

<b><u>MEETING</u></b>
<b>ENVIRONMENT COMMITTEE</b>
<b><u>DATE AND TIME</u></b>
<b>TUESDAY 10TH NOVEMBER, 2015</b>
<b>AT 7.00 PM</b>
<b><u>VENUE</u></b>
<b>HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ</b>

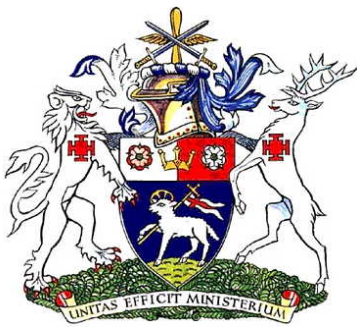
Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting which were not available at the time of collation of the agenda.

Item No	Title of Report	Pages
9	FOOTWAY PARKING UPDATE	1 - 18
10	HIGHWAY NETWORK RECOVERY PLANNED MAINTENANCE PROGRAMME AND LIP AND SECTION 106 2015-16 Q2	19 - 46
11	LOCAL IMPLEMENTATION PLAN SCHEME PRIORITISATION TOOL	47 - 74

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**Environment Committee**  
**10 November 2015**

<b>Title</b>	<b>Footway Parking Update</b>
<b>Report of</b>	<b>Commissioning Director for Environment</b>
<b>Wards</b>	<b>All</b>
<b>Status</b>	<b>Public</b>
<b>Urgent</b>	<b>No</b>
<b>Key</b>	<b>No</b>
<b>Enclosures</b>	Appendix A – Review of 71 prioritised roads backlog and recommended actions Appendix B – List of 71 roads
<b>Officer Contact Details</b>	Mario Lecordier, Interim Lead Commissioner, Environment Paul Millard, Project Manager, Commissioning Group

**Summary**

Following the approval of the Parking Policy in November 2014 and specifically Appendix 12 of the Parking Policy, this report provides an update on the progress made in dealing with the backlog of 71 roads prioritised for review as previously noted to this committee.

## **Recommendations**

1. That the Environment Committee notes the contents of this report and appendices.
2. That the Environment Committee consider and approve the recommended options listed in Appendix A of this report in relation to the 71 prioritised roads, subject to consultation and Equality Impact Assessments (EQIA) at an estimated total one off cost of £57k to be met from reserves.
3. That subject to no objections being received during the consultation process, and no adverse impacts being identified in the EQIAs, officers are authorised to proceed with implementation, otherwise to refer these back to Environment Committee or the Commissioning Director (Environment) for consideration and decision.
4. That the Environment Committee approves the process for considering new requests for footway parking as detailed in Paragraph 4 of this report.
5. That the Committee notes that the review and design work was completed on only 62 of the 71 roads.
6. That the Environment Committee agrees to give authority and therefore delegated to the Commissioning Director Environment to:
  - (i) Agree, in consultation with the chairperson of the Environment Committee, the outcome and implementation measures following investigation and review of the remaining 9 roads listed in Appendix A;
  - (ii) Agree, in consultation with the chairperson of the Environment Committee, the outcome of all future footway parking reviews subject to the process detailed in paragraph 4 of this report.

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

- 1.1 The Environment Committee approved the Council's new Parking Policy in November 2014 and an action plan detailing a work plan to implement this Policy was approved in January 2015. This report provides an update to the progress of the implementation of that action plan.
- 1.2 There are a number of elements to the action plan which include:
  - An update to the progress made with regard to reviewing the previously agreed priority backlog of 71 roads where footway parking has historically been allowed to take place;
  - Process for dealing with new requests for permitted footway parking in addition to the 71 roads identified.

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 The recommendations are required to allow officers to implement the measures detailed in Appendix A of this report which will formalise footway parking arrangement in some of the 71 roads and allow enforcement to take place in line with the Council's Parking Policy. The recommendations also request approval for the one off expenditure of a total of £57k to be funded from reserves.

## 3. Methodology Used in reviewing the backlog of 71 prioritised roads.

- 3.1 A review of existing parking provision in 62 of the 71 roads listed in Appendix B using the agreed criteria in the Council's Parking Policy was used to develop a parking design solution that formalises the parking provision in each road giving due regard to the need for pedestrian movements. A schedule of work will be developed where footway parking is permissible and does not impact on pedestrians or cause prohibitive cost damage to the existing paved areas. Review and design work on the remaining 9 roads (indicated as TBC in Appendix A) continues and the outcome of the investigations will be reported to the Commissioning Director Environment for decision, in consultation with the chairperson of the Environment Committee (if such a delegation is approved by the Committee), and subject to funding being available.

- 3.2 The review took place between August and October 2015 and consisted of the following activities:

- Site survey
- Developing detailed design solution to allow footway parking (where possible and legal) by the introduction of relevant bay markings and signs.
- Identifying locations where footway parking will not be allowed as the road does not meet the Policy criteria to allow footway parking.
- Identifying an alternative parking solution for the roads that do not meet the criteria, such as, for example the need for waiting and loading restrictions to prevent obstructive on-street parking
- Providing estimated costs to include:
  - Costs for signs and lines works(Capital)
  - Fees (staffing costs) to oversee the works (Revenue)

- 3.3 The outcome of the survey and design work resulted in four types of recommendations being made. These are:

- **Option A** – Roads where the introduction of yellow lines in part of the road can accommodate on-street parking spaces at the cheapest cost and within available budget.

- **Option B** – Roads where footway parking can be implemented and maximises parking spaces at additional cost e.g. where the footway needs strengthening.
- **Option C** – Roads where no further action is required
- **Option D** – Roads where further investigation is required e.g. where an alternative solution could be provided with further detailed investigations.

#### **4. New footway parking requests and investigations**

- 4.1 Following the review of the initial 71 roads, the council will consider new requests for footway parking and deal with any referrals from the Parking Enforcement Contractor, NSL, of all instances of unauthorised footway parking to the Council for investigation. These will be considered after the 71 prioritised roads review has been completed and will be logged as new sites for investigations.
- 4.2 If a new request is made for footway parking, until the investigation is completed and a decision made whether to permit footway parking in a given road, footway parking will not be permitted and the applicant will be informed accordingly.
- 4.3 The process for dealing with new requests (or referrals from NSL) will be as follows:
  - Unauthorised footway parking referrals from NSL and requests for footway parking from residents will be forwarded to the Council for investigations.
  - These will be logged as new sites for investigation.
  - Officers will assess the location against agreed Policy criteria and make recommendations to the Commissioning Director on whether footway parking should be permitted and whether complimentary measures will be required e.g. the need to strengthen the footway or alternative solutions considered.
  - Ward members and all frontages in the road will be consulted on proposals
  - Funding for the scheme will need to be identified by application to the relevant Area Committees or the Environment Committee.
  - Where it is considered that the criteria is not met to implement footway parking, residents (on that road) will be informed and advised that footway parking will be actively enforced.
- 4.4 Once a solution is agreed and implemented, particularly in roads where parking enforcement has not previously taken place, the Council will write to all frontages advising of enforcement actions should unauthorised

footway parking continue. All frontages and ward members will receive a warning letter two weeks prior to enforcement starting.

## **5. POST DECISION IMPLEMENTATION**

- 5.1 Officers will develop a register of where footway parking will be permitted and continue to monitor progress on both the 71 priority roads and any new requests received to ensure that all subsequent signs, lines and pavements works are carried out within budgets, design standards and the Council's Parking Policy. All new requests will be batched and periodically reported to the relevant Area Committees for information.
- 5.2 It is expected that the implementation of the agreed measures for the initial 71 roads will be completed by the end of March 2016, subject to the outcome of any required statutory consultation and equality impact assessments for the introduction of yellow lines and the resolution of any objections received, inclement weather and whether any additional works will be required due to the presence of utility services in the footway.

## **6. IMPLICATIONS OF DECISION**

### **6.1 Corporate Priorities and Performance**

- 5.1 The Council will work with local, regional and national partners and strive to ensure that Barnet is the place:
  - Of opportunity, where people can further their quality of life
  - Where people are helped to help themselves
  - Where responsibility is shared, fairly
  - Where services are delivered efficiently to get value for money for the taxpayer
- 5.2 The implementation of the agreed Footway Parking options detailed in Appendix A will ensure that value for money is achieved by grouping the work into parcels of work which is more efficient to plan and manage. It will also ensure that the works is joined up with any existing planned pavement works so that both sets of work can be carried out at the same time. This will also ensure that residents are least impacted and best value is achieved.

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

- 7.1 The one off costs of the recommended options is estimated at £57K detailed in Appendix A of this report.
- 7.2 Estimated costs of the recommended option for the necessary statutory processes, including advertising, printing and all officer time which would be rechargeable, including consideration of any comments received and

report-writing will be met from reserves.

7.3 Future maintenance following implementation of the measures will be contained within existing budgets.

## **8 Social Value**

8.1 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 contracts.

## **9 Legal and Constitutional References**

9.1 The Traffic Management Act 2004 places an obligation on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

9.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

9.3 Under the Council's Constitution, 15A - Responsibility for Functions, the Environment Committee has specific responsibility in relation to parking provision and enforcement. The committee can also "(8) Authorise procurement activity within the remit of the Committee and any acceptance of variations or extensions if within budget in accordance with the responsibilities and thresholds set out in Contract Procedure Rules."

9.4 The Council's Constitution, at 15B – Delegated Authority to Officers, sets out circumstances and the manner in which delegated powers can be exercised.

## **10 Risk Management**

8.1 A risk management exercise on each scheme will be undertaken to ensure the safety of all road users is safeguarded prior to implementation.

## **9. Equalities and Diversity**

9.1 Section 149 of the Equality Act 2010 sets out the Public Sector Equality duty which requires public authorities to have due regard to the need to:

- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it



- foster good relations between persons who share a relevant protected characteristic and persons who do not share it

9.2 The relevant protected characteristics are age, race, disability, gender reassignment, pregnancy and maternity, religion or belief, sex and sexual orientation. The duty also covers marriage and civil partnership, but to a limited extent.

9.3 Where officers make a recommendation to allow footway parking, in addition to consultation on the proposed scheme, an Equality Impact Assessment will be carried out to consider any potential adverse impacts on any of the protected groups. The outcome of this will be taken into account and adjustments made as appropriate in order to make a final decision on the proposal. The Council's Parking Policy seeks to ensure that where footway parking is permitted, adequate footway width is available for use by pedestrians, wheelchair users, the less able and mothers with push chairs and buggies.

## **10. Consultation and Engagement**

12.1 Consultation and engagement with residents and Ward Councillors will be undertaken following approval of a preferred option by the Committee or Commissioning Director. Where objections are received these will be reported to this committee or Commissioning Director for consideration and resolution.

## **13. Insight**

13.1 Site survey data has been used to inform the development of the proposals.

## **14. BACKGROUND PAPERS**

14.1 PARKING POLICY 2014 - [www.barnet.gov.uk/parking](http://www.barnet.gov.uk/parking)

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**Footway Parking Scheme Programme 2015/2016**

Ref	Road Name	Ward	OPTION A			OPTION B			Recommendation Type	Further Recommendations / Comments	Cost of Recommendation
			Type of scheme for option A	Number of kerbside car spaces	Estimated Cost	Type of scheme for option B	Number of kerbside car spaces	Estimated Cost			
1	Angus Gardens NW9	Burnt Oak	Double yellow lines on one side of the road.	21	£254.00	Footway parking bays	12	£6,015.00	Option A		£ 254.00
2	Arlington Road N14	Brunswick Park	Double yellow lines on one side of the road	60	£644.00	Footway parking bays	51	£17,580.00	Option A		£ 644.00
3	Avondale Avenue EN4	Brunswick Park	Double yellow lines on one side of the road	46	£784.00	Footway parking bays	55	£58,219.00	Option A	The cost of an extra £57,000 for an additional 9 parking spaces makes Option B cost prohibitive.	£ 784.00
4	Blundell Road HA8	Burnt Oak	Alternating double yellow lines on one side of the road.	91	£1,172.00	Footway parking bays	91	£11,402.00	Option A		£ 1,172.00
71	Brookfield Avenue NW7	Mill Hill	Alternating double yellow lines on one side of the road.	30	£592.00	Footway parking bays	36	£40,214.00	Option A	The cost of an extra £39,000 for an additional 6 parking spaces makes Option B cost prohibitive.	£ 592.00
11	Bushfield Crescent HA8	Edgware	Alternating double yellow lines on one side of the road.	74	£383.00	Footway parking bays	67	£11,720.00	Option A		£ 383.00
12	Calvert Road EN5	High Barnet	Alternating double yellow lines on one side of the road.	22	£260.30	Proposed Controlled Parking Zone	22	£624.00	Option A	This road falls just outside the Chipping Barnet 'C' Controlled Parking Zone (CPZ) which operates Monday to Saturday 8am to 6.30pm, and is subject to high parking demand due to it being uncontrolled. The provision of yellow lines would decrease the parking availability, and would likely make it more difficult for residents to park, as they still would be competing for kerbside space with non-residents. Consideration could be given to introducing a CPZ in this road.	£ 260.30
13	Cardrew Avenue N12	Woodhouse	Alternating double yellow lines on one side of the road.	18	£148.00	Footway parking bays not suitable	0	£0.00	Option A		£ 148.00
15	Chase Way N14	Brunswick Park	Alternating double yellow lines on one side of the road.	32	£615.00	Footway parking bays not suitable	18	£22,474.98	Option A		£ 615.00
16	Colenso Drive NW7	Mill Hill	Alternating double yellow lines on one side of the road.	25	£553.00	Footway parking bays not suitable	0	£0.00	Option A		£ 553.00
17	Colin Close NW9	Colindale	Double yellow lines on one side of the road.	7	£110.00	Footway parking bays not suitable	0	£0.00	Option A		£ 110.00
22	Cressingham Road HA8	Burnt Oak	Alternating double yellow lines on one side of the road.	21	£301.00	Footway parking bays not suitable	0	£0.00	Option A		£ 301.00
23	Daneland EN4	East Barnet	Alternating double yellow lines on one side of the road.	73	£1,120.00	Footway parking bays	58	£15,752.00	Option A		£ 1,120.00

Ref	Road Name	Ward	OPTION A			OPTION B			Recommendation Type	Further Recommendations / Comments	Cost of Recommendation
			Type of scheme for option A	Number of kerbside car spaces	Estimated Cost	Type of scheme for option B	Number of kerbside car spaces	Estimated Cost			
25	Derwent Avenue EN4	Brunswick Park	Alternating double yellow lines on one side of the road.	50	£777.00	Footway parking bays	41	£33,694.20	Option A		£ 777.00
26	Eastholm NW11	Garden Suburb	Double yellow lines on one side of the road.	19	£412.00	Footway parking bays not suitable	0	£0.00	Option A		£ 412.00
28	Edwin Road HA8	Burnt Oak	Alternating double yellow lines on one side of the road.	15	£306.00	Footway parking bays	15	£1,867.00	Option A		£ 306.00
29	Elm Way N11	Coppetts	Double yellow lines on one side of the road and a section of double yellow lines on both sides of the road.	8	£202.00	Footway parking bays not suitable	0	£0.00	Option A		£ 202.00
30	Fortescue Road HA8	Burnt Oak	Alternating double yellow lines on one side of the road.	58	£507.00	Footway parking bays not suitable	0	£0.00	Option A		£ 507.00
31	Gallants Farm Road EN4	Brunswick Park/ East Barnet	Double yellow lines on one side of the road.	98	£1,490.00	Footway parking bays	55	£66,382.20	Option A		£ 1,490.00
33	High Street NW7	Mill Hill	Double yellow lines on one side of the road.	22	£194.00	Footway parking bays not suitable	0	£0.00	Option A		£ 194.00
34	Hillfield Avenue NW9	Colindale	Double yellow lines on side of the Road	23	£332.00	Footway parking bay signs	13	£2,288.32	Option A		£ 332.00
38	Linden Road N11	Brunswick Park	Double yellow lines on one side of the road and sections of double yellow lines on both sides of the road.	14	£291.00	Footway parking bays	14	£2,039.00	Option A		£ 291.00
39	Linthorpe Road EN4	East Barnet	Alternating double yellow lines on one side of the road.	34	£560.00	Footway parking bays	31	£16,593.00	Option A		£ 560.00
40	Lullington Garth N12	Mill Hill/Totteridge	TBC - On street survey complete	43	£460.00	Footway parking bays	N/A	£0.00	Option A		£ 460.00
41	Manor View N3	Finchley Church End	Double yellow lines on both sides of the road between East End Road and Briarfield Avenue . Double yellows on the north-western side of Manor View between Station Road and Lichfield Road .	9	£200.00	Footway parking bays on the south-eastern side of Manor View between East End Road and Briarfield Avenue N3.	4	£830.52	Option A		£ 200.00
42	Mansfield Avenue EN4	East Barnet	Yellow lines (TBC)	60	£950.00	Footway parking bays	47	£14,461.40	Option A		£ 950.00

Ref	Road Name	Ward	OPTION A			OPTION B			Recommendation Type	Further Recommendations / Comments	Cost of Recommendation
			Type of scheme for option A	Number of kerbside car spaces	Estimated Cost	Type of scheme for option B	Number of kerbside car spaces	Estimated Cost			
43	Marlborough Avenue N14	Brunswick Park	Double yellow lines on one side of the road.	19	£276.00	N/A	0	£0.00	Option A		£ 276.00
44	Orchard Gate NW9	Colindale	Double yellow lines on one side of the road and a section of double yellow lines on both side of the road.	10	£205.00	N/A	0	£0.00	Option A		£ 205.00
45	Parkside Drive HA8	Edgware	Alternating double yellow lines on one side of the road.	34	£597.00	N/A	0	£0.00	Option A	92	£ 597.00
46	Puller Road EN5	High Barnet	Double yellow lines on one side of the road.	49	£377.00	N/A	49	£2,151.00	Option A	This road falls just outside the Chipping Barnet 'C' Controlled Parking Zone (CPZ) which operates Monday to Saturday 8am to 6.30pm, and is subject to high parking demand due to it being uncontrolled. The provision of yellow lines would decrease the parking availability, and would likely make it more difficult for residents to park, as they still would be competing for kerbside space with non-residents. Consideration could be given to introducing a CPZ in this road.	£ 377.00
47	Pyecombe Corner N12	Totteridge	Double yellow lines on both side of the road.	4	£338.00	N/A	0	£0.00	Option A		£ 338.00
48	Rockways EN5	High Barnet	Alternating double yellow lines on one side of the road.	35	£548.00	N/A	0	£0.00	Option A		£ 548.00
49	Rudyard Grove NW7	Hale	Alternating double yellow lines on one side of the road	25	£281.38	Footway parking bays	23	£6,629.00	Option A		£ 281.38
50	Sebright Road EN5	High Barnet	Alternating double yellow lines on one side of the road.	38	£482.00	Controlled Parking Zone	38	£1,857.00	Option A	This road falls just outside the Chipping Barnet 'C' Controlled Parking Zone (CPZ) which operates Monday to Saturday 8am to 6.30pm, and is subject to high parking demand due to it being uncontrolled. The provision of yellow lines would decrease the parking availability, and would likely make it more difficult for residents to park, as they still would be competing for kerbside space with non-residents. Consideration could be given to introducing a CPZ in this road.	£ 482.00
52	Selvage Lane HA8	Hale/Mill Hill	Alternating double yellow lines on one side of the road.	31	£800.00	Footway parking bays	29	£8,290.00	Option A		£ 800.00
55	St Marks Close EN4	High Barnet	Double yellow lines on one side of the road.	12	£179.00	N/A	0	£0.00	Option A		£ 179.00

Ref	Road Name	Ward	OPTION A			OPTION B			Recommendation Type	Further Recommendations / Comments	Cost of Recommendation
			Type of scheme for option A	Number of kerbside car spaces	Estimated Cost	Type of scheme for option B	Number of kerbside car spaces	Estimated Cost			
56	Summit Way N14	Brunswick Park	Double yellow lines on one side of the road	44	£714.00	Footway parking bays	48	£23,424.10	Option A	The cost of an extra £22,000 for an additional 4 parking spaces makes Option B cost prohibitive.	£ 714.00
59	The Woodlands N14	Brunswick Park	Alternating double yellow lines on one side of the road.	42	£657.00	Footway parking bays	36	£14,289.80	Option A		£ 657.00
62	Victoria Road EN4	East Barnet	Double yellow lines on both sides of the road.	14	£631.00	N/A	0	£0.00	Option A		£ 631.00
65	Westholm NW11	Garden Suburb	Double yellow lines on one side of the road.	16	£328.00	No Footway Parking Possible	0	£0.00	Option A		£ 328.00
66	Westhorpe Gardens NW4	Hendon	Double yellow lines on one side of the road.	21	£250.00	No Footway Parking Possible	0	£0.00	Option A		£ 250.00
9	Bulwer Road EN5	High Barnet	Alternating double yellow lines on one side of the road.	25	£273.00	Footway parking bays	34	£34,198.00	Option A	The cost of an extra £34,000 for an additional 9 parking spaces makes Option B cost prohibitive.	£ 273.00
14	Cecil Road N14	Brunswick Park	Alternating double yellow lines on one side of the road.	32	£291.00	Footway parking bays	38	£9,829.79	Option B		£ 9,829.79
24	Dene Road N11	Brunswick Park	Alternating double yellow lines on one side of the road.	27	£339.00	Footway parking bays	39	£41,277.00	Option A	The cost of an extra £41,000 for an additional 11 parking spaces makes Option B cost prohibitive.	£ 339.00
37	Laleham Avenue NW7	Hale	Double yellow lines on one side of the road.	29	£310.00	Footway parking bays	57	£55,217.00	Option A	The cost of an extra £54,000 for an additional 28 parking spaces makes Option B cost prohibitive.	£ 310.00
61	Vernon Crescent EN4	East Barnet	Alternating double yellow lines on one side of the road and sections of double yellow lines on both sides of the road.	26	£698.00	Footway parking bays and double yellow lines	54	£44,685.00	Option A	The cost of an extra £44,000 for an additional 26 parking spaces makes Option B cost prohibitive.	£ 698.00
67	Woodfield Avenue NW9	Colindale	Alternating double yellow lines on one side of the road.	28	£384.00	Footway parking bays	36	£40,716.00	Option A	The cost of an extra £40,000 for an additional 8 parking spaces makes Option B cost prohibitive.	£ 384.00
68	Wycherley Crescent EN4	Oakleigh	Double yellow lines on one side of the road.	21	£441.00	Footway parking bays	26	£29,713.00	Option A	The cost of an extra £29,000 for an additional 5 parking spaces makes Option B cost prohibitive.	£ 441.00
58	The Meads HA8	Hale	Double yellow lines on one side or both side of the road.	6	£0.00	Footway parking bays	55	£7,203.00	Option B		£ 7,203.00
60	Twineham Green N12	Totteridge	Footway parking bays and double yellow lines.	9	£0.00	Footway Parking bays	9	£17,452.00	Option B		£ 17,452.00

Ref	Road Name	Ward	OPTION A			OPTION B			Recommendation Type	Further Recommendations / Comments	Cost of Recommendation
			Type of scheme for option A	Number of kerbside car spaces	Estimated Cost	Type of scheme for option B	Number of kerbside car spaces	Estimated Cost			
5	Brim Hill N2	East Finchley	N/A	0	£0.00	N/A	0	£0.00	Option C - No action is needed or not appropriate	This road falls within the East Finchley 'M' Controlled Parking Zone, part of which operates Monday to Friday 2pm to 3pm, and part operates Monday to Saturday 10am to 6.30pm. Parking places are marked out on the highway and no footway parking issues were noted during Officers' investigations	£ -
6	Broadfields Avenue HA8	Edgware	N/A	0	£0.00	N/A	0	£0.00	Option C - No action is needed or not appropriate	This road is being investigated for possible waiting restrictions or CPZ extension. Cllr Gordon at the October Area Committee advised they will look into the preferred options at that committee. No further action for the Environment Committee	£ -
8	Brunswick Grove N11	Brunswick Park	N/A	0	£0.00	N/A	0	£0.00	Option C - No action is needed or not appropriate	No footway parking issue was apparent on site visits. The road is wide enough to allow parking on both sides without causing traffic flow problems	£ -
21	Crescent Road N11	Coppetts	N/A	0	£0.00	N/A	0	£0.00	Option C - No action is needed or not appropriate	No footway parking issue was apparent on site visits	£ -
70	Daws Lane NW7	Mill Hill	N/A	0	£0.00	N/A	0	£0.00	Option C - No action is needed or not appropriate	No footway parking issue was apparent on site visits	£ -
32	Hendon Wood Lane NW7	Underhill/Hale	N/A	0	£3,509.00	N/A	0	£0.00	Option C - No action is needed or not appropriate	This road is rural in nature, with existing white lines on both sides along the length of the road. No footway parking issues were noted upon Officer investigations. No action is considered necessary.	£ -
35	Hillside Gardens EN5	Underhill	No action is required as this section of Hillside Gardens is wide enough to accommodate parking on both sides of road without causing any major obstruction issues.	0	£0.00	No action is required as this section of Hillside Gardens is wide enough to accommodate parking on both sides of road without causing any major obstruction issues.	0	£0.00	Option C - No action is needed or not appropriate	Part of this road falls within the Chipping Barnet 'C' Controlled Parking Zone, which operates Monday to Saturday 8am to 6.30pm. In the CPZ parking places are marked out on the highway and no footway parking issues were noted during Officers' investigations. Outside of the CPZ, although some vehicles were seen to be parked partially on the footway, it is considered that there is no need for motorists to do this and that traffic can flow even if parked fully in the road.	£ -
54	Southbourne Crescent NW9	Colindale	No further action	0					Option C - No action is needed or not appropriate	Road is wide enough to allow parking on both sides. No action needed	£ -
57	Sunny Gardens Road NW4	Hendon		0	£0.00		0	£0.00	Option C - No action is needed or not appropriate	Footway parking bays currently in operation. No opportunity to increase further parking space	£ -

Ref	Road Name	Ward	OPTION A			OPTION B			Recommendation Type	Further Recommendations / Comments	Cost of Recommendation
			Type of scheme for option A	Number of kerbside car spaces	Estimated Cost	Type of scheme for option B	Number of kerbside car spaces	Estimated Cost			
27	Edrick Walk HA8	Hale	Double yellow lines on both sides of the road.	0	£364.00	N/A	0		<b>Option D - Investigate alternative option</b>	Due to the narrowness of the public carriageway and the public footpath it is not possible to provide parking on street parking. However there are sections off street along Walter Walk where vehicles can park. <b>Recommendation</b> to seek permission from Housing for the grassed areas managed by housing to allow parking with the aid of Grass Crete.	TBC
36	Kirton Walk HA8	Burnt Oak	Double yellow lines on both side of the road	0	£153.00	N/A	2		<b>Option D - Investigate alternative option</b>	Due to the narrowness of the public carriageway and the public footpath it is not possible to provide parking on street parking. However there are sections off street along Kirton Walk where vehicles can park. <b>Recommendation</b> to seek permission for proposed Grass Crete on grassland managed by housing/ Green spaces. There is also an opportunity for the grassed areas managed by housing to allow parking with the aid of grass Crete.	TBC
64	Walter Walk HA8	Hale	Double yellow lines on both sides of the road.	0	£0.00	2 Wheek Footway Parking available	0		<b>Option D - Investigate alternative option</b>	No parking is possible due to the width of the road, there are parking spaces on Walter street nearby for 10 spaces. Recommendation for further investigation of grass verges nearby owned by Housing to be converted to footway parking bays.	TBC
7	Brookhill Road EN4	East Barnet	TBC	0	£0.00	TBC	0		<b>TBC</b>	Recommendation will be agreed by Commissioning Director, Environment	TBC
10	Burlington Rise EN4	Brunswick Park	TBC - On street survey complete	0	£0.00	TBC - On street survey complete	0		<b>TBC</b>	Recommendation will be agreed by Commissioning Director, Environment	TBC
18	Colney Hatch Lane N11	Coppetts	Double yellow lines on side of the Road	0	£0.00	Footway parking bays	0		<b>TBC</b>	Recommendation will be agreed by Commissioning Director, Environment	TBC
19	Courthouse Gardens N3	West Finchley	Double yellow lines on one side of the road	20	£265.00	Footway parking bays	20		<b>TBC</b>	Recommendation will be agreed by Commissioning Director, Environment	TBC
20	Courthouse Road N3	West Finchley	Double yellow lines on one side of the road	33	£473.00	Footway parking bays	21		<b>TBC</b>	Recommendation will be agreed by Commissioning Director, Environment	TBC
69	Hammers Lane NW7	Mill Hill	TBC - On street survey complete	0	£0.00	TBC - On street survey complete	0		<b>TBC</b>	Recommendation will be agreed by Commissioning Director, Environment	TBC
51	Sellwood Drive EN5	Underhill	Alternating double yellow lines on one side of the road.	26	£624.00		0		<b>TBC</b>	Recommendation will be agreed by Commissioning Director, Environment	TBC
53	Silkfield Road NW9	Colindale	Alternating double yellow lines on one side of the road.	<b>TBC - On street survey complete</b>	£0.00	Footway parking bays	<b>TBC - On street survey complete</b>		<b>TBC</b>	Recommendation will be agreed by Commissioning Director, Environment	TBC
63	Vyse Close EN5	Underhill	Double yellow lines on both sides of the road.	2	£242.00	N/A	0		<b>TBC</b>	Recommendation will be agreed by Commissioning Director, Environment	TBC
<b>Total Cost £ 57,210.47</b>											



## Appendix B

### List of 71 Roads

Backlog of Roads Footway Parking		
Ref	Street name	Post Code
1	Angus Gardens	NW9
2	Arlington Road	N14
3	Avondale Ave	EN4
4	Blundell Road	HA8
5	Brim Hill	N2
6	Broadfields Avenue	HA8
7	Brookhill Road	EN4
8	Brunswick Grove	N20
9	Bulwer Road	EN5
10	Burlington Rise	EN4
11	Bushfield Crescent	HA8
12	Calvert Road	EN5
13	Cardrew Ave	N12
14	Cecil Park	
15	Chase way	N14
16	Colenso Drive	NW7
17	Colin Close	NW9
18	Colny Hatch Lane	N11
19	Courthouse Gardens	N3
20	Courthouse Road	N3
21	Crescent Road	N11

22	CRESSINGHAM ROAD	HA8
23	Daneland	EN4
24	Dene Road	N11
25	Derwent Avenue	EN4
26	Eastholm	NW11
27	Edrick Walk	HA8
28	EDWIN ROAD	HA8
29	Elm Way	N11
30	Fortescue Road	HA8
31	Gallants Farm Road	EN4
32	Hendon Wood Lane	NW7
33	High Street	NW7
34	Hillfield Road	NW9
35	Hillside gardens OS CPZ	EN5
36	Kirton Walk	HA8
37	Laleham Avenue	NW7
38	Linden Road	N11
39	Linthorpe Road.	EN4
40	Lullington Garth	N12
41	Manor View	N3
42	Mansfield Avenue	EN4
43	Marlborough Avenue	N14
44	Orchard Gate	NW9
45	Parkside Drive	HA8
46	Puller Road	EN5

47	Pyecombe Corner	N12
48	Rockways	EN5
49	Rudyard Grove	NW7
50	Sebright Road	EN5
51	Sellwood drive	EN5
52	Selvage Lane	HA8
53	Silkfield Road	NW9
54	Southbourne Crescent	NW4
55	St Marks Close	EN4
56	Summit Way	N14
57	Sunny Gardens Road (out of CPZ)	NW4
58	The Meads	HA8
59	The Woodland	N14
60	Twineham Green	N12
61	Vernon Crescent	EN4
62	Victoria Road	EN4
63	Vyse Close	EN5
64	Walter Walk	HA8
65	Westholm	NW11
66	Westhorpe Gardens	NW4
67	Woodfield Avenue	NW9
68	Wycherely Crescent	EN4

**Reviews of Footway parking from Consultation Comments**

69	Hammers Lane	NW7
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70	Daws Lane	NW7
71	Brookfield Avenue	NW7
72	Edgeworth Close	

	<p><b>Environment Committee</b></p> <p><b>10 November 2015</b></p>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Highway Network Recovery Planned Maintenance Programme and LIP and Section 106 2015-16 Qtr. 2 Update</b></p>
<p><b>Report of</b></p>	<p>Commissioning Director for Environment</p>
<p><b>Wards</b></p>	<p>All</p>
<p><b>Status</b></p>	<p>Public</p>
<p><b>Urgent</b></p>	<p>No</p>
<p><b>Key</b></p>	<p>No</p>
<p><b>Enclosures</b></p>	<p>Appendix A: Q2 List of Planned Maintenance Schemes Appendix B: Q2 List of Section 106 Schemes Appendix C: Q2 List of LIP Schemes</p>
<p><b>Officer Contact Details</b></p>	<p>Chris Chrysostomou, <a href="mailto:chris.chrysostomou@barnet.gov.uk">chris.chrysostomou@barnet.gov.uk</a></p>

### Summary

This report updates the Committee on progress during the first 6 months delivering the 2015-16 Network Recovery Plan (NRP) Highways Planned Maintenance programme, year 1 of an agreed £50m 5 year funded strategy. The year 1 works investment is £13.56m. It also reports on progress on the Local Implementation Plan (LIP) and Section 106 schemes at the end of Quarter 2.

### Recommendations

1. That the Environment Committee note the list of carriageway and footway planned maintenance schemes completed in the first two quarters of the financial year, shown in Appendix A.
2. That the Environment Committee note the list of Section 106 schemes completed in the first two quarters of the financial year, shown in Appendix B.

**3. That the Environment Committee note the list of Local Implementation Plan (LIP) schemes completed in the first two quarters of the financial year, shown in Appendix C.**

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

- 1.1 This report is needed to provide the Committee with an update on the progress of the 2015-2016 Network Recovery Plan Highway Planned Maintenance programme along with progress on LIP and Section 106 schemes at the end of quarter 2 i.e. the first 6 months of Year 1 of the 5 Year programme. Appendix A shows the progress on the Highway Network Recovery Planned Maintenance schemes.
- 1.2 The July Environment Committee report on the Highways Planned Maintenance Programme was presented by the Commissioning Director for Environment. The Committee agreed the list of roads for each treatment and the paragraphs below provide an update on the schemes completed during the first two quarters of the year.
- (i) Principal Road Resurfacing Programme. All 6 schemes on this programme have been completed; the cost of the works paid to the contractor is £862K.
  - (ii) Network Recovery Road Resurfacing Programme. All 23 schemes have been completed; the cost of the works paid to the contractor is £1,505K from investment over 5 years.
  - (iii) Network Recovery Micro Asphalt Programme. Out of a total of 82 schemes, 23 have been completed so far in Q2. Appendix A provides a ward by ward list of the completed schemes. The total cost of the works paid so far is £345K. These works are weather and temperature sensitive and the contractor is anticipated to stop this treatment by the second week of November. A further 31 schemes are expected to be completed in the current programme, but due to delays in implementation, plant breakdowns and inclement weather the remaining 28 schemes are expected to be deferred to the next micro asphalt season, starting in March 2016.
  - (iv) Network Recovery Surface Dressing Programme. This programme has been completed by September with only some remedial work outstanding on some schemes, such as additional sweeping and replacement of any missing roadmarkings. Of a total of 139 schemes, 127 have been completed so far, the remaining 12 being deferred due to conflict with utility works. The 12 deferred schemes will be rolled into the 2016/17 programme. Appendix A provides a ward by ward list of the completed schemes. The total cost of the works paid so far is £1,970K.
  - (v) Network Recovery Footway Relay Programme. This programme is ongoing throughout the year and, at the time of writing this report, of a

total of 76 schemes, 42 have been completed so far. The remaining schemes are programmed to be completed by the end of this financial year. The total cost of the works paid so far is £2,540K. These figures include the 2 footway schemes that are funded by the LIP funding.

1.3 Good progress has been made on the other aspects of Network Recovery Plan, as follows:

(i) On the Bridges and Structures, the load assessment of 40 structures is well underway and the results for the first group of 20 are expected in November, with the remaining 20 structures in March 2016. Preliminary results show no major failings on 5 reports; 1 failure requiring further detailed assessment; intrusive testing required for 7, and a further 5 requiring underwater inspections.

(ii) Roadmarkings. A Borough wide roadmarkings renewal programme is under way with all the zebra crossing markings in the Borough completed in the summer. All remaining signalised crossings are currently being renewed, together with the road markings on all principal and main roads and will be completed by March 2016.

(iii) Drainage. A walked survey on the Decoy Brook has been carried out and a study of the catchment area is under way. The preliminary report on the outcome of this study is expected by the middle of November 2015 which will recommend measures that could be taken to alleviate the flooding.

1.4 A planned maintenance work programme for 2016/17 will be recommended to the January 2016 Environment Committee to ensure that the necessary Work Permits and contractor programming arrangements can be in place for maintenance works to commence promptly in April 2016.

1.5 The £2m list of additional footway schemes will be recommended to the January 2016 Environment Committee, but these are not likely to be commenced until March 2016 rolling forward in to the next financial year.

1.6 Appendix B shows the progress on the following Section 106 schemes:-

- Aerodrome Road – zebra crossing
- ETX Chaim School – school keep clear, parking review, dropped kerbs and pedestrian refuge
- Wren Academy – zebra crossing, school keep clear and pedestrian refuge
- Archers Academy – zebra crossing
- Perryfield Way, West Hendon – zebra crossing

1.7 Appendix C shows the progress on the Local Implementation Plan (LIP) funded projects.

## **2. REASONS FOR RECOMMENDATION**

2.1 The recommendations are required to confirm approval for operational adjustments to the programme content, including deferred and additional

schemes, arising from changes to budget apportionments, clarification of operational details and actual contractor costs.

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

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

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

The agreed programme will continue to be implemented and the programme for year 2 of the Network Recovery Plan will be submitted to the January 2016 Environment Committee.

### **5. IMPLICATIONS OF DECISION**

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

5.1.1 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.

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

5.2.1 The £13.6m of highways maintenance programme will be funded from the £15m agreed in the capital programme in March 2015 by Full Council.

5.2.2 The Network Recovery Plan planned maintenance programme as informed by the Operational Network Hierarchy will support optimum value for money from expenditure for LBB Highway Maintenance Managed Budgets.

- cost effective whole life costs (over 20 years) through maintenance treatments suited to the road/footway conditions, in particular instances of footway parking and vehicle overrun.
- cost effective use of preventative treatments that seal the surface and fill in early stage defects to prevent further reactive repairs at a later date.
- a positive transformation from costly and disruptive reactive maintenance 'patching' to planned maintenance
- reducing LBB financial risk of insurance claim incidences.



### 5.3 **Social Value**

The Public Services (Social Value) Act 2013 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 contracts.

### 5.4 **Legal and Constitutional References**

5.4.1 Highway Maintenance is a statutory duty under the Highways and Traffic Management Acts.

5.4.2 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.

### 5.5 **Risk Management**

5.5.1 The Operational Network Hierarchy that is being used to formulate the Network Recovery Plan programme is a key element of the risk management approach.

### 5.6 **Equalities and Diversity**

5.6.1 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.

5.6.2 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.

## **5.7 Consultation and Engagement**

5.7.1 The Network Recovery Planned Maintenance programme is subject to suitable advanced and ongoing communications with local members and residents in roads or footways affected by the works.

5.7.2 The current planned maintenance programme is included on the LBB Website.

## **5.8 Insight**

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

## **6. BACKGROUND PAPERS**

6.1 Environment Committee 15<sup>th</sup> July 2015 Highway Network Recovery Planned Maintenance Programme 2015-16 Qtr.1 Update.

# Environment Committee 10<sup>th</sup> November 2015: Appendix A – Highway Network Recovery Planned Maintenance

Q2: PRINCIPAL ROAD RESURFACING: Work Completed
Finchley Road Cricklewood Road Jct
Golders Green Road - Hodford Road to Hoop Lane
Fortis Green - A1000 High Road East Finchley to Twyford Avenue
Totteridge Village - Limes Grove to Grange Avenue
High Road Whetstone - Baxendale to Chandos Avenue
Deansbrook Road - Roundabout, Orange Hill Road/Deans Lane/ Deansbrook Road

Q2: NETWORK RECOVERY RESURFACING: Work Completed
Myddelton Park - A109 To B550
Hillside Gardens - Mays Lane To 32
Dury Road - A1000 To Hadley Green Road
Hadley Road - Potters Road To Bakers Hill
Bosworth Road - Woodville Road To End
Park Avenue - Park Avenue From The Park To Park Drive
Park Drive
The Park
Wentworth Road - From The Avenue To Byng Road

Somerton Road - Somerton Road From Dersingham Road To Claremont Road
Oak Grove - Oak Grove From A407 To End
Green Walk - Bell Lane To End
Orchard Drive - Orchard Drive From Kings Drive To End
Richmond Road - Richmond Road From Lyonsdown Road To Gloucester Road
The Ridgeway - Ballards Lane To End
Partingdale Lane - Reading Way To Partingdale Lane Near Partingdale Lodge
Engle Park - Bittacy Hill To Bittacy Rise
Victoria Road - Victoria Road From Lawrence Street To Albert Road
Flower Lane - Bunns Lane To End
Barnet Lane - Mays Lane To Ward Boundary
Golders Green Crescent
Montpelier Road - Long Lane To Avondale Road
Rawlins Close - Hendon Lane To End

**Q2 - NETWORK RECOVERY MICRO ASPHALT SURFACING: Work Completed by Ward**

<b>BRUNSWICK PARK – Micro Asphalt</b>	
The Avenue	Falkland Avenue

<b>EAST BARNET – Micro Asphalt</b>	
Church Hill Road	Belmont Avenue
Jackson Road	Heddon Court Avenue

Rosslyn Avenue	Ibsley Way
Brookside	Carson Road
Ridgeway Avenue B193 to Bohun Grove	Langford Road
Ridgeway Ave Bohun Grove to end	Wilton Road
Ashurst Road	Mansfield Avenue
Bohun Grove	Shurland Avenue
Doggetts Close	Lancaster Road
Windsor Drive	

**EAST BARNET/ BRUNSWICK PARK – Micro Asphalt**

Burlington Rise

**EAST FINCHLEY – Micro Asphalt**

Pulham Avenue

**Q2 - NETWORK RECOVERY SURFACE DRESSING: Work Completed by Ward**

**BRUNSWICK PARK – Surface Dressing**

Coppies Grove	Burleigh Gardens
Marne Avenue	Cowper Road
Marshalls Close	East Walk
Friars Walk	Cecil Road 1 of 2
Oakdale	Chase Way

West Walk	Whitehouse Way
Arlington Road	

<b>BURNT OAK – Surface Dressing</b>	
Boston Road	Gaskarth Road
Briar Walk	Gilbert Grove
Eversfield Gardens	Goldbeaters Grove
Grange Road	

<b>CHILDS HILL – Surface Dressing</b>	
Basing Hill	Horton Avenue
Powis Gardens	Howard Close
West Heath Drive	Rodborough Road
Church Walk	Woodstock Road

<b>COLINDALE – Surface Dressing</b>	
Annesley Avenue	Colin Drive NW9
Colin Gardens	Corner Mead
Crossway	Rivington Crescent
Lynton Avenue	Rookery Way

<b>EAST BARNET – Surface Dressing</b>	
Fordham Road	Ecclestone Close
Hamilton Road	St Wilfreds Road

Vernon Crescent	Welbeck Road
Berkley Crescent	

<b>EAST FINCHLEY – Surface Dressing</b>	
Baronsmere Road	Manor Cottages Approach
Font Hills	

<b>EDGWARE – Surface Dressing</b>	
Blackwell Gardens	Hillersdon Avenue
Heather Walk	Stream Lane

<b>FINCHLEY CHURCH END – Surface Dressing</b>	
Fitzalan Road	

<b>GOLDERS GREEN – Surface Dressing</b>	
Highfield Road	Brookside Road
Oakfields Road	Gloucester Gardens
Pennine Lane	Hamilton Road
Western Avenue	

<b>HALE – Surface Dressing</b>	
Luther Close	Mount View
Mount Grove	

<b>HENDON – Surface Dressing</b>	
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Danescroft Avenue	Selborne Gardens
Green Lane	Southbourne Crescent
Glebe Crescent	Westchester Drive
North Street	

<b>HIGH BARNET – Surface Dressing</b>	
Kingsmead	Ravenscroft Park
Martins Mount	Rowley Green Road
Potters Road	Tudor Road
Shaftesbury Avenue	Victors Way
Camlet Way	Barnet Gate Lane
East View	

<b>MILL HILL – Surface Dressing</b>	
Bittacy Rise	Uphill Road
Reddings Close	Vineyard Avenue
Lawrence Gardens	Wise Lane 1 of 2
Tithe Walk	Bittacy Road
Rowlands Close	

<b>OAKLEIGH – Surface Dressing</b>	
Somerset Road	Wycherley Crescent
Willenhall Avenue	Northumberland Road
Queens Avenue	Pank Avenue



Raydean	Western Parade
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<b>TOTTERIDGE – Surface Dressing</b>	
Brook Meadow	Great Bushey Drive
Coppice Walk	Guildown Avenue
Grange Avenue	Oaklands Road

<b>UNDERHILL – Surface Dressing</b>	
Bells Hill	Redwood Way
Elton Avenue	The Croft

<b>WEST FINCHLEY – Surface Dressing</b>	
Abingdon Road	Park Avenue
Lodge Lane	Willow Way
Oakfield Road	

<b>WEST HENDON – Surface Dressing</b>	
Edgeworth Crescent	Talbot Crescent
Mount Road	Malcolm Crescent
Rundell Crescent	Shirehall Lane
Algernon Road	Vaughan Avenue
Edgeworth Close	Brent View Road
Layfield Crescent	Edgeworth Avenue
Neeld Crescent	Haley Road

St Davids Place	Shirehall Close
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<b>Q2: NETWORK RECOVERY FOOTWAY RELAYS: Work Completed</b>	
Shirehall Park - Worst Remaining Sections	
Mayfield Gardens - Shirehall Park To Shirehall Lane	
Allandale Avenue - Worst Section - A598 To Waverly Grove	
Hendon Avenue - Worst Section - Dollis Avenue To Village Road	
Kinloss Gardens - Worst Section Start Of Splitter Island	
Springfield Close - Worst Section	
Netherfield Road - Worst Section - Nether Street To End	
Abercorn Road - Worst Section - B1462 To Frith Lane	
Colin Close - Worst Section	
Albert Road - Worst Section - From B1461 To Victoria Road	
Colindeep Gardens - Worst Section Endersleigh Gardens To End	
Athenaeum Road - Worst Section - Oakleigh Park North To A1000	
Cressingham Road - Worst Section	
Flower Lane - Worst Section - Bunns Lane To End	
Richmond Gardens - Worst Section - A41 To End	
Escot Way - Worst Section - Endersby Road To Denton Close	
Pyecombe Corner - Worst Section - Cissbury Ring North To End	
Edgeworth Crescent - Worst Section	

Renters Avenue - (From Lc 28 Shirehall Lane To 75 Renters Avenue)
Rowlands Close - Worst Section - Rowlands Close To End
Downage - Worst Section - A1 To B552
Goldbeaters Grove - Worst Section
Cambridge Gardens - Worst Section
Chessington Avenue - Worst Section - Charter Way A598 To End
Golda Close - Worst Section - Mays Lane To End
Marriotts Close - Worst Section - Marsh Drive To End
Summers Lane - Worst Section From Sunny Way To Woodgrange Avenue
Sunny Gardens Road - Worst Section - A1 To End
Rowley Lane - Worst Section - Barnet Road To Newark Green

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# Environment Committee 10<sup>th</sup> November 2015:

## Appendix B – Section 106 Schemes

Q2: SECTION 106 WORKS	
<p>BC000156-HTC S106 382 Aerodrome Road:-</p> <p>Installation of Zebra Crossing</p>	<p>Detail Design in progress and adjusted in order to comply with street lighting requirements. The Road Safety Audit is currently being prepared. A public consultation on the proposals will be distributed in the local area in November 2015 and the implementation date will depend on the outcome of the consultation and any external works in the area (waiting for information regarding connections to be made at Peel Centre Scheme and Affinity Water works along Aerodrome Rd). Implementation is programmed by the end of the financial year depending on the above.</p>
<p>BC-000186 ETZ Chaim School:-</p> <ol style="list-style-type: none"> <li>(1) Implementation of school keep clear (“SKC”) crossing markings, review of on-street parking on neighbouring roads and implementation of additional waiting restrictions that may include the extension of existing controlled parking zone (“CPZ”) together with making or amending the associated existing traffic orders; and</li> <li>(2) Implementation of dropped kerbs and alterations to the existing refuge at the junction of Daws Lane and Wise Lane.</li> </ol>	<p>DPR signed in order to undertake an initial feasibility study confirming the pedestrian improvements on Daws Lane. It is necessary to seek additional funding to deliver an improved crossing facility at the location (current funding of £3,225 is insufficient to implement any feasibility study outcome). Implementation will be dependent on additional funding.</p>
<p>BC000662 S106 Wren Academy:-</p> <ol style="list-style-type: none"> <li>(1) the introduction of a zebra crossing on Woodhouse Road east of the junction with Crescent Way;</li> <li>(2) the introduction of a pedestrian refuge island on Woodhouse Road west of Hilton Avenue and enhancements to existing pedestrian crossing points on Hilton Avenue;</li> <li>(3) the provision of a right turning lane into the new entrance for the Wren Academy School;</li> </ol>	<p>Works are currently on site. The scheme was revised following the public consultation, and the school keep clear markings and waiting restrictions will be introduced on an experimental basis.</p>

<p>(4) the provision of school keep clear markings on the northern side of Woodhouse Road outside the new entrance to the Wren Academy and on Woodhouse Road at the junction with the eastern side of Hilton Avenue;</p> <p>(5) the provision of 'At any time' (double yellow lines) waiting restrictions on the northern side of Woodhouse Road west of the junction with Hilton Avenue;</p> <p>(6) the provision of 'At any time' (double yellow lines) waiting restrictions on the southern side of Woodhouse Road opposite its junction with Hilton Avenue.</p> <p>(7) Improvements to bus stop accessibility at the westbound bus stop on Woodhouse Road, east of the junction with Crescent Way, which includes raising the kerb height and installing bus stop cage and clearway markings.</p>	
<p>BC000663 S106 Archers Academy:-</p> <p>(1) The requirement for improved crossing facilities for Archer School was based on the fact that the School will eventually be based on 2 sites with students and staff transferring between them. Alternatives across East End Road.</p> <p>(2) Installations of bollards on the existing pedestrian bridge on Stanley Road.</p>	<p>Options Study has proposed zebra crossing facilities in two different areas (3 options in the proximity of Stanley Rd and 3 options in the proximity of Market Place /Deanery Close). A Road Safety Audit Stage 1 is to be carried out. LBB Street Lighting department has been contacted in order to add their requirements to the study. Implementation is programmed by September 2016 for the crossing facilities.</p>
<p>BC000714 S106 West Hendon_Perryfield Way:-</p> <p>Installation of Zebra Crossing</p>	<p>Detail Design has been finalised and the Road Safety Audit Stage 2 report is being completed. Consultation to be made in November 2015 and an implementation date will depend on the number of objections received after consultation and subject to the permit application.</p>

# Environment Committee 10<sup>th</sup> November 2015:

## Appendix C – LIP Schemes

Corridors Neighbourhoods & supporting Measures Schemes	LIP Funding 15/16 (£k)	% complete (by value)	Progress Quarter 2
North Finchley Cleaner Air Project	20	0%	Partial match funding to Mayor's Air Quality Fund Work being progressed separately
Electric Vehicle Charging Points	50	53%	The preparatory work was undertaken from 14/15 funding and an order placed in Sept 2015 for supply of 8 charging points at the following locations:- Bunns Lane Car Park (Mill Hill), East Finchley High Road, Finchley Road (Temple Fortune), and Lodge Lane Car Park. Installation complete and awaiting commissioning.
Cycle training	100	40%	11 schools (13 courses) and a holiday club have received cycle training to date. Another 33 schools (39 courses) are booked in and two courses will also be run at Hendon school during the October half term. 121 adults have received one to one adult cycle training to date and a separate 16 family cycle training sessions have also been delivered. Adult and child cycle training is funded through LIP (£100K) and the Borough Cycle Programme (£58K). Progress relates to combined programme.
Parking reviews	100	19%	There is a continued programme of parking reviews and progress of schemes is identified in table 2 below.
Disabled parking provision	100	38%	Assessment and implementation in response to requests continues.
Implement outcomes of cycle route signage review	25	20%	The orders previously placed for signage works are pending approvals for sign installation on lamp columns. A scheme to implement signage improvements on existing routes in the Dollis Valley and Edgware is underway.
Traffic management and accident reduction	500	31%	Progress in delivering Traffic Management and Accident Reduction schemes is identified in table 3 below. Cost benefit assessment carried out to prioritise programme – see table 4.
Cycle routes	400	5%	Work being undertaken on Silkstream Route (Edgware - BO/Colindale), Cricklewood to Golders Green to East Finchley, Mayoral Quietways and a

			<p>draft document on Cycle strategy produced.</p> <p>The proposals identified in the programme and are not expected to fully utilise available 15/16 funding. Design work for improvements to bridges on Dollis Valley route (Oakdene Park) might be added to programme in mitigation but some reallocation of funds may be required.</p>
Cycle parking	20	1%	<p>Work being done in response to requests, and identified demand. Additional funding (£107k) is provided by the London Mayor's Borough Cycle programme and is addressing provision of residential cycle parking at locations that have been identified by Barnet Homes, as well as supplementing on-street provision.</p>
School Travel schemes, Various locations borough wide	500	8%	<p>Progress of individual schemes is identified in table 5 below.</p>
Local Access and Accessibility Improvements	100	16%	<p>Work being done in response to specific requests and in conjunction with surfacing schemes.</p>
Town Centre proposals - Town centre de-cluttering	50	1%	<p>The following Neighbourhood Centres are being de-cluttered:-</p> <ul style="list-style-type: none"> <li>• Apex Corner</li> <li>• Colney Hatch Lane</li> <li>• Deansbrook Road</li> <li>• Golders Green Road</li> <li>• Hale Lane</li> <li>• Hampden Square</li> <li>• Great North Road, New Barnet</li> <li>• New Southgate</li> <li>• Holders Hill Circus</li> </ul>
Town Centre proposals - Chipping Barnet.	90	1%	<p>Consultation and experimental provision commissioned in September and programmed for 2015/16.</p> <p>Work to include the introduction of restricted turns to facilitate junction improvement with improved pedestrian facilities; review bus stops /bus stand positions/ turning arrangements into Park Road on High Street south of Wood Street junction to reduce congestion, initially on an experimental basis.</p>
Town Centre proposal Finchley Central junction and station approach improvements	90	2%	<p>Feasibility study undertaken 2014/15. Scope of 2015/16 work to be finalised, although this has been delayed and is behind programme.</p>



Development of proposals/TfL liaison/Monitoring etc	50	50%	Liaison, monitoring, etc, continues.
Bus stop accessibility improvements (boroughwide)	50 +(400)	89% (of the 50K)	109 bus stop locations identified so far with 4 implemented, 5 on site, 44 designs completed, 51 designs in progress, and 5 checked and no work required. TfL have dedicated some £400k of additional funding and additional locations are being identified.
Travel Planning resources	400	37%	<p>32 Schools signed up from September 2015 for Junior Travel Ambassadors programme with 98 children as JTAs; 4 Schools signed up from September 2015 for Youth Travel Ambassadors programme with 15 children as YTAs; 12 previously non-engaged schools are now engaged schools; 16 schools will retain Silver STARS (Sustainable Travel; Active, Responsible, Safe) in 2016; 18 schools will retain Gold STARS (Sustainable Travel; Active, Responsible, Safe) in 2016; 7 School Travel Plan Champion Assemblies booked with 2 already delivered; 88 schools will receive their STARS (Sustainable Travel; Active, Responsible, Safe) awards this term – 23 Gold, 16 Silver and 49 Bronze. 25 schools received their awards at the TfL Regional events in October 2015.</p> <p>Out of 3 Regional STARS awards for School Travel Plan Champions at the TFL STARS award events , 1 Barnet STPC was awarded Winner of the Long Serving STPC Award and another was the Winner of the STPC of the Region.</p> <p>6 Barnet schools have been shortlisted and will receive awards for being Schools of Excellence in Walking, Cycling, Pupil Led, Initiative Projects, Youth Travel Ambassadors and Promotion at TfL's Top Schools event in November 2015.</p>
Road safety Education, Training and Publicity	200	44%	<p>Events included:-</p> <p>15 6th forms and 1 college attended Safe Drive Stay Alive Barnet – a hard hitting Young Driver event with approximately 1750 students in total.</p> <p>The Riot Act road safety theatre show performed to year 7 students in 16 schools in the borough-approximately 2500 pupils in total.</p> <p>May 27th was the second Tyresafe Day at NLBP - 56 car tyres checked and 16 one to one checks at the Car Clinic.</p> <p>Zig Zag Banner Campaign – 14 schools participated</p>

			<p>in Summer Term 15. Bookings in place for 2015/16.</p> <p>I am A Park King parent parking pledge campaign launched in 3 pilot schools. Local Police teams and the Safer Transport Teams patrolled with Road Safety Education Officer and school representatives. Assemblies held and officers presented the programme at TfL Pan London event.</p> <p>10 schools borrowed the Road Safety Tool Box to use in their nursery and reception classes in Summer Term 15. Bookings in place for 15/16.</p> <p>Transition magazine Stepping Up! was distributed to every pupil in year 6 giving key road safety and sustainable travel messages.</p> <p>Promotion of re-launched Children's Traffic Club and a Parents' Road Safety coffee morning held.</p>
Cycling/walking promotion	25	100%	<p>The Bikeit Officer has been working intensively with 12 schools in the 14/15 academic year enabling them to participate in a wide range of activities – Bikers Breakfast, Bling your Bike, Cycling Audit, assemblies, competitions etc.</p> <p>A further 12 schools (2 secondary and 10 primary) have been recruited to become the 2 new Bikeit hubs for intensive support in 15/16. The 14/15 schools will continue to be supported and encouraged to run cycling promotion activities.</p> <p>Borough Activities to support and promote cycling and walking (match funding of Sustrans Bike-it + officer in schools) Additional funding from Travel Planning resources is used to allow 2 Bikeit Hubs in Barnet.</p> <p>15/16 order for Bike-it plus being placed imminently – (£25k from here - £8.5k from Travel Planning resources).</p>
Support for cycling	20	100%	Draft document produced, partly funding of cycle strategy development.
Roads task force response	50	0%	Work with TfL has progressed with less support than has been expected and only £10k likely to be required. Proposal to reallocate funds to complete 14/15 review of width restriction /VAS projects.
Borough transport modelling	100	50%	Study related to phase 1 junctions almost complete and the study to be commissioned for phase 2 junctions. Developing proposals for major works to support growth and reduce congestion.

CPC Safer Urban Driver Training	1	0%	Allocation of funding for training for borough fleet drivers - details confirmed to Borough Fleet Transport who will arrange this.
20mph limit/zone implementation	259	14%	Proposals programmed for first 4 of 9 locations and construction to start in 15/16 programmed for 3 of these. Feasibility / design briefs issued for further 5 locations to be developed in 2015/16.

**Table 2 – Parking review schemes**

Work	Status
<b>Schemes for completion</b>	
CPZ extension into The Vale NW11 and neighbouring roads	Statutory consultation commenced 22nd October 2015, scheduled to end 12th November 2015. Outcome to be reported to January 2016 Finchley and Golders Green Area Committee
Naylor Road, Birley Road CPZ – now known as the proposed Totteridge & Whetstone Station CPZ	Statutory consultation commenced 10th September 2015, ended 1st October 2015. Outcome to be reported to January Chipping Barnet Area Committee
Garden Suburb CPZ review outcome	South Square Informal Consultation commenced 23rd October 2015, scheduled to end 13th November 2015. Heathgate/(South Square) statutory consultation due to commence end November 2015
The Terraces NW2 CPZ operational hours review	On hold pending review with Ward Members. Original issue no longer apparent.
Town Centre and Shopping Parades Review	Scheduled for 2nd half of financial year
<b>Schemes for investigation</b>	
Oakleigh Gardens HA8 Informal Consultation	Informal consultation commenced 16th October 2015, scheduled to end 6th November 2015. Outcome to be reported to January 2016 Hendon Area Committee
Broadfields Avenue, Edgware	Investigation to alleviate traffic flow/parking concerns – see traffic management and Accident reduction schemes
Mowbray Road HA8 Informal Consultation	Informal consultation commenced 16th October 2015, scheduled to end 6th November 2015. Outcome to be reported to January 2016 Hendon Area Committee
Apex Corner Slip Road, Edgware	Scheduled for 2nd half of financial year
Temple Fortune NW11 Town Centre Parking Review	No works identified
Golders Green NW11 Town Centre Parking Review	No works identified
WH3 CPZ operational hours review	Scheduled for 2nd half of financial year

**Table 3 - Traffic Management and Accident Reduction Schemes – for completion**

The January 2015/16 Environment committee report identified the following schemes at or nearing implementation stage for completion in 2015/16.

Work	Status
Wellhouse Lane Pedestrian crossing and junction improvements - Crossing	Crossing on-hold. Installation on hold due to conflict between lighting and requirements and trees. Review in conjunction with junction improvements (see table 4) in progress.
Hillside Ave and Queens Parade Close	Complete - Scheme finalised following experimental provision
Beechwood Avenue - Investigation of impacts of closure	Complete - Feasibility study complete. Included in cost benefit assessment for further work
Wykeham Road	In progress – non-statutory consultation complete and reported back to October area committee. Implementation 15/16 expected
Silkstream Road	In progress – non-statutory consultation complete and reported back to October area committee. Implementation 15/16 expected
East Barnet Road Pedestrian crossing improvements	Complete – works complete
A5/Sheaveshill Road, NW9	In progress – non-statutory consultation complete – delegated powers report required
Devonshire Road	In progress – non-statutory consultation complete – report back to October area committee required

**Table 4 - Traffic Management and Accident Reduction Schemes – for further development subject to cost-benefit assessment**

January 2015/16 Environment committee report also identified other schemes that would be subject to cost benefit assessment. The cost benefit prioritisation is identified below, for those higher priority schemes expected to proceed given the available funding. This uses an initial estimate of benefit and cost where detailed work is still required, and where preliminary work has already taken place, a cost to completion.

Work	Single year benefit/cost	Status
Traffic Management – Vehicle Actuated Signs (various locations borough-wide).	n/a	In progress – relates to orders placed in previous financial year, so cost benefit not applied. Works complete (some awaiting final checks).
Investigate: BROADWAY(W. HENDON)/COOL OAK LANE (Junction improvement)	145%	Assessment identified no viable short term improvements. Therefore the location should await major improvements through West Hendon development.
A5/ Edgware Road (by Lidl) (Investigate pedestrian desire lines and crossing to buses stops and possible removal of bus pre signal)	143%	Feasibility study identified closure of central reservation necessary for accident reduction. Design work only programmed November - January

REGENTS PARK ROAD Link ID 161-162 (Hendon Lane-Nether Street)	137%	Programmed. Investigation of options only. Programmed November - December
HIGH ROAD NORTH FINCHLEY Link ID 186-237 (Summers La - Kingsway)	133%	Programmed. Investigation of options only. Programmed November - December
WOODHOUSE ROAD Link ID 247-248 (Summers Lane - Colney Hatch Lane)	110%	Programmed. Investigation of options only. Programmed November - December
Woodside Park Road junction with Woodside Avenue & Gainsborough Road Investigation into speed and traffic concerns identified through area forum	94%	Programmed. Feasibility and design programmed October-March (construction 2016/17 anticipated)
The Bishops Avenue - island j/w A1000	85%	Programmed Design etc programmed January – March (construction 2016/17 anticipated)
Chesterfield Road improvements	84%	Programmed Feasibility study only programmed from November – to report March Area Committee
Investigate: HIGH STREET EDGWARE/STATION ROAD/WHITCHURCH LANE	83%	On hold - to permit progression of more developed proposals Investigation only 2015/16 – subject to progress of other proposals in programme
Wellhouse Lane – junction improvement	78%	Programmed. Detailed design of junction improvements in progress. Implementation in conjunction with zebra crossing proposal (see table 3) programmed to start 2015/16
Investigate: BURNT OAK BROADWAY/STAG LANE/WATLING AVENUE/BORO BDY	70%	On hold - to permit progression of more developed proposals Investigation only 2015/16 – subject to progress of other proposals in programme
Broadfields Avenue (Parking and traffic Investigations between A41 and Hale Lane	70%	Feasibility study complete – options reported to October Area Committee to identify preference for further development
Victoria Road, EN4 - Traffic calming request via area committee	69%	Review in progress – issues raised through informal consultation considered by October area committee. Further consultation to follow.
Investigate: HIGH ROAD EAST FINCHLEY Link ID 119-662 (East End Road - Church Lane)	54%	On hold - to permit progression of more developed proposal Investigation only 2015/16 – subject to progress of other proposals in programme
Investigate: EDGWARBURY LANE/HALE	53%	On hold - to permit progression of more

LANE		developed proposal Investigation only 2015/16 – subject to progress of other proposals in programme
Investigate: FINCHLEY ROAD/GOLDERS GREEN ROAD	52%	On hold - to permit progression of more developed proposal Investigation only 2015/16 – subject to progress of other proposals in programme
Investigate: EDGWARE ROAD Link ID 759-761 (Hay Lane - Kingsbury Road)	52%	On hold - to permit progression of more developed proposal Investigation only 2015/16 – subject to progress of other proposals in programme
Pollard Road, N20 - Review of TM in area request from area committee	49%	On hold - to permit progression of more developed proposals Investigation only 2015/16 – subject to progress of other proposals in programme

**Table 5 - School Travel Plan Schemes**

Work	Status
School Travel Plans – Vehicle Actuated Signs (various locations borough-wide)	Implementation work in progress
The Avenue, EN5 - Pedestrian Crossing	Design options review undertaken – Site constraints prevent development of original proposal – reported to October area committee – review with ward councillors required.
Walksafe N10 - Phase 2 – zebra crossing(s)	Programmed – design, consultation and construction August 2015-March 2016
Broadfields Avenue zebra crossing	Construction work in progress – electrical connection to complete
Walksafe N14 – as agreed by area committee	Programmed – design, consultation and construction August 2015-March 2016 cost benefit 9%
East End Road – advisory 20mph proposal	Cost benefit similar to Walksafe N14 (9% - to programme subject to outcome of cost benefit on schemes below).
Osidge Lane – pedestrian crossing	Cost benefit 1% - reported to October area committee to proceed via backlog funding
Summerside School	Low cost/benefit (0%) – low priority
Brookland Junior School	Being developed in conjunction with 20mph proposal
St Catherine's RC School	Feasibility / identification of proposals undertaken - cost benefit to be assessed

Deansbrook Infant School	Being developed in conjunction with 20mph proposal
Foulds Primary School	Feasibility / identification of proposals undertaken - cost benefit to be assessed
Goldbeaters Primary School	Feasibility / identification of proposals undertaken - cost benefit to be assessed
Moss Hall Schools	Feasibility / identification of proposals undertaken - cost benefit to be assessed
Queenswell Infant & Junior Schools	Feasibility / identification of proposals undertaken - cost benefit to be assessed
All Saints' CofE Primary School NW2	Feasibility / identification of proposals undertaken - cost benefit to be assessed
Sacred Heart Roman Catholic Primary School	Feasibility / identification of proposals undertaken - cost benefit to be assessed
St Agnes RC School	Being developed in conjunction with 20mph proposal

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	<p><b>Environment Committee</b></p> <p><b>10 November 2015</b></p>
<p><b>Title</b></p>	<p><b>Local Implementation Plan Scheme Prioritisation Tool</b></p>
<p><b>Report of</b></p>	<p>Commissioning Director - Environment</p>
<p><b>Wards</b></p>	<p>All</p>
<p><b>Status</b></p>	<p>Public</p>
<p><b>Urgent</b></p>	<p>No</p>
<p><b>Key</b></p>	<p>No</p>
<p><b>Enclosures</b></p>	<p>Appendix A – Proposed LIP Prioritisation Tool for 2016/17 schemes</p>
<p><b>Officer Contact Details</b></p>	<p>Richard Chalmers,  <a href="mailto:Richard.chalmers@capita.co.uk">Richard.chalmers@capita.co.uk</a> ,                  020 8359 3555</p>

<p><b>Summary</b></p>
<p>This report identifies and seeks agreement for a Prioritisation Tool for assessing proposals for the ‘Traffic Management and Roads Safety’, ‘School Travel Plans’ and ‘Parking Reviews’ elements of the 2016/17 LIP, and future year works programmes.</p>

<p><b>Recommendations</b></p>
<p>1. That the Environment Committee agrees the prioritisation method outlined at Appendix A for addressing scheme requests to be approved from 2016/17 LIP and future year work programmes.</p>

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

### **1.1 Prioritisation for LIP scheme requests**

- 1.2 TfL provide core funding for the implementation of the LIP schemes provided by TfL through a “Corridors, Neighbourhoods and Supporting Measures” programme for addressing a range of transport issues. These include holistic or area-based interventions including bus priority and accessibility, cycling, walking, safety measures, 20 mph zones and limits, freight, regeneration, environment, accessibility and controlled parking zones. This programme also includes expenditure on cycle parking, cycle training, shared space, car clubs, reduction of clutter, installation of electric vehicle charging points, school and workplace travel plans, behavioural change, education, training and publicity.
- 1.3 Some of the more general areas of the programme, notably ‘Traffic Management and Accident Reduction’, ‘School Travel Plan’ and ‘Parking Reviews’ will be subject to requests for schemes above the levels that can be delivered in full. A means of prioritising these, so that development is focussed on those that will best address borough priorities and provide the greatest benefit has been developed.
- 1.4 A prioritisation system is identified at Appendix A and will apply to the range of requests focusing on the policy objectives and targets. It incorporates readily available information regarding traffic, road users and facilities in the area to identify the schemes that should be prioritised for development.
- 1.5 For ‘Traffic Management and Accident Reduction’ schemes scores have been assigned to: LIP transport objectives, corporate plan objectives, LIP targets, initial estimate of the accident reduction benefits, a score if congestion reduction would be expected, and scores related to the road/traffic characteristics (speed and volume of traffic) and facilities in the vicinity (e.g. schools, health facilities, parks etc).
- 1.6 A modified version to prioritise for implementation of developed schemes using the fuller information would then be available in relation to casualty reduction and congestion reduction is also included.
- 1.7 It is expected that each year approximately 40% of the available funding would address development / design of new schemes and 60% be used to implement schemes that had been designed in previous year(s).
- 1.8 For ‘School Travel Plan’ schemes a points based prioritisation similar to that identified in the January 2015 Environment Committee report on ‘Highways Planned Improvement Programme 2015/16’ is intended at the initial stage. Schemes developed in year would then be prioritised against other schemes that had been developed to this stage for implementation.
- 1.9 For ‘Parking’ schemes a similar scoring system and process to the ‘Traffic Management and Accident Reduction’ schemes will be adopted although

there will also be focus on the objectives of the Council's Parking Policy which was agreed in November 2014.

- 1.10 Furthermore as many requests are received for parking measures such as Controlled Parking Zones (CPZs), where residents struggle to park near their properties, additional emphasis has been placed in the Parking scheme scoring on requests received by the community for action.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 It has been identified that a means of prioritising schemes and requests is required so Planned Highways Improvement work is focussed on schemes that will best address borough priorities and provide the greatest benefit.

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

- 3.1 Retention of a method of prioritisation based on an assessment of monetised benefits could be used, but this would be unwieldy as a means of assessing the benefits of the many requests received from members of the public. Carrying out sufficient investigation on these to permit this type of assessment to be carried out would incur costs that would impact on programme delivery. The scoring systems identified for schemes allow relatively straightforward scoring based on policy objectives and make allowance for community concerns, while retaining a focus on the main priorities for the particular work areas.
- 3.2 A single system to address all scheme types has been considered, but a workable solution not found given the constraints of the current three year delivery plan as it stands. Such prioritisation may be appropriate for the next three year delivery plan cycle.

## **4. POST DECISION IMPLEMENTATION**

- 4.1 Scheme requests will be prioritised in line with the agreed process to inform a detailed programme for 2016/17 once TfL approval for the individual elements is received. This programme will be reported to the Environment Committee before the start of the 2016/17 financial year.

## **5. IMPLICATIONS OF DECISION**

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

- 5.1.1 This report addresses the Corporate Plan strategic objective that the council, working with local, regional and national partners, will strive to ensure that Barnet is a place where services are delivered efficiently to get value for money for the taxpayer. It identifies prioritisation schemes aimed at ensuring work is focused on those proposals that address agreed priorities and provide good value for money.
- 5.1.2 Schemes directly address the corporate plan delivery objective of "a clean and attractive environment, with well-maintained roads and pavements, flowing

traffic, and traffic management schemes.” They also help address the objectives “Barnet’s children and young people will receive a great start in life”; “Barnet will be amongst the safest places in London” and “a responsible approach to regeneration, with thousands of new homes built and job opportunities created”, through delivery of school travel proposals, road safety education and training and engineering schemes and work to support regeneration and town centre proposals.

5.1.3 School Travel Planning activities and activities that encourage walking and cycling in general help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally. Injuries and deaths from road traffic accidents also have an impact on health and health services.

5.1.4 The Joint Strategic Needs assessment identifies that pollution levels are higher along arterial routes, particularly the North Circular, M1, A1 and A5. This has health impacts related to air quality. It also identifies that the majority of people visiting town centres in Barnet do so by foot, bicycle or public transport. Encouraging this, particularly in less healthy areas, could drive good lifestyle behaviours and reduced demand for health and social care services.

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

5.2.1 Barnet has received £4.5m of core funding for the implementation of the LIP from TfL. The funding is to be used to manage a number of programmes such as the “Corridors, Neighbourhoods and Supporting Measures” programme for addressing a range of transport issues, and separate maintenance programmes for Principal Roads and Bridges based on condition and a borough discretionary budget of £100k for use for any transport purpose.

## 5.3 **Social Value**

The Public Services (Social Value) Act 2013 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 contracts.

## 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 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

## **5.5 Risk Management**

5.5.1 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.

## **5.6 Equalities and Diversity**

5.6.1 A prioritisation system for proposals based on objective criteria will help ensure that the programme is developed fairly.

5.6.2 The LIP includes programmes of 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. Provision for 20mph proposals especially near schools is expected to particularly benefit children.

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

## **5.7 Consultation and Engagement**

5.7.1 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 Insight**

5.8.1 The full LIP sets out the data informing the transport priorities used, and injury accident data, data from other public sources and survey data informs the prioritisation proposed.

## **6. BACKGROUND PAPERS**

6.1 On 27 January 2015 the Environment Committee approved a Highways Planned Improvement Programme for the 2015/16 financial year related chiefly to schemes funded using LIP funding, and a Highways Planned Maintenance programme that included Principal Road renewal schemes. These reports, appendices and decisions can be found at: <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MIId=7881&Ver=4> (items 9 & 10)

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## APPENDIX A – Prioritisation Tool

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## INTRODUCTION

The Traffic Management and Accident Reduction (TM&AR) Prioritisation Tool has been developed as a means of prioritising Schemes, so that development is focused on those schemes that will best address borough priorities and provide the greatest benefits. Due to the specific nature of requests for parking controls and requests arising from individual School Travel plans two additional Tools have been developed to prioritise these types of schemes. The Parking Schemes also takes into consideration the Council recently adopted Parking Policy.



# Re



# HIGHWAYS


## Prioritisation Tool



TM & AR  
Schemes



Parking  
Schemes



Schools  
Schemes



## TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES (I)

Initial prioritisation of requests (before scheme development).

Formulas and consideration applied:

### POLICY OBJECTIVES

#### Local Transport Objectives (as set out in the LIP)

##### Ensuring more efficient use of the local road network

- a. Reduce congestion
- b. Improve the condition of roads and footpaths
- c. Improve the bus network (with TfL)
- d. Make travel safer and more attractive

4 objectives score with 0.25 point each → range [0 ; 1]

##### Taking a comprehensive approach to tackling the school run

- a. Reduce car based journeys and increase levels of walking and cycling to and from school
- b. Reduce pupil parking near schools

2 objectives score with 0.25 point each → range [0 ; 0.5]

##### Delivery of high quality transport systems in regeneration areas

- a. Comprehensive transport solutions in major development areas
- b. Public transport enhancements (with partners)
- c. Pursue major improvements to the strategic road network
- d. Town centre enhancement to improve the public realm, public transport services, short-trip making by walking, parking and servicing controls and accessibility improvements

4 objectives score with 0.25 point each → range [0 ; 1]

##### More environmentally friendly transport networks

- a. Support the use of low emission vehicles including electric cars
- b. Encourage mixed use development that will help to reduce the distances people need to travel
- c. Making cycling and walking more attractive for leisure, health and short trips

3 objectives score with 0.25 point each → range [0 ; 0.75]

**Total Range for Contribution to LIP Objectives [0 ; 3.25]**

#### Corporate Plan Objectives

1. Redesigned local services - integrated, intuitive and efficient
2. More involved and resilient communities
3. Health and Social Care services will be personalised and integrated, with more people supported to live longer in their own homes
4. Barnet's schools will be amongst the best in the country, with enough places for all, and with all children achieving the best they can
5. Barnet's children and young people will receive a great start in life
6. There will be a broad offer of skills and employment programmes for all ages
7. Barnet's local environment will be clean and attractive, with well-maintained roads and pavements, flowing traffic, increased recycling and less waste sent to landfill
8. Barnet's parks and green spaces will be amongst the best in London
9. Barnet will be amongst the safest places in London, with high levels of community cohesion, and residents feeling safe

10. Residents will see a responsible approach to regeneration, with thousands of new homes built and job opportunities created
11. Barnet will continue to be recognised as a transparent and open council
12. And, for staff, the council will offer a more flexible and modern workplace

12 objectives score with 0.25 point each → **range [0 ; 3]**

**Total Range for Contribution to Corporate Plan Objectives [0 ; 3]**

**Total Range for Policy Objectives [0 ; 6.25]**

## TARGETS

### LIP targets

1. Mode share of residents by walking (increase)
2. Mode share of resident by cycling (increase)
3. Bus service reliability
4. CO2 emissions from transport (reduce)
5. Road condition (Principal Roads)
6. KSI casualties (reduce)
7. Total casualties (reduce)
8. Schools with STAR accreditation (local indicator)

8 targets score with 0.5 point each → **range [0 ; 4]**

### Other targets

1. Reduce school car use-pupils
2. Reduce other transport emissions

2 targets score with 0.5 point each → **range [0 ; 1]**

**Total Range for Contribution to Targets [0 ; 5]**

## COMMUNITY IMPACT

### Correspondence / requests From residents, members, road safety partners (eg Met Police, cycling groups)

- Number of items of correspondence received for this scheme:
  - if 0, score 0
  - if 1 or 2, score 0.5
  - if 3, score 1
  - if more than 3, score 1.5
- Partner request? → if YES, score= 1
- Forum Issues & Petition & Members Inquiries? → if YES, score= 1.5
- Area Committee prioritisation? → if YES, score= 2

**Range [0 ; 6]**

### Facilities

Adjacent to or within the limits of the proposed scheme in a radii of 100 m from the limits of the works:

- School/ College / University (Number): 0.5 point for each Education facility
- Playgroup / Sportfields / Leisure Attractions: → if YES, score= 0.5
- Shops / Commercials → if YES, score= 0.5

- Transport Interchanges (Railway Stations, Bus Stations, Tube...) → if YES, score= 0.5
- Surgeries/Hospitals→ if YES, score= 0.5
- Others→ if YES, score= 0.5

**Range [0 ; 2.5 + Education facility score]**

#### Other

Improve Air Quality  
 Improve personal safety/security  
 Improve access to services / reduce severance  
 Improve disabled access

4 improvements score with 0.5 point each→**Range [0 ; 2]**

**Total Range for Community Impact [0 ; 10.5 + Education facility score]**

#### RISK MANAGEMENT

- Risk due to dependency on other projects? (S106, S278, etc) → if YES, score= -1
- Risk due to 3rd parties works? (utilities diversions required, TfL traffic signs, etc)  
 → if YES, score= -1
- Risk due to lack of political support? → if YES, score= -2
- Other risks? → if YES, score= -1

**Range [-5 ; 0]**

**Total Range for Risk Management [-5 ; 0]**

#### ROAD SAFETY AND COLLISIONS

##### ACCIDENTS

First Year Rate of Return (FYRR) based on:  
 road safety assessment of number of collisions that might be saved by scheme  
 (based on current total collisions)  
 nationally published data for value of accident savings (all injury accidents)  
 table of typical costs for types of scheme

Used to derived score A. This combines benefit with deliverability

- Score A: from table of FYRR (%) vs Estimate implementation Cost:

	<£20K	£20K - £100K	>£100K
>500%	5	4	3
100% - 500%	4	3	2
50% - 100%	3	2	1
<50%	2	1	0.5

Severity of all injury accidents at the site in 3 years used to derive score B

- Score B:

$$\text{Severity factor} = \frac{3x\text{Fatal} + 2x\text{Serious} + 1x\text{Slight}}{\text{Total injury accidents}}$$

Total score = Score A x Score B

**Total Range for Road Safety and Collisions [0 ; 15]**

## TRAFFIC SPEED AND CONGESTION

### SCHEMES INTENDED TO ADDRESS SPEED CONCERNS

**Scored only if the scheme is intended to reduce speeds or address concerns about speeding**

Traffic volumes taken from traffic count data or estimated based on road type where no data held. Annual Average Daily Total (AADT)

Requests for reduction in speed limit or where no speed data has been recorded score as 2-6mph above speed limit.

Speed Limit 20-30-40					
Mean speed-Road Speed Limit		< 2mph	2 -6 mph	7 - 12 mph	> 12 mph
Traffic Flows (AADT)	> 20000	2	5	10	15
	15000-20000	1.5	4	9	14
	10000-15000	1	3	8	13
	5000-10000	0.5	2	7	12
	< 5000	0	1.5	6	11
Speed Limit Above 50-60					
Mean speed-Road Speed Limit		< 1mph	1 -3 mph	7 - 9 mph	> 12 mph
Traffic Flows (AADT)	> 20000	2	3	7	12
	15000-20000	1.5	2.5	6	11
	10000-15000	1	2	5	10
	5000-10000	0.5	1.5	4	9
	< 5000	0	1	3	8

Range [0 ; 15]

### SCHEMES INTENDED TO ADDRESS CONGESTION

**Scored only if the scheme is intended to reduce congestion**

The Mayor's Roads Task Force suggested a means of categorising roads based on their 'movement' and 'place' functions.



This has been used to score the need to address congestion.

Traffic Flows (AADT)	Low Place function	High roads	High Place function
	Arterials Connectors Local streets	High streets Town square/street	City hub/Boulevard City streets City places
> 20000	15	10	5
15000-20000	12	8	4
10000-15000	9	6	3
5000-10000	6	4	2
< 5000	3	2	1

\*Maximum score likely on borough controlled roads is 10

Range [0 ; 15]

**Total Range for speed and congestion\* [0 ;30]**

**\*In practice schemes are unlikely to address both speed and congestion**

**Total Range for TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES (I)**

**[-5 ; 66.75 +Education facility Score]**

## TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES (II)

Information regarding cost will be included based on scheme as designed & updated data.

Additional scoring would apply to schemes prior to implementation:

### IMPLEMENTATION BENEFITS

#### IMPACTS

- Noise: Positive/Neutral/Negative score +1 / 0 / -1
- Street scene (after implementation): Positive/Neutral/Negative score +1 / 0 / -1
- Natural environment: Positive/Neutral/Negative score +1 / 0 / -1
- Revenue Implications: if "HIGH": -2, if "MEDIUM": -1, if "LOW": 0

**Range [-5 ; 3]**

### TRAFFIC SPEED

Update score using surveyed data (if not previously available).

		Speed Limit 20-30-40			
Mean speed-Road Speed Limit		< 2mph	2 -6 mph	7 - 12 mph	> 12 mph
Traffic Flows (AADT)	> 20000	2	5	10	15
	15000-20000	1.5	4	9	14
	10000-15000	1	3	8	13
	5000-10000	0.5	2	7	12
	< 5000	0	1.5	6	11
		Speed Limit Above 50-60			
Mean speed-Road Speed Limit		< 1mph	1 -3 mph	7 - 9 mph	> 12 mph
Traffic Flows (AADT)	> 20000	2	3	7	12
	15000-20000	1.5	2.5	6	11
	10000-15000	1	2	5	10
	5000-10000	0.5	1.5	4	9
	< 5000	0	1	3	8

**Range [0 ; 15]**

### ACCIDENTS

Accidents data re-scored using a modified process, and updated scheme cost to use later in the "Single Year Benefit/Cost".

	<£20K	£20K - £100K	>£100K
>500%	15	12	9
100% - 500%	12	9	6
50% - 100%	9	6	3
<50%	6	3	1.5

**Range [0 ; 15]**

### CONGESTION

Congestion data re-scored using a modified process, depending on modelled delays where available:

	<£20K	£20K - £100K	>£100K
>500%	15	12	9
100% - 500%	12	9	6
50% - 100%	9	6	3
<50%	6	3	1.5

If not, update score from PART 1 using surveyed data.

Updated scheme cost to use later in the "Single Year Benefit/Cost".

**Range [0 ; 15]**

**SINGLE YEAR BENEFIT/COST**

Use scheme as-designed and updated accident data to calculate a refined value of benefits.

“SINGLE YEAR BENEFIT/COST” (Score C + Score D)

Score C: *Benefit value accidents* = *Accident related costs* x (*Fatal* x 3 + *Serious* x 2 + *Slight* x 1)

Score D: *Monetary value of time saved* = *Potential level of saved hours* (p\d)x*PerceivedCost* x 365

**No scored**

**Total Range for TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES (I)**

**[-5 ; 48]**

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## PARKING SCHEMES

Formulas and consideration applied:

POLICY OBJECTIVES	
<b>Local Transport Objectives (as set out in the LIP)</b>	
<b>Ensuring more efficient use of the local road network</b>	
<ul style="list-style-type: none"> <li>a. Reduce congestion</li> <li>b. Improve the condition of roads and footpaths</li> <li>c. Improve the bus network (with TfL)</li> <li>d. Make travel safer and more attractive</li> </ul>	4 objectives score with 0.25 point each → <b>range [0 ; 1]</b>
<b>Taking a comprehensive approach to tackling the school run</b>	
<ul style="list-style-type: none"> <li>a. Reduce car based journeys and increase levels of walking and cycling to and from school</li> <li>b. Reduce pupil parking near schools</li> </ul>	2 objectives score with 0.25 point each → <b>range [0 ; 0.5]</b>
<b>Delivery of high quality transport systems in regeneration areas</b>	
<ul style="list-style-type: none"> <li>a. Comprehensive transport solutions in major development areas</li> <li>b. Public transport enhancements (with partners)</li> <li>c. Pursue major improvements to the strategic road network</li> <li>d. Town centre enhancement to improve the public realm, public transport services, short-trip making by walking, parking and servicing controls and accessibility improvements</li> </ul>	4 objectives score with 0.25 point each → <b>range [0 ; 1]</b>
<b>More environmentally friendly transport networks</b>	
<ul style="list-style-type: none"> <li>a. Support the use of low emission vehicles including electric cars</li> <li>b. Encourage mixed use development that will help to reduce the distances people need to travel</li> <li>c. Making cycling and walking more attractive for leisure, health and short trips</li> </ul>	3 objectives score with 0.25 point each → <b>range [0 ; 0.75]</b>
<b>Total Range for Contribution to LIP Objectives [0 ; 3.25]</b>	
<b>Corporate Plan Objectives</b>	
<ol style="list-style-type: none"> <li>1. Redesigned local services - integrated, intuitive and efficient</li> <li>2. More involved and resilient communities</li> <li>3. Health and Social Care services will be personalised and integrated, with more people supported to live longer in their own homes</li> <li>4. Barnet's schools will be amongst the best in the country, with enough places for all, and with all children achieving the best they can</li> <li>5. Barnet's children and young people will receive a great start in life</li> <li>6. There will be a broad offer of skills and employment programmes for all ages</li> <li>7. Barnet's local environment will be clean and attractive, with well-maintained roads and pavements, flowing traffic, increased recycling and less waste sent to landfill</li> <li>8. Barnet's parks and green spaces will be amongst the best in London</li> </ol>	



9. Barnet will be amongst the safest places in London, with high levels of community cohesion, and residents feeling safe
10. Residents will see a responsible approach to regeneration, with thousands of new homes built and job opportunities created
11. Barnet will continue to be recognised as a transparent and open council
12. And, for staff, the council will offer a more flexible and modern workplace

12 objectives score with 0.25 point each → **range [0 ; 3]**

#### **Parking Policy Objectives**

1. Keep traffic moving/reduce congestion
2. Make roads safer by deterring dangerous and obstructive parking
3. Reduce air pollution
4. Provide adequate parking places on the high street/ensure customers can find parking spaces
5. Ensure residents can park near their home
6. Deter long-term commuter parking

6 objectives score with 0.5 point each → **range [0 ; 3]**

#### **Other parking- related objectives**

1. Meet the needs of disabled people
2. Reduce car journeys through increased car sharing
3. Deter unnecessary school-generated parking
4. Keep pedestrians safe

4 targets score with 0.5 point each → **range [0 ; 2]**

**Total Range for Policy Objectives [0 ; 11.25]**

### **TARGETS**

#### **LIP targets**

1. Mode share of residents by walking (increase)
2. Mode share of resident by cycling (increase)
3. Bus service reliability
4. CO2 emissions from transport (reduce)
5. Road condition (Principal Roads)
6. KSI casualties (reduce)
7. Total casualties (reduce)
8. Schools with STAR accreditation (local indicator)

8 targets score with 0.5 point each → **range [0 ; 4]**

#### **Other targets**

3. Reduce school car use-pupils
4. Reduce other transport emissions

2 targets score with 0.5 point each → **range [0 ; 1]**

**Total Range for Contribution to Targets [0 ; 5]**

<b>COMMUNITY IMPACT</b>	
<b>Correspondence / requests From residents, members, road safety partners (eg Met Police, cycling groups)</b>	
<ul style="list-style-type: none"> <li>Number of items of correspondence received for this scheme, 0.5 for each piece of correspondence.</li> <li>Forum Issues &amp; Petition &amp; Members Inquiries? → if YES, score= 1, (x0.5) for each petitions signed.</li> <li>Area Committee prioritisation? → if YES, score= 1</li> <li>Issue raised by Emergency Services → if YES, score= 1</li> </ul>	<b>Range [0 ; Variable]</b>
<b>Facilities</b>	
<p>Adjacent to or within the limits of the proposed scheme in a radii of 100 m from the limits of the works:</p> <ul style="list-style-type: none"> <li>School/ College / University (Number): 0.5 point for each Education facility</li> <li>Playground / Sportfields / Leisure Attractions: → if YES, score= 0.5</li> <li>Shops / Commercials → if YES, score= 0.5</li> <li>Transport Interchanges (Railway Stations, Bus Stations, Tube...) → if YES, score= 0.5</li> <li>Surgeries/Hospitals → if YES, score= 0.5</li> <li>Others → if YES, score= 0.5</li> </ul>	<b>Range [0 ; 2.5 + Education facility score]</b>
<b>Other</b>	
<p>Improve Air Quality            Improve personal safety/security            Improve access to services / reduce severance            Improve disabled access</p>	4 improvements score with 0.5 point each → <b>Range [0 ; 2]</b>
<b>Total Range for Community Impact [0 ; Variable]</b>	
<b>RISK MANAGEMENT</b>	
<ul style="list-style-type: none"> <li>Risk due to dependency on other projects? (S106, S278, etc) → if YES, score= -1</li> <li>Risk due to 3rd parties works? (utilities diversions required, TfL traffic signs, etc) → if YES, score= -1</li> <li>Risk due to lack of political support? → if YES, score= -2</li> <li>Other risks? → if YES, score= -1</li> </ul>	<b>Range [-5 ; 0]</b>
<b>Total Range for Risk Management [-5 ; 0]</b>	

## ROAD SAFETY AND COLLISIONS

### ACCIDENTS

First Year Rate of Return (FYRR) based on:

road safety assessment of number of collisions that might be saved by scheme  
(based on current total collisions)

nationally published data for value of accident savings (all injury accidents)

table of typical costs for types of scheme

Used to derive score A. This combines benefit with deliverability

- Score A: from table of FYRR (%) vs Estimate implementation Cost:

	<£20K	£20K - £100K	>£100K
>500%	5	4	3
100% - 500%	4	3	2
50% - 100%	3	2	1
<50%	2	1	0.5

Severity of all injury accidents at the site in 3 years used to derive score B

- Score B:

$$\text{Severity factor} = \frac{3x\text{Fatal} + 2x\text{Serious} + 1x\text{Slight}}{\text{Total injury accidents}}$$

Total score = Score A x Score B

Total Range for Road Safety and Collisions [0 ; 15]

## TRAFFIC SPEED AND CONGESTION

### SCHEMES INTENDED TO ADDRESS SPEED CONCERNS

**Scored only if the scheme is intended to reduce speeds or address concerns about speeding**

Traffic volumes taken from traffic count data or estimated based on road type where no data held. Annual Average Daily Total (AADT)

Requests for reduction in speed limit or where no speed data has been recorded score as 2-6mph above speed limit.

Speed Limit 20-30-40					
Mean speed		< 2mph	2 - 6 mph	7 - 12 mph	> 12 mph
Traffic Flows (AADT)	20,000 >	2	5	10	15
	15,000-20,000	1.5	4	9	14
	10,000-15,000	1	3	8	13
	5,000-10,000	0.5	2	7	12
	< 5,000	0	1.5	6	11
Speed Limit Above 50-60					
Mean speed		< 1mph	1 - 3 mph	7 - 9 mph	> 12 mph
Traffic Flows (AADT)	20,000 >	2	3	7	12
	15,000-20,000	1.5	2.5	6	11
	10,000-15,000	1	2	5	10
	5,000-10,000	0.5	1.5	4	9
	< 5,000	0	1	3	8

Range [0 ; 15]

**SCHEMES INTENDED TO ADDRESS CONGESTION**

**Scored only if the scheme is intended to reduce congestion**

The Mayor's Roads Task Force suggested a means of categorising roads based on their 'movement' and 'place' functions.



This has been used to score the need to address congestion.

Traffic Flows (AADT)	Low Place function	High roads	High Place function
	Arterials Connectors Local streets	High streets Town square/street	City hub/Boulevard City streets City places
> 20000	15	10	5
15000-20000	12	8	4
10000-15000	9	6	3
5000-10000	6	4	2
< 5000	3	2	1

\*Maximum score likely on borough controlled roads is 10

**Range [0 ; 15]**

**Total Range for speed and congestion\* [0 ; 30]**

\*In practice schemes are unlikely to address both speed and congestion

**Total Range for PARKING SCHEMES [-5 ; Variable]**

## SCHOOL SCHEMES (I)

### SURVEY PRIORITISATION (I)

Initial prioritisation of requests (before scheme development).

Formulas and consideration applied:

- Has the school a valid School Travel Plan?
  - Will support an existing sustainable travel and/or road safety initiative (\*)
  - Will support a planned sustainable travel and/or road safety initiative (\*)
- questions score with 1 point each if "YES" → range [0 ; 3]**
- Walking Bus – children are escorted to school together as a group along a set route
  - Park and Stride – parents are encouraged to park at a specific location/s away from the school and walk the final part of the journey
  - Park and Glide - parents are encouraged to park at a specific location/s away from the school and the pupils then scooter the final part of the journey
  - Park and Ride - parents are encouraged to park at a specific location/s away from the school and the students then continue their journey on public transport
  - Kiss and Drop – children are escorted into school from vehicles that pull up briefly
  - Cycle route – a route that is being encouraged to be used to cycle to and from school.
  - Cycle Train – children are escorted to school whilst cycling together as a group along a set route
  - School Crossing patrol site – Pedestrians escorted across the road by a School Crossing Patrol Officer
  - Bikeit School – a school that is currently part of the Bikeit Plus programme whereby the school takes part in a range of cycling initiatives aiming to instil cycling into the ethos of the school.
  - Other initiatives
- initiatives score with 1 point each "x" → range [0 ; 10]**
- Has the school STARS accreditation?
    - if blank, score 0
    - if Bronze level, score 1
    - if Silver level, score 2
    - if Gold level, score 3

**range [0 ; 3]**
  - Has the school demonstrated modal shift away from the car in their valid STP?
    - if blank, score 0
    - if <10%, score 1
    - if (10-20) %, score 2
    - if >20%, score 3

**range [0 ; 3]**
  - Would the measures assist more than 1 school?
  - Recorded school related accidents in the vicinity of the school in the last 3 years?

- Incident within the last 3 years( such as a reported near miss, incident between residents and parents over parking)

**questions score with 1 point each if “YES” → range [0 ; 3]**

- Has the school’s issues been investigated in the last 3 years?

**question scores with 5 point each if “NO” → range [0 ; 5]**

*(\*) Sustainable travel and road safety initiatives: An activity for the school community that encourages safer or more sustainable travel to and from school.*

**Total Range for SCHOOL SCHEMES (I) [0 ; 27]**

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## SCHOOL SCHEMES (II)

### POLICY OBJECTIVES

#### Local Transport Objectives (as set out in the LIP)

##### Ensuring more efficient use of the local road network

- a. Reduce congestion
- b. Improve the condition of roads and footpaths
- c. Improve the bus network (with TfL)
- d. Make travel safer and more attractive

4 objectives score with 0.25 point each → range [0 ; 1]

##### Taking a comprehensive approach to tackling the school run

- a. Reduce car based journeys and increase levels of walking and cycling to and from school
- b. Reduce pupil parking near schools

2 objectives score with 0.25 point each → range [0 ; 0.5]

##### Delivery of high quality transport systems in regeneration areas

- a. Comprehensive transport solutions in major development areas
- b. Public transport enhancements (with partners)
- c. Pursue major improvements to the strategic road network
- d. Town centre enhancement to improve the public realm, public transport services, short-trip making by walking, parking and servicing controls and accessibility improvements

4 objectives score with 0.25 point each → range [0 ; 1]

##### More environmentally friendly transport networks

- a. Support the use of low emission vehicles including electric cars
- b. Encourage mixed use development that will help to reduce the distances people need to travel
- c. Making cycling and walking more attractive for leisure, health and short trips

3 objectives score with 0.25 point each → range [0 ; 0.75]

**Total Range for Contribution to LIP Objectives [0 ; 3.25]**

#### Corporate Plan Objectives

1. Redesigned local services - integrated, intuitive and efficient
2. More involved and resilient communities
3. Health and Social Care services will be personalised and integrated, with more people supported to live longer in their own homes
4. Barnet's schools will be amongst the best in the country, with enough places for all, and with all children achieving the best they can
5. Barnet's children and young people will receive a great start in life
6. There will be a broad offer of skills and employment programmes for all ages
7. Barnet's local environment will be clean and attractive, with well-maintained roads and pavements, flowing traffic, increased recycling and less waste sent to landfill
8. Barnet's parks and green spaces will be amongst the best in London
9. Barnet will be amongst the safest places in London, with high levels of community cohesion, and residents feeling safe
10. Residents will see a responsible approach to regeneration, with thousands of new homes built and job opportunities created

11. Barnet will continue to be recognised as a transparent and open council  
 12. And, for staff, the council will offer a more flexible and modern workplace  
 12 objectives score with 0.25 point each → range [0 ; 3]  
**Total Range for Contribution to Corporate Plan Objectives [0 ; 3]**

**Total Range for Policy Objectives [0 ; 6.25]**

## TARGETS

### LIP targets

1. Mode share of residents by walking (increase)
  2. Mode share of resident by cycling (increase)
  3. Bus service reliability
  4. CO2 emissions from transport (reduce)
  5. Road condition (Principal Roads)
  6. KSI casualties (reduce)
  7. Total casualties (reduce)
  8. Schools with STAR accreditation (local indicator)
- 8 targets score with 0.5 point each → range [0 ; 4]

### Other targets

1. Reduce school car use-pupils
  2. Reduce other transport emissions
- 2 targets score with 0.5 point each → range [0 ; 1]

**Total Range for Contribution to Targets [0 ; 5]**

## COMMUNITY IMPACT

### Correspondence / requests From residents, members, road safety partners (eg Met Police, cycling groups)

- Number of items of correspondence received for this scheme:
  - if 0, score 0
  - if 1 or 2, score 0.5
  - if 3, score 1
  - if more than 3, score 1.5
- Identified in STP from consultation:
  - From Staff / Governors, if "YES", score 0.5
  - From Pupils, if "YES", score 0.5
  - From Parents, , if "YES", score 0.5
- Partner request? → if YES, score= 1
- Forum Issues & Petition & Members Inquiries? → if YES, score= 1.5
- Area Committee prioritisation? → if YES, score= 2

**Range [0 ; 7.5]**

### Facilities

Adjacent to or within the limits of the proposed scheme in a radii of 100 m from the limits of the works:

- School/ College / University (Number): 0.5 point for each Education facility
- Playground / Sportfields / Leisure Attractions: → if YES, score= 0.5
- Shops / Commercials → if YES, score= 0.5



- Transport Interchanges (Railway Stations, Bus Stations, Tube...) → if YES, score= 0.5
- Surgeries/Hospitals → if YES, score= 0.5
- Others → if YES, score= 0.5

**Range [0 ; 2.5 + Education facility score]**

#### Other

Improve Air Quality  
 Improve personal safety/security  
 Improve access to services / reduce severance  
 Improve disabled access

4 improvements score with 0.5 point each → **Range [0 ; 2]**

**Total Range for Community Impact [0 ; 12 + Education facility score]**

#### RISK MANAGEMENT

- Risk due to dependency on other projects? (S106, S278, etc) → if YES, score= -1
- Risk due to 3rd parties works? (utilities diversions required, TfL traffic signs, etc) → if YES, score= -1
- Risk due to lack of political support? → if YES, score= -2
- Other risks? → if YES, score= -1

**Range [-5 ; 0]**

**Total Range for Risk Management [-5 ; 0]**

#### IMPLEMENTATION BENEFITS

- Noise: Positive/Neutral/Negative score +1 / 0 / -1
- Street scene (after implementation): Positive/Neutral/Negative score +1 / 0 / -1
- Natural environment: Positive/Neutral/Negative score +1 / 0 / -1
- Physical Activity score +1 / 0 / -1
- Journey Quality score +1 / 0 / -1
- Revenue Implications: if "HIGH": -2, if "MEDIUM": -1, if "LOW": 0

**Range [-7 ; 5]**

#### ROAD SAFETY AND COLLISIONS

##### ACCIDENTS

First Year Rate of Return (FYRR) based on:

road safety assessment of number of collisions that might be saved by scheme  
 (based on current total collisions)  
 nationally published data for value of accident savings (all injury accidents)  
 table of typical costs for types of scheme

Used to derive score A. This combines benefit with deliverability

- Score A: from table of FYRR (%) vs Estimate implementation Cost:

	<£20K	£20K - £100K	>£100K
>500%	5	4	3
100% - 500%	4	3	2
50% - 100%	3	2	1
<50%	2	1	0.5

Severity of all injury accidents at the site in 3 years used to derive score B

- Score B:

$$\text{Severity factor} = \frac{3x\text{Fatal} + 2x\text{Serious} + 1x\text{Slight}}{\text{Total injury accidents}}$$

Total score = Score A x Score B

**Total Range for Road Safety and Collisions [0 ; 15]**

## TRAFFIC SPEED AND CONGESTION

### SCHEMES INTENDED TO ADDRESS SPEED CONCERNS

**Scored only if the scheme is intended to reduce speeds or address concerns about speeding**

Traffic volumes taken from traffic count data or estimated based on road type where no data held. Annual Average Daily Total (AADT)

Requests for reduction in speed limit or where no speed data has been recorded score as 2-6mph above speed limit.

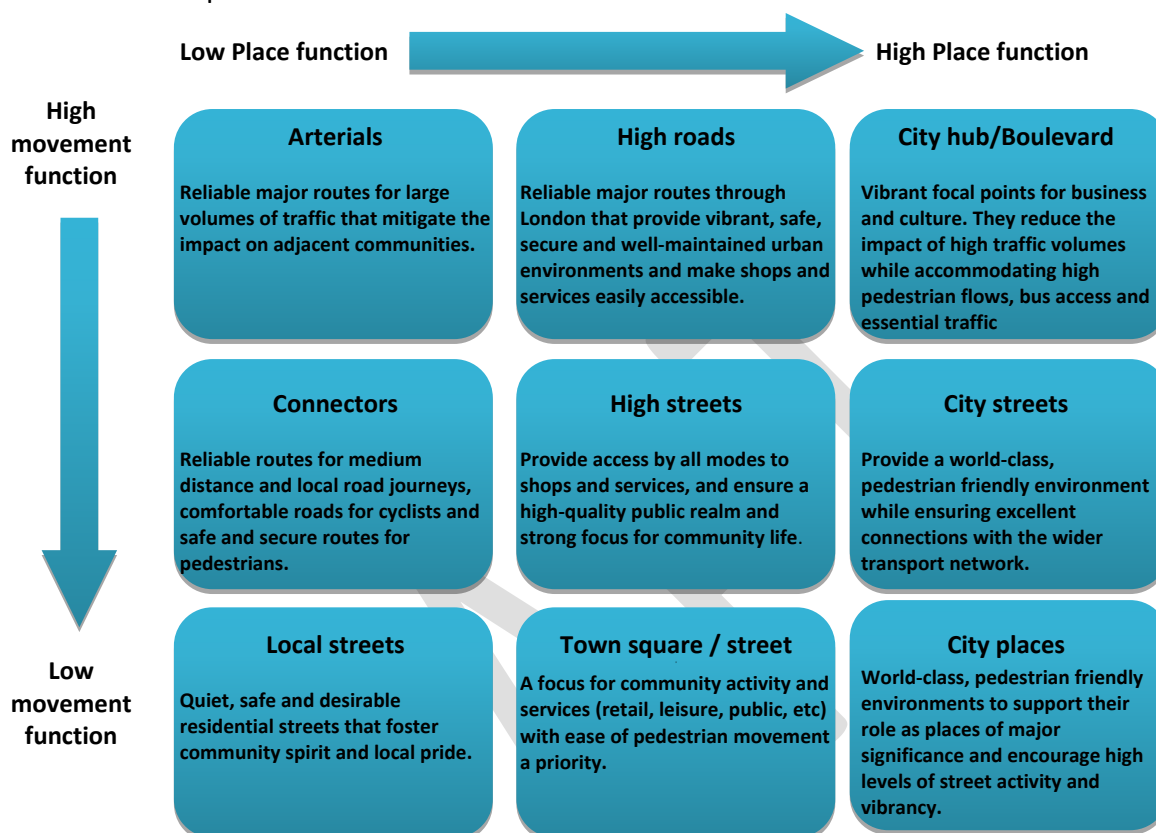
Speed Limit 20-30-40					
Mean speed	< 2mph	2 -6 mph	7 - 12 mph	> 12 mph	
Traffic Flows (AADT)	20,000 >	2	5	10	15
	15,000-20,000	1.5	4	9	14
	10,000-15,000	1	3	8	13
	5,000-10,000	0.5	2	7	12
	< 5,000	0	1.5	6	11
Speed Limit Above 50-60					
Mean speed	< 1mph	1 -3 mph	7 - 9 mph	> 12 mph	
Traffic Flows (AADT)	20,000 >	2	3	7	12
	15,000-20,000	1.5	2.5	6	11
	10,000-15,000	1	2	5	10
	5,000-10,000	0.5	1.5	4	9
	< 5,000	0	1	3	8

**Range [0 ; 15]**

**SCHEMES INTENDED TO ADDRESS CONGESTION**

Scored only if the scheme is intended to reduce congestion

The Mayor’s Roads Task Force suggested a means of categorising roads based on their ‘movement’ and ‘place’ functions.



This has been used to score the need to address congestion.

Traffic Flows (AADT)	Low Place function Arterials Connectors Local streets	High roads High streets Town square/street	High Place function City hub/Boulevard City streets City places
15	15	10	5
12	12	8	4
9	9	6	3
6	6	4	2
3	3	2	1

\*Maximum score likely on borough controlled roads is 10

**Range [0 ; 15]**

**Total Range for speed and congestion\* [0 ;30]**

\*In practice schemes are unlikely to address both speed and congestion

**MONETARY VALUE OF BENEFITS / SINGLE YEAR BENEFIT/COST**

Core based on “SINGLE YEAR BENEFIT/COST” (Score C + Score D):

Score C: *Benefit value accidents = Accident related costs x (Fatal + Serious + Slight)*

Score D: *Monetary value of time saved = Potential level of saved hours (p\d)xPerceivedCost x 365*

**Total Range for Road Safety and Collisions [0 ; Variable]**

**Total Range for SCHOOL SCHEMES (II) [-7 ; Variable]**

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