

	<p style="text-align: center;">Environment Committee</p> <p style="text-align: center;">27 January 2015</p>
<p style="text-align: right;">Title</p>	<p>Highways Planned Improvement Programme 2015/16</p>
<p style="text-align: right;">Report of</p>	<p>Interim Commissioning Director - Environment</p>
<p style="text-align: right;">Wards</p>	<p>All</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix 1 – LIP Corridors, Neighbourhoods and Supporting Measures proposals Appendix 2 – Prioritised locations due to high levels Serious Injury Accidents to Vulnerable Road Users Appendix 3 – Schools priority list for School Travel Plan Schemes Appendix 4 – Prioritised list of Schools for 20mph schemes</p>
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Summary

The Report seeks the Committee's approval for the Highways Improvement Programme 2015/16 and identifies prioritised proposals for a number of the larger generic work areas included within the LIP programme.

Recommendations

1. That the Committee approve the programme of work set out in Appendix A, including the prioritised programmes of Traffic Management & Accident Reduction Schemes, School Travel Plan Schemes, Parking Review Schemes and 20mph schemes set out more fully in the report and appendices, for introduction using Local Implementation Plan (LIP) or other funding as available, subject to approval of the relevant budgets through Policy and Resources Committee.,.

2. That authority to adjust the detailed programme and funding for individual proposals as they develop be delegated to the Commissioning Director for Environment

1. WHY THIS REPORT IS NEEDED

- 1.1 In September 2014 the Environment Committee approved proposals for the borough's Local Implementation Plan (LIP) 2015/16 Annual Spending Submission to Transport for London (TfL).
- 1.2 In December TfL confirmed their support for the proposals set out in the LIP 'Corridors, Neighbourhoods and Supporting Measures Programme'. This is the main programme that supports Traffic Management Schemes and work to support Road Safety and Sustainable Travel, as set out in Appendix 1.
- 1.3 The report to the committee in September included a number of generic areas of work where it was noted that a more detailed programme of proposals for 2015/16 would be identified for approval by the Environment Committee before the start of the 2015/16 financial year. This report provides more information regarding a £500k Traffic Management and Road Safety Programme, a £500k School Travel Schemes Programme, a £100K Parking Review Programme and a £259k 20mph Schemes programme.
- 1.4 The LIP funding is one of a number of potential funding streams for traffic management schemes. Other proposals can be funded from, for example, developer contributions or grants provided for specific purposes. A prioritised programme for schemes has therefore been identified for the categories above that will also be available to inform schemes to implement from other funding sources where available.
- 1.5 **Traffic Management and Accident Reduction Schemes**
- 1.6 In the first instance it is proposed that work be completed as required on proposals from the 2014/15 programme that are at or close to implementation. These are:

Work	Status
Wellhouse Lane Pedestrian crossing and junction improvements	Pedestrian crossing on Wellhouse Lane expected to be implemented in 2014/15.
Hillside Ave and Queens Parade Close	Finalising scheme following experimental provision
Beechwood Avenue - Investigation of impacts of closure	Complete investigation
Wykeham Road	Implementation 2014/15 planned
Silkstream Road	Implementation 2014/15 planned
East Barnet Road Pedestrian crossing improvements	Implementation 2014/15 planned
A5/Sheaveshill Road, NW9	Complete works recommended following fatality

Devonshire Road	Implementation 2014/15 planned
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- 1.7 Secondly, proposals where work has previously been requested via Area Committees or in response to incidents and investigation that have commenced. It is proposed that investigation of these continue but that any recommendations are taken forward only if they can be shown to perform better in benefit/cost terms than proposals identified from the methodology below:

Work	Description
Traffic Management – Vehicle Actuated Signs (various locations borough-wide)	Locations identified and orders being placed over the next three months implementation on 15/16.
Wellhouse Lane pedestrian crossing and junction improvements	Detailed design and implementation of junction improvement for 2015/16
The Grove – One-Way System	Subject to Ward Councillor confirmation proposed implementation 2015/16 planned
Broadfields Avenue (Parking and traffic Investigations between A41 and Hale Lane	Complete investigation of issue from area committee
Lawrence Street – Pedestrian Island	Confirmation of the Detailed Design of Pedestrian Island
Victoria Road, EN4	Traffic calming request via area committee
Pollard Road, N20	Review of TM in area request from area committee
A5 / Kingsbury	Junction review (Area committee request - West Hendon Highway issues 2)
A5 Cool Oak Lane	Junction review (Area committee request - West Hendon Highway issues 1)
A5/ Edgware Road (by Lidl)	Investigate pedestrian desire lines and crossing to buses stops and possible removal of bus pre signal
Woodhouse Road junction with Lewes Road	Review of pedestrian refuges
Montagu Road - Banned right turn	Investigation of a banned right turn on Montagu Road
The Vale (width restriction) - Post Implementation Review	Post implementation review and additional measures
Woodside Park Road junction with Woodside Avenue & Gainsborough Road	Investigation into speed and traffic concerns identified through area forum
Hermitage Lane	Relocation of traffic island
Regents Park Road (near Spencer Close)	Request for pedestrian refuge

- 1.8 Going forward it is proposed that proposals are prioritised and included in the programme as set out below:
- Investigation of locations with high levels of Fatal or Serious (KSI) Injury Accidents to vulnerable road users (see Appendix 2)

- Proposals identified from investigation above plus from resident or other requests or other investigation that identifies locations where an Injury Accident saving may be achieved. Proposals to be assessed and prioritised on a first year rate of return (whereby a published economic cost is assigned to injury accidents based on their severity allowing improvements to be ranked based on the benefit they will deliver)
- Congestion reduction or other proposals assessed based on an economic valuation of time saved (or other benefits) compared to cost. Initial proposals to consider, identified from previous requests, are below.
 - The Bishops Avenue - island j/w A1000
 - Edgwarebury Avenue / Purcells Avenue - Pedestrian Crossing
 - Chesterfield Road improvements
 - Portsdown Mews – One-way
 - Crescent Road/Dollis – Pedestrian improvement investigations
 - Shirehall Lane – Pedestrian Crossing
- Low cost measures where resident or other requests identify a speeding concern and the 85th percentile speed is above the Association of Chief Police Officers enforcement guideline.

1.9 Prioritisation will be reviewed annually as data is available.

School Travel Schemes

1.10 In the first instance it is proposed that work be completed on School Travel proposals from the 2014/15 programme that are at or nearing implementation stage. These are:

Work	Status
School Travel Plans – Vehicle Actuated Signs (various locations borough-wide)	Locations identified and orders being placed
The Avenue, EN5 - Pedestrian Crossing	Order with Transport for London for signals work with a view to implement early 15/16
Walksafe N10	Phase 1 – 20mph almost complete Phase 2 – zebra crossing(s)
Broadfields Avenue zebra crossing	Implementation expected to be complete 2014/15
Moss Hall Grove	VAS signs to complete proposals (ordered)
North End Road 20mph	Implementation expected to be complete 2014/15

1.11 Secondly, elements of work in N14 resulting from a feasibility study carried out in response to Walksafe N14 petition be assessed on a benefit/cost basis against proposals for schemes prioritised below, and implemented where resources permit.

1.12 Thirdly, work for East End Road, at Osidge Lane and at Summerside School has been requested by Area Committees, members item and from issues raised in resident forums and initial investigation of these has been

commissioned. It is proposed that investigation of these proceed but that any recommendations are taken forward only if they can be shown to perform better in benefit/cost terms than proposals identified from the methodology below.

1.13 Going forward the following methodology for consideration under this programme is proposed. Schools in the borough will be prioritised for work to address issues of concern that affect them using a points based system with points awarded as set out below.

- The school has a valid School Travel Plan – ie less than a year old (1 point)
- The issue links to a park and stride scheme, a walking bus route and/or a School Crossing Patrol site (1 point each)
- The school has STARS accreditation (Sustainable Travel; Active, Responsible, Safe) (1 point for Bronze level, 2 points for Silver level, 3 points for Gold level)
- The school has demonstrated modal shift away from the car in their valid STP (<10% 1 point, between 10 and 20% 2 points, > 20% 3 points)
- The measures would assist more than 1 school (1 point)
- Recorded school related accidents in the vicinity of the school in the last 3 years (1 point)
- Incident within the last 3 years(such as a reported near miss, incident between residents and parents over parking) (1 point)

1.14 Based on this methodology all schools scoring 8 or more points are listed below together with the potential engineering measures identified to address issues raised by the schools and the approximate cost. A full listing of scores at 19 December 2014 is provided at Appendix 3. The details behind the prioritisation are updated as new information is received so priorities will change in future years.

1.15

School	Point score	Possible measures identified to address issues	Approx cost £K
Brookland Junior School	10	Signage improvements	4
St Catherine's RC School	10	Zebra crossings and supporting measures	96
Deansbrook Infant School	9	Zebra crossing, lighting and guardrail improvements	52
Foulds Primary School	9	Zebra crossings and supporting measures	48
Goldbeaters Primary School	9	Zebra crossing, signage (including vehicle actuated sign) and lighting improvements and supporting measures	55
Moss Hall Infant School	9	Zebra Crossing	103
Moss Hall Junior School	9	Zebra Crossings, waiting restrictions, lighting and guardrail improvements and supporting measures	
Moss Hall Schools	9	As above	
Queenswell Infant School	9	Zebra Crossings and supporting measures	96
Queenswell Junior School	9	-	-
All Saints' CofE Primary School NW2	8	Waiting Restrictions and supporting measures	4
Sacred Heart Roman Catholic Primary School	8	Pedestrian Island, waiting restrictions and supporting measures	22

St Agnes RC School	8	Zebra crossings signage improvements	100
		Total	580

- 1.16 It is proposed that the proposals above be developed further, with implementation of some expected to form the basis of the 2016/17 programme along with further schemes identified for development next year.
- 1.17 This methodology does not take account of the size of school or the cost of the works proposed. This will ensure that schools with the biggest challenges in terms of reducing car use are still supported in proportion to their own efforts. However future refinement to ensure that individual proposals do not prevent other schools benefitting is suggested. Some schools in the list have also identified 20mph areas that are considered separately below.

Parking Review Schemes

- 1.18 It is proposed that work be completed as required on parking schemes from the 2014/15 programme that are at various stages of completion. These are:

Work	Status
The Vale Extension – Informal Consultation on CPZ	Informal consultation carried out. Any agreed measures would require a statutory consultation in 15/16, and subject to the outcome, measures may be implemented.
Naylor Road and Birley Road, N20 – Parking Review	Way forward to be determined by Chipping Barnet Area Committee on 12 th February 2015 on whether an informal consultation should be carried out, or whether a statutory consultation should be carried out on a proposed scheme. Subject to the outcome of the Area Committee, in 15/16 an informal consultation, a statutory consultation and implementation may take place
Garden Suburb CPZ Review	CPZ Review questionnaire-based consultation carried out. Analysis to be carried out which may carry over into 15/16.
The Terraces – CPZ extension of Hours	Statutory consultation carried out. Objections analysed. Scheme to be implemented which may carry over into 15/16.
Town Centre and Shopping Parades Review	Totteridge Lane N20 and Russell Parade, Golders Green Road introduced on an experimental basis. Consideration on whether to make schemes permanent or not will take place in 15/16. Detailed design undertaken on parking layout changes in High Road N2. Detailed design undertaken on parking layout

	changes in High Road N2. Statutory consultation and implementation to be carried out
A1 Falloden Way side roads (waiting restrictions)	Statutory consultation carried out. Objections analysed. To be implemented which may carry over into 15/16

- 1.19 Secondly parking proposals where work has previously been requested via Area Committees or where decisions have been made or in response to requests where investigations have already commenced, it is proposed that investigation of these schemes commence or continue.

Work	Description
Oakleigh Gardens, Edgware	Investigation following CPZ request
Broadfields Avenue, Edgware	Investigation to alleviate traffic flow/parking concerns
Mowbray Road, Edgware –	Investigation following CPZ request
Apex Corner Slip Road, Edgware	Investigation following request to improve parking by shopping parade
Temple Fortune NW11 Town Centre Parking Review	Investigation into parking improvements in Town Centre
Golders Green NW11 Town Centre Parking Review	Investigation into parking improvements in Town Centre
Montagu Road and surrounding roads, NW4	Area Wide Review of WH3 CPZ

- 1.20 Subject to the scale and details of any future proposals identified, implementation within 2015/16 of some or all proposals would then follow. If resources do not permit implementation of all proposals in year, those developed but not implemented in 2015/16 would be considered for the following year's programme if necessary. If it becomes clear that additional proposals are needed for 2015/16 or an alternative method of prioritisation is required the Environment Committee will be asked to agree changes to the programme
- 1.21 Prioritisation will be reviewed annually as data is available.

20mph schemes

- 1.22 In April 2014 the then Cabinet agreed recommendations of the 20mph zone Task and Finish Group for Schools to be able to 'opt-in' to provision of a 20mph zone.
- 1.23 While detail of how requests should be managed is still to be clarified some 34 schools have already identified 20mph measures through their school travel plan and in the first instance the prioritisation used for School Travel Schemes is proposed to address these. Schools where a 20mph scheme has

been identified through the School Travel Plan process are listed in Appendix 4.

- 1.24 Further future requests are expected and reprioritisation is likely to be necessary, but in the first instance developing proposals for the top 9 schools on the list (those scoring seven points or more). These are:

Brookland Junior School
Deansbrook Infant School
St Agnes RC School
Broadfields Primary School
Garden Suburb Infant School
Mathilda Marks-Kennedy Jewish Primary School
Mill Hill Foundation (Mill Hill School, Belmont and Grimsdell)
St Joseph's RC Primary School
Summerside Primary School

- 1.25 Subject to the scale and details of the proposals identified implementation within 2015/16 of some or all proposals would then follow. If resources do not permit implementation of all proposals in year those developed but not implemented in 2015/16 would be considered for the following year's programme if necessary. If it becomes clear that additional proposals are needed for 2015/16 or an alternative method of prioritisation is required the Environment Committee will be asked to agree changes to the programme. .

2. REASONS FOR RECOMMENDATIONS

- 2.1 The work areas identified in the LIP programme are intended to address the borough's transport priorities identified in the LIP so the proposals developed within these areas should attempt to maximise the benefit in these areas.
- 2.2 The recommendations aim to move towards a more robust, evidence led prioritisation of proposals to ensure that benefits are maximised, while ensuring that proposals already being progressed are completed or brought to an appropriate conclusion.
- 2.3 Initial prioritisation that retains proposals already in progress has been applied to the larger, less defined work areas of the LIP in appendix 1 and these principles have been identified for all new additions to the programme.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Programming of proposals identified through area forums and committees (as has occurred to some extent in the 2014/15 work programme) might be an alternative approach but would not necessarily result in development and implementation of the proposals that best deliver the programme priorities.
- 3.2 Moving directly to a new prioritised list of schemes without allowance for work already in progress has not been recommended as this would involve wasted development costs and dropping proposals where an expectation of implementation or development already exists.

- 3.3 A strict cost / benefit approach has not been identified for all schemes. Such an approach would not capture benefits to which it is more difficult to assign an economic cost, although these may be important.

4. POST DECISION IMPLEMENTATION

- 4.1 Approval of the recommendation will identify the proposals to be incorporated within the 2015/16 work programme of schemes.
- 4.2 As these are developed and fuller costs known it is intended that adjustments to the proposals identified in line with the principles set out in this report would be agreed by the Commissioning Director and reported to the Committee at the next available meeting.
- 4.3 Approval for changes to the method of prioritisation and significant movements between work areas would be sought from the Committee.
- 4.4 It is anticipated that approval for implementation of schemes within the budgets identified will be through powers delegated to officers or through Area Committee or Environment Committee approval depending on the scale of proposals.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Local Implementation Plan (LIP) delivery plan and 2015/16 Annual Spending Submission contribute to the Corporate Priorities through delivery of the LIP transport objectives.
- 5.1.2 The LIP transport objectives (which are supported by a number of sub-objectives and closely reflect policy CS9 of the Local Plan core strategy) are:
- Ensuring more efficient use of the local road network,
 - Taking a comprehensive approach to tackling the school run
 - Delivery of high quality transport systems in regeneration areas
 - More environmentally friendly transport networks
- 5.1.3 These particularly help deliver the strategic objective to “promote responsible growth, development and success across the borough” and the outcome “to maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough”.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.2.1 Core funding for the implementation of the LIP is provided by TfL through programmes of funding including a “Corridors, Neighbourhoods and Supporting Measures” programme for addressing a range of transport issues. The Annual Spending Submission provides the means by which proposals are submitted and agreed by TfL.
- 5.2.2 Approved funding will be incorporated into the 2015/16 budget Policy and Resources Committee recommendations to Council.
- 5.2.3 The LIP funding ‘Corridors, Neighbourhoods and Supporting Measures Programme’ is detailed in Appendix 1 and of the £3,300,000 allocation

£1,395,000 has been identified for the following generic areas, Traffic Management and Road Safety Programme (£500,000), School Travel Schemes Programme (£500,000), Parking Review Programme (£100,000) and 20mph Schemes programme (£259,000).

5.3 Legal and Constitutional References

5.3.1 Greater London Authority Act 1999 (GLA Act) Part IV Chapter I governs the preparation of a Transport Strategy by the Mayor of London and preparation of a Local Implementation Plan by each borough containing proposals for the implementation of the Strategy in its area.

5.3.2 Section 159 of the GLA Act allows TfL to provide financial assistance to support provision of transport facilities or services within Greater London.

5.3.3 The Constitution section 15 Responsibility for Functions (Annex A - Membership and Terms of Reference of committees and partnership boards) provides that the Environment Committee has specific responsibilities for commissioning Transport and traffic management including agreement of London Transport Strategy-Local Implementation Plan.

5.4 Risk Management

5.4.1 A programme of work that is not based on clear criteria would risk not delivering the Council's priorities, potential reputational damage and may in some circumstances be open to legal challenge. Development of a programme based on relevant criteria mitigates this.

5.4.2 Lack of clarity over proposals within the programme due to changed priorities through the year presents risks to delivery. This is mitigated by defining the programme proposals and limiting the scope to make changes in year.

5.4.3 Conversely limiting the scope for in-year changes limits the flexibility to respond to changing priorities and new requests. However the ability to make minor changes through delegated powers and for the Committee to agree more major changes retains the ability to respond to the most critical issues.

5.4.4 Ceasing work on schemes risks reputational damage where an expectation already exists in relation to developing or implementing proposals on proposals already underway. This has been addressed by incorporating in the programme those proposals that have been developed to a point where implementation is expected to commence within 2014/15.

5.4.5 Ceasing work on schemes risks wasted development costs but, where proposals are in the early stages of development, this could be the most cost effective option. In order to reduce the risk of abortive development costs (while also accommodating the issue above) it is intended to continue with proposals nearing implementation but incorporate a cost/benefit check on schemes at an earlier stage once initial development work is complete.

5.4.6 Scheme design will seek to mitigate risks to safety in the long term and during construction. Construction risks will be identified through contractor Health and Safety Plans and contract managers' meetings.

5.4.7 These and other project risks identified locally will be escalated as necessary to programme and service risk registers.

5.5 Equalities and Diversity

- 5.6 The annual programme of Traffic Management Schemes includes road safety education initiatives and small scale traffic management and safety schemes that will tend to benefit groups currently disproportionately affected by road traffic collisions. This can include young people and older people, males, and some minority ethnic groups. Inclusion of provision for 20mph proposals especially near schools is expected to particularly benefit children.
- 5.7 Measures are also included to support cycling. The LIP equalities impact assessment identified that cycling was a higher priority among minority ethnic groups as a whole than among the population as a whole.
- 5.8 Work is included in relation to provision of accessible bus stops which would help to advance equality of opportunity for disabled people accessing the transport system.
- 5.9 Introduction of prioritisation based on objective criteria will help ensure that the programme is developed fairly.
- 5.10 The decision is not considered to compromise the Council in its compliance with the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:
- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
 - advance equality of opportunity between people from different groups
 - foster good relations between people from different groups
- 5.11 The proposals as a whole are considered to have a slight positive impact. Detailed impacts of specific proposals will receive further consideration as they are developed and implemented.
- 5.12 **Consultation and Engagement**
- 5.12.1 Consultation on individual schemes will be carried out as appropriate to the type and scale of the proposals.
- 5.12.2 Engagement will seek to communicate the positive benefits of proposals, while acknowledging and seeking to mitigate the short term inconvenience that may result, where this is applies.

6. BACKGROUND PAPERS

- 6.1 On 16 September 2014 the Environment Committee resolved:
That the Committee approve the proposals set out in Appendix 1 of the report for inclusion in Barnet's 2015/16 LIP Annual Spending Submission to TfL.
- 6.2 The report, appendix and decision can be found at:
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8093&Ver=4>