

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

REVISED HIGHWAYS CAPITAL PROGRAMME 2020/21 (COVID-19)

1. Purpose of report

- 1.1 To obtain approval for the variation to the previously approved Highways Capital Programme for the financial year 2020/21 (Cab.1.4.2020/7 refers), which has been varied in response to effects of the coronavirus pandemic.

2. Recommendations

- 2.1 That the detailed Revised Highways Capital Programme 2020/21 (Covid-19) as set out in Appendices 1 and 2 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 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.
- 2.3 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 Revised Integrated Transport Programme 2020/21 - see Appendix 1;
- of the Revised Maintenance Programme 2020/21 – see Appendix 2;
- 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. via collaboration established with adjacent authorities to deliver services e.g. road markings;
- to highlight the risks associated with delivering the highways function, in the future, because of the reduced certainty of delivering the programme of work within the available time remaining in 2020/21 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, 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 In 2020, a worldwide pandemic was declared by the World Health Organisation because of the prevalence of Coronavirus (Covid-19). On 23rd March 2020, the UK Government introduced a number of restrictions, including a mandatory lockdown with measures, to slow the spread of coronavirus.
- 3.4 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 Highways and Engineering, 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.
- 3.5 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.
- 3.6 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.
- 3.7 This decision reduced the capacity of the front-line operatives in the construction arm of Highway Delivery 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.

- 3.8 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 in Highway Delivery, which further depleted the overall front-line operatives in Highway Delivery to 50%, at its peak.
- 3.9 The construction arm of Highway Delivery has an income (turnover) target for 2020/21 of £12.599M. The consequence of protecting staff, prioritising safety work and supporting the collection of grey waste, with the skill mix of the remaining resource, meant that the ability to meet any income targets has been significantly affected.
- 3.10 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.
- 3.11 The Asset Management Policy and Implementation Strategy, as approved by Cabinet (Cab.7.1.2015/7 refers) sets out how the Authority will maintain its 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.
- 3.12 The restrictions imposed by the UK Government in March 2020 has resulted in several practical challenges such as an increase of parked vehicles due to people working from home and the shortened timeframe in the 2020 fiscal year to deliver works and meet income targets. Consequently, the approach of prioritisation by the Asset Management Policy and Implementation Strategy will be supplemented by engineering judgement in order to deliver a programme of work and meet income targets.
- 3.13 This revised approach has resulted in an amended programme of works to that previously approved in April 2020 (Cab.1.4.2020/7 refers). In addition, 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.
- 3.14 In response to the flooding events of winter 2019/20, additional capital investments had been secured to enhance the drainage asset by investigating, proving and rectifying highway drainage problems that could hinder flood recovery. Once safety related work had been addressed, resources were identified and dedicated to enhancing the drainage asset. Since April, in excess of 3,300 road gullies have been checked, predominantly on the Classified network (A and B roads), resulting in over 130 repairs being scheduled.
- 3.15 To date, front-line operational resources in Highway Delivery are operating at almost 100% of pre-Covid-19 levels.

Capital Resources

- 3.16 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 local highways maintenance capital block grant funding (which contains Challenge Fund and the Incentive Element), the integrated transport block funding and the Pothole Action Fund. For consistency in the report, when referencing DfT funding, this report refers to the individual capital elements of the new fund.

- 3.17 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.
- 3.18 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.
- 3.19 Currently, beyond 2020/21, the Council has no indication of the level of Local Transport Capital Block Funding that will be provided by the DfT. The Local Transport Capital Block funding includes Maintenance Block Grant and Integrated Transport Block grant. 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, scheduled for release in autumn 2020. Therefore, at the present time, the Maintenance Block and Integrated Transport Block figures included in this report for 2021/22 and beyond are estimates based on current allocations. Further reports will capture the implications on the Council in due course
- 3.20 The Council provides an annual allocation of £3.300M Capitalised Highways Maintenance, to supplement the funding received from the DfT, to address highway maintenance priorities.

Governance

- 3.21 In respect of the governance arrangements for varying the approved highways capital programme, as previously agreed (Cab.1.4.2020/7 refers) this process aligns to the Council's governance and approvals process, which is explained in the context of the highway programme in the paragraphs below.
- 3.22 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.
- 3.23 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.

- 3.24 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.
- 3.25 Where a variation cannot be contained within the overall funding envelope, a Cabinet report is required for due consideration, regardless of value.
- 3.26 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

- 3.27 On Wednesday, 18th 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.
- 3.28 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 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

- 3.29 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.
- 3.30 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 to accelerate the recovery from flooding, including culvert, road gully, combined drainage/kerb block and general drainage problem, investigation and rectification. Undertaking these proactive improvements will aid the recedance of floodwater and reduce the amount of reactive work, allowing more forward-thinking programming of focused work.

Innovation

- 3.31 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 targeting drainage problems, especially road gully issues to delivering a more efficient approach to maintaining the drainage asset.
- 3.32 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 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.
- 3.33 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 have 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.
- 3.34 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 2019/20

- 3.35 2019/20 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 Storms Ciara and Dennis in February 2020. Some programmed projects have not been delivered because of this. In addition, bidding opportunities arose throughout the year which saw a bid submitted for the 2019/20 Maintenance Challenge Fund and an Expression of Interest submitted for the 2020/21 Maintenance Challenge Fund. Re-programming of some works aligned with these opportunities made the delaying of these projects necessary.
- 3.36 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)

- 3.37 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.
- 3.38 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.
- 3.39 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 CSR, however, this is not expected to be announced until late in 2020, creating uncertainty around future funding.

Funding Source:	2020/21	2021/22	2022/23
	£	£	£
DfT Integrated Transport Block Grant	1,364,035	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)	1,349,544	-	-
Group A LED Structural repairs	2,289,537	-	-
Capitalised Highway Maintenance 2020/21 (Prudential Borrowing)	3,300,000	3,300,000	3,300,000
B/fwd capitalised highway maintenance	1,920,062	5,743,079	3,140,456
B/fwd Pothole Action Fund	50,413		
Little Don Link match (from £2m 2021/22 EIP)	30,000		
MTFS Emerging Investment Priorities	1,500,000	1,970,000	-
Pothole Action Fund (PHF and HMCF) *	2,928,755		-
A635 Goldthorpe Structures Refurbishment	1,080,000		
Total Highways Funding Available	19,502,346	15,740,079	11,167,456
BU4 Chestnut Tree Roundabout improvements	654,000	-	-
S106 Cortonwood roundabout realignment	145,878		
Active Travel Emergency Fund	241,000		
Smithies Depot-Electric Vehicle Charging Points	35,000		
Total Other Funding Available	1,075,878	0	0
Total Funding Available	20,578,224	15,740,079	11,167,456
Value of programmed works	14,835,145	12,599,623	12,599,623
Potential carry forward funding (Funding-Programmed works)	5,743,079	3,140,456	-1,432,167

Projected budgetary position			
Value of programmed works (income to service)	14,835,145	12,599,623	11,167,456
Value of external works (not service income)	-3,154,659	0	0
Service Income Target	-12,599,623	-12,599,623	-12,599,623
Potential In Year Surplus / (Deficit)	-919,137	0	-1,432,167

* Subject to final agreement by Sheffield City Region Mayoral Combined Authority.

- 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 £6.990M 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 and Challenge Fund comprises of a combination of three elements:
- The Government's announcement in the Budget 2020 of an extra £500M in 2020/21 from a new £2.5 billion Pothole Fund;
 - The £50M from the existing Pothole Action Fund (2020/21 is the last year of the Pothole Action Fund);
 - Government has determined that due to the ongoing coronavirus issues and pressures on authorities, the competition for the £100M 2020/21 Challenge Fund funding will now be allocated by formula rather than

competition. The Council had submitted an expression of Interest to the 2020/21 Challenge Fund, although the revised approach confirms an element of this funding.

The funding is intended to fix potholes but can also be used to undertake longer-term road resurfacing works to prevent potholes from occurring. These 3 pots of funding were combined, and the Authority is predicted to receive an additional allocation of £2.929M (distributed by formula on the same basis as DfT Maintenance Block Grant-Needs Element, but 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 Action Fund.

- 4.4 The bid submitted through SCR to DfT against the 2019/20 Challenge Fund was submitted in Autumn 2019. The bid was initially rejected but following the Government's announcement regarding infrastructure Investment on 30th June 2020, the bid was accepted. The funding, in the sum of £1.080M is secured against the A635 Goldthorpe Maintenance works and includes bearing replacement of Highgate Rail Bridge, deck joint replacement at Nicholas Lane Bridge and resurfacing of the A635 at Goldthorpe, in part. There is a requirement for match funding, in the sum of £120K, which will be a contribution from the Council's £3.3M Capitalised Highway Maintenance allocation and applied as a contribution to the cost of further surfacing on Goldthorpe Bypass and up to the Borough boundary.
- 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). £2.000M of this amount has been spent/planned to be spent up to the 31st March 2021, leaving the remaining £2.000M as resources pending and will be drawn down and utilised through the 2021/22 highways capital programme. An amount totalling £0.030M has been earmarked from this sum for a separate scheme relating to the Little Don Bridleway – see paragraph 4.6.
- 4.6 As per above, £0.30M of the £2.000M is proposed to be used on providing match funding on a specific scheme relating to the Little Don Bridleway, together with £0.060M included in the Bridge Maintenance Programme. This contribution of £0.90M covers in specific contributions and grant funding of £0.625M, completing infrastructure works totalling approximately £0.715M.
- 4.7 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 £1.364M is a planned carry over of £0.228M for an active travel scheme, which ties in with proposals within the Authority's and City Region's Transforming Cities Fund bid.
- 4.8 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,

which leaves £1.350M remaining for 2020/21, with the option to roll forward into 2021/22 if required.

- 4.9 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. £2.290M of the £4.200M has been re-phased to 2020/21 for these structural repairs and complete the remaining lantern replacements.
- 4.10 In the recent '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. £1.500M has been set aside for this project, subject to a business case being submitted to Capital Oversight Board, for approval.
- 4.11 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 the Highway Delivery Team. The value of this work is £0.654M.
- 4.12 As part of the Government's COVID recovery response, the Authority, through Business Unit 4, has bid for and received £0.241M,000 of the Active Travel Emergency Funding, for schemes that encourage those returning to work to use active travel.
- 4.13 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 to construct the civil engineering infrastructure for these charging points at Smithies Depot.

Proposed Works Programme

Integrated Transport

- 4.14 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

- 4.15 Appendix 2 contains the Maintenance Programme 2020/21. Further detail of the Maintenance programme is provided in Appendices 3 to 6.
- 4.16 Carriageways: Requirements for interventions are determined in two different way. 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,

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 or a sustainable solution such as Surface Dressing or Retread. The process of determining the most appropriate treatment is not yet complete for the potential sites for 2020/21. 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 2020/21, with the most appropriate treatment still to be determined. These potential sites will be prioritised within the resources available.

- 4.17 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.
- 4.18 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.
- 4.19 Footways: Attached at Appendix 4 is the shortlist of Principal Roads footway schemes for 2020/21. 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 2020/21.
- 4.20 Bridges and Structures: Appendix 5 sets out the programme of works to the Council's bridges and structures, both planned and reactive.
- 4.21 Drainage: Following the floods of November 2019 and storms in February 2020, the Council has identified £1.000M of additional funding to address borough wide drainage issues, to alleviate potential future flooding. Additional resources are being used to develop and 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 of the flood store stock.

- 4.22 Street Lighting: £0.400M is allocated for reactive street lighting maintenance and £0.500M for the completion of the Group A lantern replacement and to start the street lighting column structural repair programme.
- 4.23 Traffic Signs: This budget funds new street name plates and both planned and reactive traffic sign works.
- 4.24 PRN: Appendix 6 sets out the priority locations for carriageway and footway resurfacing works to the principal roads network (A roads).
- 4.25 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 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 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 proposed changes to the Highways 2020/21 Capital Programme that was previously approved by Cabinet (Cab.1.4.2020/7 refers). The revised total cost of the 2020/21 Highways Capital Programme totals £14.835M and is broken down into its component parts in the following paragraphs.

2020/21 Financial Year

7.3 Integrated Transport Programme

The estimated cost of the Integrated Transport Programme for 2020/21 (Appendix 1 refers) is £1.136M, with a further £0.228M of planned carry forward from 2019/20's programme, giving a total of £1.364M.

Integrated Transport Programme:	Paragraph	Appendix	Total Allocation £	Planned £	Pending / Reactive £
Integrated Transport Programme	7.3	1	1,364,035	1,364,035	-
TOTAL			1,364,035	1,364,035	-

This will be funded as follows:

Funding Source:	£
DfT Integrated Transport Block Grant	1,364,035
Total	1,364,035

7.4 Maintenance Programme: Carriageways

An amount totalling £4.333M 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.

7.5 Maintenance Programme: Footways

An amount totalling £0.238M 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 £0.153M. 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 3.21 through 3.26.

7.6 Maintenance Programme: Bridges and Structures

An amount totalling £1.587M 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.

7.7 Maintenance Programme: Drainage

An amount totalling £1.000M has been allocated to the Council's drainage maintenance programme. £1.000M of resources will be used 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.

7.8 Maintenance Programme: Street Lighting

An amount of £0.400M has been allocated for reactive street lighting maintenance. In addition, £0.500M, of the remaining £2.290M allocated to deliver the Group A LED replacement programme will be used to complete the lantern replacement and structural repairs. Subject to delivery of in-year programmed work, further structural repairs and replacements to street lighting columns could be accelerated and brought forward into 2020/21.

7.9 Maintenance Programme: Traffic Signs

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

7.10 Maintenance Programme: Principal Roads

An amount totalling £2.849M 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.

7.11 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, caused through Covid-19. 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 and junction layout. Other maintenance programmes will be accessed to support this project, as match funding.

7.12 The table below summarises the estimated cost of each programme that makes up the overall maintenance programme

Asset Maintenance Programme	Paragraph	Appendix	Revised 2020/21 £
Carriageway (Local Road) Maintenance Programme	7.4	3	4,333,157
Footway (Local Road) Maintenance Programme	7.5	4	237,745
Bridges & Structures Maintenance Programme	7.6	5	1,587,000
Drainage Maintenance Programme	7.7	TBD	1,000,000
Street Lighting Maintenance Programme	7.8	Structural Works & Reactive Repairs	900,000
Traffic Signs Maintenance Programme	7.9	Reactive Programme	285,000
Principal Road Network (A Roads) Programme	7.10	6	2,848,663
DfT Safer Roads Fund A628 Interventions	7.11	N/A	1,349,544
TOTAL MAINTENANCE PROGRAMME			12,541,110

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 3.21 through 3.26 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 £12.541M, which is limited by available time and resources in the remainder of 2020/21. 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
Pothole Action Fund (PHF and HMCF)	2,928,755
B/fwd Pothole Action Fund	50,413
A635 Goldthorpe Structures Refurbishment	1,080,000
Capitalised Highway Maintenance (incl b/fwd)	2,942,398
DfT Safer Roads Fund Grant (Specific to A628)	1,349,544
Group A LED Structural Repairs	500,000
Total Maintenance Funding	12,541,110

7.15 Other Schemes

The Council also has a number of other schemes planned for 2020/21 that are shown in the table below:

Programme	Scheme	£
Active Travel Emergency Fund	Interchange to Hospital	24,200
	Town Centre to Hospital	24,200
	Town Centre to Stairfoot via TPT	168,400
	Penny Pie Park to Hospital	24,200
Other Schemes	Chestnut Tree Roundabout	654,000
	Smithies Depot EVCP	35,000
Total Other		930,000

7.16 These other schemes will be funded as follows:

Funding Source:	£
SCRIF Funding	654,000
Active Travel Emergency Fund	241,000
Electric Vehicle Charging Infrastructure	35,000
Total	930,000

7.17 The result of this is that the Council has more resources than it is planning to spend in 2020/21. The balance of these resources (£6.9M) will be carried into 2021/22 and beyond to extend the service provision. Such resources will be maximised accordingly by the Council to ensure that any time limited / restricted funding is utilised appropriately.

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

Future Years

7.19 The indicative allocations for the Medium-Term Integrated Transport Programme 2021/22 – 2022/23 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

7.20 The indicative allocations for the Medium-Term Maintenance Programme 2021/22 - 2022/23 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

- 7.21 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. £0.030M has been committed in 2020/21 which leaves £1.970M pending the budget process for 2021/22.
- 7.22 The future position in terms of highways funding will incorporate the surplus funding position in 2020/21 (as per paragraph 7.17 above).

	2020/21 £M	2021/22 £M	2022/23 £M
Total In Year Funding Available	18.658	9.997	8.027
Carry Forward Funding From Previous Years	1.920	5.743	3.140
Total Funding	20.578	15.740	11.167
Planned Expenditure	(14.835)	(12.599) *	(12.599) *
Surplus / (Shortfall) of Funding to Fund Capital	5.743	3.140	(1.432)

* Future Years' Planned Expenditure Based on Services' Revenue Income Target

Revenue Implications

- 7.23 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:

	2020/21 £M
Planned Expenditure	14.835
Less Value of Expenditure Incurred By External Partners	(3.155)
Expected Income to HET Service	11.680
Service Income Target	(12.599)
Surplus / (Shortfall) in Revenue Account	(0.919)

- 7.24 There is sufficient funding available in 2020/21 to deliver a balanced revenue budget, which if managed appropriately, will safeguard service delivery into 2021/22 and 2022/23. However, some elements of the programmed works are delivered by external partners (bridge work, retread, surface dressing etc), which does not contribute to the revenue position. The projected value of work to be done by external partners in 2020/21 is £3.155M.
- 7.25 The delivery of programmed work is generally limited by a combination of available time, resource or budget. In 2020/21, the effects of the Covid-19 pandemic has essentially affected the period for delivery by reducing both the available time for delivery and available resource to effect that delivery. Consequently, this has determined the extent of programmed works that can be delivered in the remainder of 2020/21 to £14.835M.

- 7.26 Therefore, of the £14.835M programmed works only £11.680M will deliver service income, meaning that against the income target of £12.599M there will be shortfall (overspend) of £0.919M.
- 7.27 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. Managing available resources across 2021/22 and 2022/23 will help to address this key risk.
- 7.28 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. 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 materialised from the Covid-19 situation. These are centered on the ability to meet income targets set in April 2020.
- 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 remaining time within the fiscal year to meet income targets. This risk is compounded by the unknown severity of the winter period and the level of the necessary 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 a second wave of Covid-19 illness during the Winter 2020/21 could introduce a risk to the delivery of the 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 2021, with the absence of funding clarity and there will likely be insufficient funding to cover our income liabilities.
- 15.8 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.
- 15.9 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, considering no other notification.
- 15.10 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.

- 15.11 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.
- 15.12 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.
- 15.13 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

Covid-19	Coronavirus
CSR	Comprehensive Spending Review
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

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: 12/07/2020
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Report of the Executive Director Place

REVISED HIGHWAYS CAPITAL PROGRAMME 2020/21 (COVID 19)

i) Capital Expenditure	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>	Later Years
	£	£	£	£
Highways Capital Programme 2020/21	14,835,145			
	14,835,145	0	0	0
To be financed from:				
DfT Maintenance Block Grant (Needs Element)	3,054,000			
DfT Maintenance Block Grant (Incentive Element)	636,000			
Pothole Action Fund (PHF and HMCF)	2,928,755			
B/fwd Pothole Action Fund	50,413			
A635 Goldthorpe Structures Refurbishment	1,080,000			
Capitalised Highways Maintenance	3,300,000			
B/fwd capitalised highway maintenance	1,920,062			
Little Don link match (from £2M 2020/21 EIP)	30,000			
Dft Integrated Transport Block Grant	1,364,035			
Dft Safer Roads Fund Grant (Specific to A628)	1,349,544			
Group A LED Structure Repairs	2,289,537			
MTFS Emerging Investment Priorities	1,500,000			
BU4 Chestnut Tree Roundabout Improvements	654,000			
Active Travel Emergency Fund	241,000			
S106 Corton Wood Roundabout Realignment	145,878			
Smithies Depot Electric Vehicle Charging Points	35,000			
	20,578,224	0	0	0
	-5,743,079	0	0	0

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:



behalf of the Service Director and Section 151 Officer -Finance

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	Grimethorpe Crossroads		100,000
			Rotherham Road/Carlton Road Crossroads		100,000
			Allots Corner/Queen Street/Watson Street		142,000
			Pontefract Road/Harold Avenue, Lundwood		30,000
				0	372,000
B045	Cycling		A635 Ardsley-Darfield Cycleway		553,000
			A635 Darfield-Goldthorpe Cycleway	228,439	264,561
			Funding from PRN allocation		-228,965
				228,439	588,596
B046	Preliminary Scheme Design	Advance design on schemes to be delivered in future years			50,000
				0	50,000
Total Integrated Transport Block programme				228,439	1,135,596
					1,364,035

2020/21 Active Travel Emergency Fund Projects

Active Travel Emergency Fund	Interchange to Hospital	24,200
	Town centre to Hospital	24,200
	Town Centre to Stairfoot via TPT	168,400
	Penny Pie Park to Hospital	24,200
	Total	241,000

2020/21 Other Funding projects

Other Funding	Chestnut tree roundabout	654,000
	Smithies Depot EVCP	35,000
	Total	689,000

Total Integrated Transport, ATEF and Other Programmes	2,294,035
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2020/21 Highways Maintenance Programme

Asset/Maintenance Programme	Revised 2019/20	Paragraph	Appendix
Carriageway (Local Roads) Maintenance Programme	4,333,157	7.4	3
Footway (Local Roads) Maintenance Programme	237,745	7.5	4
Bridges and Structures Maintenance Programme	1,587,000	7.6	5
Drainage Maintenance Programme	1,000,000	7.7	To be determined
Street Lighting Maintenance Programme	900,000	7.8	Structural works and Reactive repairs
Traffic Signs Maintenance Programme	285,000	7.9	Reactive programme
Principal Road Network (A road) Programme	2,848,663	7.10	6
DfT Safer Roads Fund A628 Interventions Programme	1,349,544	7.11	N/A
Total Maintenance Programme	12,541,110		

2020/21 Local Roads Carriageway Programme

Street Name	Ward
Rochester Road, Monk Bretton	Central
Rotherham Road/Burton Road Crossroads	Central
Southfield Road, Cudworth	Cudworth
Barnsley Road, Darfield	Darfield
Edderthorpe Lane, Darfield	Darfield
Middlecliffe Lane, Little Houghton	Darfield
Butterton Close, Staincross	Darton East
Windhill Avenue, Staincross	Darton East
Bence Lane, Darton	Darton West
Rectory lane, Thurnscoe	Dearne North
Michelson Avenue, Dodworth	Dodworth
Woodland Drive, Barnsley	Dodworth
Cobcar Lane, Elsecar	Hoyland Milton
Keresforth Hill Road/ Keresforth Hall Road/ Genn Lane	Kingstone/ Worsbrough
Fish Dam Lane	Monk Bretton
Lund Lane, Lundwood	Monk Bretton
Charles Street, Grimethorpe	North East
South Moor Road/Moor Lane, Brierley	North East
Spa Well Grove, Brierley	North East
Taylor Crescent, Grimethorpe	North East
Thurnscoe Lane Junction	North East
Bark House Lane	Penistone East
Dyson Cote Lane, Snowden Hill	Penistone East
Gudgeon Hole Lane, Crane Moor	Penistone East
Hand Lane, Crane Moor	Penistone East
Horncroft, Cawthorne	Penistone East
Pilley Lane, Pilley	Penistone East
Salter Hill Lane, Snowden Hill	Penistone East
Tivy Dale, Cawthorne	Penistone East
Access Road to HWRC	Penistone West
Birks Lane, Millhouse Green	Penistone West
Hollin Lane, Millhouse Green	Penistone West
Linshaws Rd, Flight Hill	Penistone West
Mortimer Road, Cubley	Penistone West
Lee Lane Layby	Royston
Victoria Street, Stairfoot	Stairfoot
Wombwell Lane Service Road, Wombwell	Stairfoot
Barnsley Road, Wombwell	Wombwell
Copeland Road, Wombwell	Wombwell
Dovecliffe Road, Wombwell	Wombwell
Park Street, Wombwell	Wombwell
Lining Programme	Boroughwide
Retread Programme	Boroughwide
Surface Dressing Programme	Boroughwide

2020/21 Local Roads Footway Programme

Location	Ward
Sunderland Terrace: Doncaster Road-End	Central
Tempest Avenue: Saltersbrook Road-Edderthorpe Lane	Darfield
Limes Avenue: 29 Limes Avenue-End	Darton East
Pontefract Road: Harold Avenue-Dillington Place	Monk Bretton
Silkstone Lane: S/o 2 Guest Lane-s/o 38 Guest Lane	Penistone East
Yews Lane: 154 Yews Lane-172 Yews Lane	Stairfoot
Footway Emerging Priorities	Boroughwide

2020/21 Bridges & Structures Programme

Scheme Name	Ward
Alhambra Roundabout Parapet	Central
Lambra Road VRS	Central
Darfield River Bridge	Darfield
Highgate Railway Bridge	Dearne South
Keresforth Road Culvert	Dodworth
West Moor Dyke, Replacement	Goldthorpe
Cote Green Culvert, Replacement	Penistone East
Bridge Parapet Repair / Minor Works	Penistone West
Mortimer Road Bridge & Little Don Link	Penistone West
Emergency Works	Boroughwide
Retaining Wall Repairs	Boroughwide
Safety Barrier Replacement / Repair	Boroughwide
Scour Protection Works	Boroughwide
Statutory Structural Inspection & Assessment	Boroughwide

2020/21 Principal Road Network (A Road) Programme

Location	Ward
A6133 Park Road: Wood Street-Sheffield Road	Central
A628 Westway, Town centre	Central
A6133 Old Mill Lane: Junction with Eldon Street-Junction with Church Street/Huddersfield Road	Central / Old Town
A6195 Dearne Valley Parkway: Broomhill to Cathill	Darfield
A635 Barugh Green Road: Redbrook Road-Barugh Lane (Footway)	Darton West
A635 Goldthorpe bypass	Dearne North/ South
A628 Dodworth Road: Shaw Lane-Penny Pie Park (Footway)	Dodworth
A635 Huddersfield Road: Queens Drive-Tesco (Footway)	Old Town
A635 Huddersfield Road (Greenfoot Lane to Rowland Road) PRN Cway	Old Town
A628 Noblethorpe Lane-Drainage Reinstatement and Patching	Penistone East
A635 Lane Head Road	Penistone East
A629 Huddersfield Road: New Row Lane-Borough boundary	Penistone West
A61 Sheffield Road, Birdwell-Drainage reinstatement	Rockingham/ Worsbrough
A635 Doncaster Road: Cathill Roundabout-Hollygrove Roundabout	Stairfoot/ Darfield
A633 Grange Lane: Cundy Cross-Stairfoot Roundabout	Stairfoot/ Monk Bretton