

	<b>Environment Committee</b>  <b>24 July 2014</b>
<b>Title</b>	<b>Consultation on new Highways Plans and Procedures</b>
<b>Report of</b>	Declan Hoare, Lead Commissioner for Housing and Environment
<b>Wards</b>	All
<b>Status</b>	Public
<b>Enclosures</b>	1. DRAFT <b>Network Management Plan 2014 (NMP)</b> 2. DRAFT <b>Network Recovery Plan approach (NRP)</b> – An addendum to the existing LBB Highway Asset Management Plan (HAMP). 3. DRAFT <b>Operational Network Hierarchy (ONH)</b> 4. DRAFT <b>Developer's Design Guide (DDG)</b> 5. Summary Flyers for draft documents 1-4 above
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## Summary

This report provides an explanation of the Re Highways investment initiative to develop a range of policy and guidance documents to:-

- comply with legislation;
- apply best practice to cost effective highway infrastructure maintenance;
- and improve service efficiency.

Draft policy documents have been developed in four areas:

- A. Traffic Management Act Network Management Plan 2014 (NMP)
- B. Network Recovery Plan (NRP) – Addendum to the existing LBB Highway Asset Management Plan (HAMP)
- C. Operational Network Hierarchy (ONH)
- D. Developer's Design Guide (DDG)

The report proposes that the draft policy documents undergo a period of public consultation and subject to consultation responses the draft documents will then be reported back to

committee for consideration on whether to adopt them as LBB policy and guidance documents.

High level summary sheets for each of the 4 draft policy/guidance documents are also attached which will be used to publicise the consultation and to provide a high level overview of the projected benefits.

## **Recommendations**

- 1. That the Committee note the contents of this report, the draft policies and the summary briefing sheets which highlight the key issues, implications and service benefits associated with these draft documents.**
- 2. That the Committee approve a twelve week period of public and stakeholder consultation in respect of the following draft documents:**
  - A. Traffic Management Act Network Management Plan (NMP)
  - B. Network Recovery Plan (NRP) – Addendum to the existing LBB Highway Asset Management Plan (HAMP)
  - C. Operational Network Hierarchy (ONH)
  - D. Developer’s Design Guide (DDG)

### **A DRAFT TMA NETWORK MANAGEMENT PLAN (NMP)**

#### **1. WHY THIS REPORT IS NEEDED**

- 1.1 To provide an opportunity for Local Members to be apprised of the background and purpose of a newly developed draft Network Management Plan.
- 1.2 All Highway Authorities have a legal requirement under the Traffic Management Act to produce and maintain a Network Management Plan. The Plan is the responsibility of the designated Traffic Manager
- 1.3 The overall outcome for the Plan is to set out a clear plan and provide evidence that a Local Authority is managing and mitigating congestion on its’ network
- 1.4 A Re. Highway commitment was included in order to address the need for a statutory document to be in place in accordance with the Traffic Management Act.
- 1.5 The draft document has been developed using stakeholder workshop forums.
- 1.6 Key elements for Members to note are:-
  - the inclusion of a Congestion Map
  - the Influence Points Connectivity structure which identifies all departments, people and organisations who can influence the short term or long term mitigation of congestion.

- a first draft Improvement Plan

1.7 A summary of the draft document has been prepared which covers:-

- What is the purpose of the document ?
- How will the Plan be Used ?
- How does the Plan improve service delivery ?
- Who is Responsible for the Plan ?

## **2. REASONS FOR RECOMMENDATIONS**

2.1 The recommendation is to initiate a period of appropriate stakeholder consultation for the draft Network Management Plan.

## **B DRAFT NETWORK RECOVERY PLAN (NRP)**

### **3. WHY THIS REPORT IS NEEDED**

3.1 To provide an opportunity for LBB Local Members to be apprised of the background and purpose of a newly developed draft Network Recovery Plan to be used in conjunction with the current LBB Highway Asset Management Plan and also a risk based network hierarchy (see section C below).

3.2 A Re. Highways commitment was included to address the need to consider a different approach to highway infrastructure maintenance to tackle the backlog and make optimum use of LBB Managed budgets and realistic levels of annual capital funding.

3.3 A Network Recovery Plan is important as most authorities including LBB face significant issues formulating an affordable financial plan that can tackle the backlog and keep pace with the rate of deterioration in the roads and pavements and other key assets such as structures and drainage.

3.4 The Plan is a timely initiative as there are impending changes to the Whole of Government Accounting system with a change to Depreciated Replacement Cost. The Highway Infrastructure Asset has a valuation of circa £1.3billion.

3.5 Key elements for Members to note are that the NRP:-

- aims to increase the percentage area of the LBB network benefiting from maintenance treatment and steadily reduce the proportion of Managed budget expended on costly reactive repairs
- will utilise the optimum use of contemporary maintenance treatments such as micro-asphalts and preventative treatments
- offers the opportunity to support a business case for strategic investment funding and securing grant opportunities for LBB

3.6 A summary of the draft document has been prepared which covers:-

- What is the purpose of the document ?
- How will the Plan be Used ?

- How does the Plan improve service delivery ?
- Who is Responsible for the Plan ?

#### **4. REASONS FOR RECOMMENDATIONS**

- 4.1 The recommendation is to initiate a period of appropriate stakeholder consultation for the draft Network Recovery Plan addendum to the LBB Highway Asset Management Plan.

#### **C DRAFT OPERATIONAL NETWORK HIERARCHY ANALYSIS (ONH)**

#### **5. WHY THIS REPORT IS NEEDED**

- 5.1 To provide an opportunity for LBB Local Members to be apprised of the background and purpose of a newly developed draft risk based analysis of the LBB operational network hierarchy (ONH) which it is intended will complement the Network Recovery Plan and HAMP delivery to objectively direct maintenance expenditure where it is most needed and, in addition, to better focus the scheduled safety inspection regime.
- 5.2 All Highway Authorities need to categorise their highway network to be able to apply the Section 58 statutory defence (against third party claims). Such systems need a clear basis for applying different inspection and maintenance expenditure plans to different parts of the carriageway and footway network. In simple terms the most used or most important routes will be inspected most frequently and require expenditure to be prioritised over less well used routes.
- 5.3 Guidance is provided in the National Code of Practice (Well Maintained Highways) but the Code directs application of local factors to reflect local network characteristics which the ONH analysis addresses.
- 5.4 A Re. Highways commitment was included in order to address the need for a different approach to highway infrastructure maintenance to ensure the efficient direction of managed budgets and staff resources.
- 5.5 Key elements for Members to note are that the ONH aims to ensure :-
- that managed budget is focussed to give the best value for LBB
  - decision making for maintenance is logical and transparent borough-wide
  - a clear risk analysis as a basis for a review of the LBB inspection and repair procedures
- 5.6 A summary of the draft document has been prepared which covers:-
- What is the purpose of the document ?
  - How will the Plan be Used ?
  - How does the Plan improve service delivery ?
  - Who is Responsible for the Plan ?

## **6. REASONS FOR RECOMMENDATIONS**

- 6.1 The recommendation is to initiate a period of appropriate stakeholder consultation in respect of the risk based analysis of the LBB network and identified changes to the hierarchy.

## **D DRAFT DEVELOPER'S DESIGN GUIDE (DDG)**

## **7. WHY THIS REPORT IS NEEDED**

- 7.1 To provide an opportunity for LBB Local Members to be apprised of the background and purpose of a newly developed draft Development Design Guide. It is intended that this document will provide a basis for developing and implementing an internet based portal to inform and advise developers, design professional and to those proposing improvements to public highway of the Council's requirements on adoptable highway.
- 7.2 To initiate an appropriate level of consultation with key stakeholders to capture views and opinions and feedback
- 7.3 A commitment was included by Re. to drive better integration of Highways, Regeneration and Planning services, to help with operational efficiency and set the platform for improved customer/developer ease of accessing these key services. The draft document will offer the potential to setup a one stop shop premium service and will support strategic JV contract KPIs for stimulating regeneration and customer service.
- 7.4 Key elements for Members to note are that the draft DDG aims to:-
- provide a coordinated approach by Re. Highways, Planning and Regeneration to ensure consistent standards in the design of new or improvement works within the Borough
  - support investment in the local highway infrastructure by streamlining process
- 7.5 A summary of the draft document has been prepared which covers:-
- What is the purpose of the document ?
  - How will the Plan be Used ?
  - How does the Plan improve service delivery ?
  - Who is Responsible for the Plan ?

## **8. REASONS FOR RECOMMENDATIONS**

- 8.1 The purpose of the Design Guide is to provide highway planning information in accordance with the Council and National Guidance to the developers and investors seeking planning approval for development proposals in the borough.

- 8.2 The Design Guide will provide better outcomes and clear understanding of the Council's and national requirements for the design guidance on adoptable highway design.
- 8.3 The Design Guide will better inform and provide better understanding to the residents of the process involved.
- 8.4 The Design Guide will also form part of One Stop Shop which will endeavour to provide a clear and concise understanding of the Council's highway requirements.
- 8.5 The guidance document will provide a consistent approach to local highway infrastructure requirements, policy and aspirations.
- 8.6 The aim of the Design Guide is to provide a platform for encouraging investment in the borough which will make Barnet a better place to live, work and visit. By providing the highway planning information at an early stage the developers will be better informed of the highway planning requirements and continue to be encouraged to invest in the borough which in turn can meaningfully contribute to improving the local highway infrastructure.
- 8.7 Any new development is likely to have an impact on highway network and therefore the Design Guide will provide the advice in considering any mitigating measures on highway network at an early stage so that it can be included in the design of the development proposals.
- 8.8 See attached appendices which outline key elements and benefits of the guidance documents.

## **9. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

This section of the report does not apply to this report.

## **10. POST DECISION IMPLEMENTATION**

- 10.1 The draft reports will be subject to twelve weeks consultation with residents, businesses and appropriate stakeholders from September 2014 in conjunction with the communication teams. A consultation plan will be developed and implemented.
- 10.2 A further report will be prepared following consultation summarising feedback, proposing changes as required to the draft documents and setting out recommendations for adoption by LBB for Committee approval.

## **11. IMPLICATIONS OF DECISION**

### **11.1 Corporate Priorities and Performance**

- 11.1.1 The Council's Corporate Plan 2013 – 2016 states in its strategic objectives that it will work with local partners to create the right environment to promote responsible growth, development and success across the borough. In particular the Council will maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough. The plan also acknowledges that the future success of the borough depends on effective

transport networks.

## **11.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

11.2.1 The recommendation is to initiate a period of consultation in respect of draft documents only. The costs of developing the draft policies will be met from existing budgets.

11.2.2 The policies aim to ensure optimum value for money from expenditure for LBB Highway Maintenance Managed Budgets. Detailed financial impacts will be included in relevant programme approval reports to Environment Committee. These policies do not in themselves give rise to any additional costs.

## **11.3 Legal and Constitutional References**

11.3.1 The draft documents relate to statutory duties under the Highways and Traffic Management Acts.

11.3.2 The Council's Constitution (Responsibly for Functions, Annex A) gives the Environment Committee certain responsibilities related to the street scene including pavements and all classes of roads, parking provision and enforcement, and transport and traffic management including agreement of the London Transport Strategy Local Implementation Plan.

## **11.4 Risk Management**

11.4.1 The recommendation is to initiate a period of consultation in respect of draft documents only.

## **11.5 Equalities and Diversity**

11.5.1 Street design should be inclusive, providing for all people regardless of age or ability. There is a general duty for public authorities to promote equality under the 2010 Equality Act. There is also a specific obligation for those who design, manage and maintain buildings and public spaces to ensure that disabled people play a full part in benefiting from, and shaping, an inclusive built environment.

Designers will be required to refer to Inclusive Mobility, The Principles of Inclusive Design and Guidance on the Use of Tactile Paving Surfaces (1999) in order to ensure that the designs are inclusive.

11.5.2 The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

1. eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
2. advance equality of opportunity between people from different groups
3. foster good relations between people from different groups

The broad purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design of policies and the delivery of services. As part of the consultation development a separate stakeholder management plan is being developed to ensure that equalities issues are incorporated into the policy development, consultation and implementation.

## **11.6 Consultation and Engagement**

11.6.1 The recommendation is to initiate a period of consultation in respect of draft documents in accordance with the body of the report.

## **12. BACKGROUND PAPERS**

12.1 London Borough of Barnet Highways Asset Management Plan