windmill Ave (Cul-de-sac)	North East	Windmill Avenue	End