

	<h2>Environment Committee</h2> <h3>14 March 2018</h3>
<p style="text-align: right;"><b>Title</b></p>	<p><b>2018/19 Local Implementation Plan (LIP) Work Programme</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Councillor Dean Cohen, Chairman Environment Committee</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>All</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Urgent</b></p>	<p>No</p>
<p style="text-align: right;"><b>Key</b></p>	<p>No</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p>Appendix 1 – LIP Corridors, Neighbourhoods and Supporting Measures proposals                  Appendix 2 – Details of Traffic Management and Accident Reduction proposals                  Appendix 3 – Details of School Travel Plan and 20mph proposals                  Appendix 4 – Details of Parking proposals</p>
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<h2>Summary</h2>
<p>The Report seeks the Committee’s approval for the work programme funded from the ‘Corridors, Neighbourhoods and Supporting Measures’ programme of the 2018/19 Local Implementation Plan (LIP) allocation provided by Transport for London.</p>

<h2>Officers Recommendations</h2>
<ol style="list-style-type: none"> <li>1. That the Committee approve the Local Implementation Plan (LIP) initial work programme for “Corridors, Neighbourhoods and Supporting Measures” as detailed in Appendices 1-4 of this report to be funded from the 2018/19 LIP allocation.</li> <li>2. That the Committee grant delegated authority to the Strategic Director for</li> </ol>

<b>Environment to adjust the detailed programme and funding for individual proposals as they develop.</b>
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<b>3. That the Committee note that funding for Principal Road maintenance has not been provided for 2018/19.</b>
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## **1. WHY THIS REPORT IS NEEDED**

- 1.1 On 11 September 2017 the Environment Committee approved proposals for inclusion in the borough's Local Implementation Plan (LIP) 2017/18 Annual Spending Submission to Transport for London (TfL), including proposals for the LIP 'Corridors, Neighbourhoods and Supporting Measures Programme'. This is the main programme that supports development and implementation of Traffic Management and Parking Schemes and work to support Road Safety and Sustainable Travel.
- 1.2 However, in December 2017 TfL advised a lower allocation for the Programme than had been previously indicated via earlier years' business plans and guidance issued for the 2018/19 funding application. Subsequently the Mayor of London has announced an increased level of funding slightly higher than that originally envisaged for this programme.
- 1.3 The work programme as currently presented is based on the revised higher level of funding now identified. The overall proposals are set out in Appendix 1. This is largely as identified in the September 2017 Environment Committee report except the additional funding now available has been applied to a proposal for Chipping Barnet High Street for which only partial implementation funding was included in the original application.
- 1.4 The report to the Environment Committee on 11 September 2017 included a number of generic areas of work. A more detailed programme for these areas has now been developed based on work already in progress in 2017/18 and prioritisation of proposals and new requests.
- 1.5 The funding position has resulted in some delays prioritising proposals for 2018/19 and in some work areas a provisional prioritisation of new proposals has been undertaken focussing on proposals that are expected to score particularly highly compared with schemes previously prioritised.
- 1.6 It is anticipated that the Strategic Director for Environment will agree adjustments to the detailed programme based on the progress of schemes and a finalised prioritisation of proposals where appropriate.

### **Traffic Management and Accident Reduction**

- 1.7 This work area as presented in the September Committee report identified a number of elements to be undertaken based on schemes then in development:
  - (1) Completion of 17/18 Accident Reduction locations;

(2) Implementation (or part implementation) of proposals to provide pedestrian facilities and road safety improvements at existing traffic signalled junctions at:

- i) A5/Station Road, Edgware;
- ii) and A504 Finchley Lane/Church Road j/w Brent Street/Parson Street;

(3) Schemes identified from agreed prioritisation tool for Traffic Management and Accident Reduction schemes (including proposals identified in 2017/18 for 'design only').

- 1.8 Further information is included in Appendix 2 expanding on this area of the work programme based on the updated progress of the proposals and prioritisation of new proposals.

### **School Travel Plan Schemes and 20mph schemes around schools**

- 1.9 School Travel Plan Schemes and proposals specifically for 20mph areas around schools make use of the same prioritisation system, even though there are separate work packages identified.

- 1.10 For School Travel Plan schemes the report to the September Committee and the subsequent funding application identified that work would be undertaken on:

- (1) completion of 2017/18 proposals;
- (2) Schemes identified from a new prioritisation of School Travel Plan Engineering requests using the borough's agreed prioritisation tool for these types of proposal.

- 1.11 The proposal for 20mph schemes also included for;

- (1) Completion of 2017/18 locations;
- (2) Schemes identified from a new prioritisation of 20mph requests identified from School Travel Plans using the borough's agreed prioritisation tool for these types of proposal.

- 1.12 Further information is included in Appendix 3 expanding on this area of the work programme taking account of progress of the proposals already in development and prioritisation of new proposals. Owing to the anticipated cost of implementing 20mph scheme proposals the scope to introduce new schemes in that programme is limited. It is envisaged that 20mph proposals identified through school travel plans will be taken forward through the School Travel Plan Schemes work area if appropriate.

### **Parking Reviews**

- 1.13 The Parking Reviews package includes provision of new Controlled Parking Zones (CPZs) and reviews of existing CPZs and similar arrangements in town centres and around transport hubs. It is currently envisaged that proposals already in progress will require the full allocation for this work, so new proposals have not been prioritised. Further detail of the proposals is nevertheless included at Appendix 4.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 TfL's LIP allocation for 2018/19 for 'Corridors, Neighbourhoods and Supporting Measures' programme was expected to total £3.476M based on their previous business plans and the LIP funding guidance. The allocation advised in December was £2.967M (a reduction of £509k on the expected level of funding) and subsequent indications are that this will increase to £3.499M (an increase of £532k).
- 2.2 Funding application guidance had identified an indicative figure of £1.457M for Principal Road maintenance in Barnet for 2018/19. However this anticipated funding was not provided in December at all and has not been reinstated. However a Local Transport Fund allocation of £100k not expected for 2018/19 was provided in December and remains. Barnet has historically used this allocation for local road resurfacing.
- 2.3 In view of this lack of certainty around the LIP funding generally final prioritisation of new proposals for parts of the 'Corridors, Neighbourhoods and Supporting Measures' programme has been delayed. The initial work programme has used a partial prioritisation in some areas. Delegation to the Strategic Director for Environment to make adjustments is included to retain the flexibility to respond to changing circumstances, in terms of funding, scheme progress and completion of prioritisation of proposals.
- 2.4 The recommendations define the initial 2018/19 work programme for 'Corridors Neighbourhoods and Supporting Measures' including prioritisation where appropriate to focus on schemes that will best address borough priorities and provide the greatest benefit, while ensuring that proposals which are already at an advanced stage are completed or brought to an appropriate conclusion.

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

- 3.1 A decision regarding the programme as a whole could be deferred until the funding position is fully understood and prioritisation of proposals is complete, however this could delay commencement of work on some schemes.
- 3.2 Alternative changes to the funding for individual schemes and work areas could have been included. The proposals as presented are based on current delivery expectations, and in terms of the additional funding available on the scope to deliver beyond the level originally identified.
- 3.3 Reconsideration of proposals where works are in advanced stages have not been identified since this would involve wasted development costs and dropping proposals where a decision to implement or a public expectation of implementation already exists.

### **4. POST DECISION IMPLEMENTATION**

- 4.1 Approval of the recommendations will identify the proposals to be incorporated within the initial 2018/19 LIP work programme of schemes.

- 4.2 Subsequently as proposals 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 Strategic Director for Environment and reported to the Environment Committee at the next available meeting.
- 4.3 It is anticipated that approval for implementation of schemes within the budgets identified will be through powers delegated to officers, Area Committee or Environment Committee as appropriate to the individual proposal.

## **5. IMPLICATIONS OF DECISION**

### **5.1 Corporate Priorities and Performance**

- 5.1.1 The proposed LIP programme will contribute directly to two of the three Corporate Objectives by:
- Promoting responsible growth, development and success across the Borough;
  - Improving the satisfaction of residents and businesses within the London Borough of Barnet as a place to live, work and study.
- 5.1.2 The proposals here will particularly help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident moving around their local area on foot, or in a vehicle and contribute to reduced congestion.
- 5.1.3 The proposed LIP programme will also contribute to the Council’s Health and Wellbeing Strategy by making Barnet a great place to live and enable the residents to keep well and independent. The individual proposals also help address road traffic casualties which will also have an impact on Health and Wellbeing.

### **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 various programmes of funding.
- 5.2.2 The total advised for 2018/19 in December 2017 was £3.067M of which £2.967M was for the ‘Corridors, Neighbourhoods and Supporting Measures’ programme and £100k for the Local Transport Fund. Subsequently TfL have advised an additional allocation for Corridors, Neighbourhoods and Supporting Measures bringing the total for this programme to £3.499M. No funding is currently identified for the Maintenance programmes (Principal Roads and Bridge Assessment and Strengthening).

### **5.3 Social Value**

5.3.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. This report does not relate to procurement of services.

## **5.4 Legal and Constitutional References**

5.4.1 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.

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

5.4.3 Article 7 of the Constitution provides that the Environment Committee has responsibility for all borough-wide or cross-constituency matters relating to the street scene including, parking, road safety, lighting, street cleaning, transport, waste, waterways, refuse, recycling, allotments, parks, trees, crematoria and mortuary, trading standards and environmental health.

## **5.5 Risk Management**

5.5.1 Defining the initial work programme based on a lower level of funding risks development of schemes being delayed. The scale of the programme as a whole mitigates this (since phased delivery over the year would be necessary in any case) and presentation of an updated programme based on the expected increased funding will help ensure that other proposals can be developed subsequently.

5.5.2 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.

5.5.3 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 retains the ability to respond to the most critical issues.

5.5.4 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 stage where implementation is imminent.

5.5.5 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

## **5.6 Equalities and Diversity**

5.6.1 Section 149 of the Equalities Act 2010 places a duty on local authorities as follows:

- (1) A public authority must, in the exercise of its functions, have due regard to the need to—
  - (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

This duty is addressed below.

5.6.2 The programme includes packages of road safety education initiatives and road safety engineering 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. Provision for 20mph proposals near schools is expected to particularly benefit children.

5.6.3 Measures are also included to support cycling. The full 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.

5.6.4 Allocations are included in relation to provision of accessible bus stops and work to address other local accessibility issues which would help to advance equality of opportunity for disabled people accessing the transport system.

5.6.5 Prioritisation of proposals for otherwise undefined areas of work based on objective criteria will help ensure that the programme is developed fairly.

5.6.6 Detailed impacts of specific major proposals will receive further consideration as they are developed and implemented.

## 5.7 **Corporate Parenting**

5.7.1 Not applicable in the context of this report.

## 5.8 **Consultation and Engagement**

5.8.1 Public consultation was undertaken in relation to development of the original LIP and future statutory and non-statutory consultation will apply to implementation of various proposals contained within it.

5.8.2 Consultation on individual schemes will be carried out as appropriate to the type and scale of the proposals.

## 5.9 **Insight**

5.9.1 The full LIP sets out the data informing the transport priorities used in the Annual Spending Submission and in the Prioritisation Tool, and Personal Injury Accident data, data from other public sources and survey data also

informs the various proposals.

## **6. BACKGROUND PAPERS**

- 6.1 On 11 September 2017 the Environment Committee approved with amendments the 2018/19 Local Implementation Plan (LIP) Annual Spending Submission proposals detailed at Appendix A of that report for submission to Transport for London. The minute and papers for that decision are available at item 13 via the link below.
- <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MIId=8590&Ver=4>