

	<h2>Environment Committee</h2> <h3>12 May 2016</h3>
Title	Highways Planned Improvements - Local Implementation Plan (LIP) Programme 2016/17 and the LIP Scheme Prioritisation Tool
Report of	Commissioning Director - Environment
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 – LIP Corridors, Neighbourhoods and Supporting Measures proposals Appendix 2 – LIP Traffic Management Budget Appendix 3 Bus Stop Accessibility Sites – Design Appendix 4 Bus Stop Accessibility Sites – Implementation Appendix 5 – Proposed LIP Prioritisation Tool for 2016/17 schemes
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Summary

The Report seeks approval for the proposed Highways Improvement work programme to be funded from the 2016/17 - LIP annual settlement of £4.832 million.

The report also 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 programme, and future year programmes.

Recommendations

- 1. That the Committee approve the Local Implementation Plan (LIP) work programme as detailed in Appendices 1- 4 of this report to be funded from the TfL's 2016/17 LIP allocation of £4.832 million.**
- 2. That authority to adjust the detailed programme and funding for individual proposals as they develop to be delegated to the Commissioning Director for Environment.**
- 3. That the Environment Committee agrees the prioritisation tool outlined at Appendix 5 for prioritising scheme requests from 2016/17 and developing future year LIP Programmes.**

1. WHY THIS REPORT IS NEEDED

- 1.1 TfL provide core funding for the implementation of the Local Implementation Plan (LIP) 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.
- 1.2 In September 2015 the Environment Committee approved proposals for the borough's Local Implementation Plan (LIP) 2016/17 Annual Spending Submission to Transport for London (TfL).
- 1.3 In December 2015 TfL confirmed their support for the proposals set out in the LIP 'Corridors, Neighbourhoods and Supporting Measures Programme'. This is the main programme that supports Traffic Management Schemes and work to support Road Safety and Sustainable Travel, as set out in Appendix 1.
- 1.4 The report to the Environment Committee in September included a number of generic areas of work where it was noted that a more detailed programme of proposals for 2016/17 would be identified for approval by the Environment Committee for the 2016/17 financial year.
- 1.5 The LIP funding is one of a number of potential funding streams for traffic management schemes. Other proposals can be funded from, for example, developer contributions, Area Committees or grants provided for specific purposes.

LIP Prioritisation Tool

- 1.6 In view of the high demand for Traffic Management and Accident Reduction', 'School Travel Plan' and 'Parking Review' schemes a Prioritisation tool has been developed to ensure that only schemes that will best address borough priorities and provide the greatest benefit are considered first. The Prioritisation tool was previously reported to the November 2015 Environment Committee where it was resolved:
- That the Environment Committee agreed the prioritisation method outlined at Appendix A for addressing scheme requests to be approved from 2016/17 LIP and future year work programmes.
 - That the Environment Committee request that further information be provided to illustrate examples of how the process works.
 - That the Environment Committee noted that the Committee are to receive a further report at future meeting which sets out how the tool will work and will also include case studies to show scoring.
- 1.8 A prioritisation system is identified in Appendix 5 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.
- 1.9 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).
- 1.10 Appendix 5 contains a modified version of the Prioritisation Tool, which was reported to the November 2015 Environment Committee, and includes collision data together with a congestion reducing factor, which will be used for the development and prioritisation of future schemes.
- 1.11 A points based prioritisation is currently used to prioritise and develop School Travel Plan schemes until the Prioritisation Tool is formally agreed.
- 1.12 A similar scoring system and process is currently used to develop Parking Schemes although the proposals will also focus on the objectives of the Council's Parking Policy which was agreed in November 2014.
- 1.13 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 TfL's LIP capital allocation for 2016/17 totals £4.832m, covering Principal Road maintenance (£1.319m), Corridors and Neighbourhoods (£3.413m), Local Transport Fund (£100k) The LIP work programme is intended to address the Mayor of London and the borough's transport priorities identified in Barnet's LIP document.
- 2.2 The recommendations aim to move towards a more robust, evidence led prioritisation of proposals to ensure that benefits are maximised, while ensuring that proposals already being progressed are completed or brought to an appropriate conclusion.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Moving directly to a new prioritised list of schemes without allowance for work already in progress has not been recommended as this would involve wasted development costs and dropping proposals where an expectation of implementation or development already exists.
- 3.2 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 allowing for community concerns to score, while retaining a focus on the main priorities for the particular work areas.
- 3.3 A single prioritisation system to address all schemes types has been considered but a workable solution has not been 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 Approval of the recommendation will identify the proposals to be incorporated within the 2016/17 work programme of schemes.
- 4.2 As these are developed and fuller costs known it is intended that adjustments to the proposals identified in line with the principles set out in this report would be agreed by the Commissioning Director for Environment and reported to the Environment Committee at the next available meeting.
- 4.3 In future scheme requests will be prioritised in line with the agreed process to inform a detailed programme for 2016/17 and any future years.
- 4.4 Approval for changes to the method of prioritisation and significant movements between work areas would be sought from the Environment

Committee.

- 4.5 It is anticipated that approval for implementation of schemes within the budgets identified will be through powers delegated to officers or through Area Committee or Environment Committee approval depending on the scale of proposals.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The proposed LIP programme will contribute directly to two of the three Corporate Objectives by:

- Promoting responsible growth, development and success across the borough;
- Improving the satisfaction of residents and businesses within the London Borough of Barnet as a place to live, work and study.

- 5.1.2 The proposals here will particularly help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion.

- 5.1.3 The proposed LIP programme will also contribute to the Council’s Health and Wellbeing Strategy by making Barnet a great place to live and enable the residents to keep well and independent. The individual proposals also help address road traffic casualties which will also have an impact on Health and Wellbeing.

- 5.1.4 The Highway network is the Council’s most valuable asset and is vital to the economic, social and environmental wellbeing of the Borough as well as the general image perception. They provide access for business and communities, as well as contribute to the area’s local character and the resident’s equality of life. Highways really do matter to people and often public opinion surveys continually highlight dissatisfaction with the condition of local roads and the way they are managed.

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

- 5.2.1 The total 2016/17 LIP settlement from TfL is £4.832 million.

- 5.2.2 Core funding for the implementation of the LIP is provided by TfL through programmes of funding including a “Corridors, Neighbourhoods and Supporting Measures” programme for addressing a range of transport issues. The Annual Spending Submission provides the means by which proposals are

submitted and agreed by TfL.

- 5.2.3 Approved funding will be incorporated into the 2016/17 budget Policy and Resources Committee recommendations to Council. The £3,413,000 LIP funding 'Corridors, Neighbourhoods and Supporting Measures Programme' is detailed in Appendix 1.

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.
- 5.4.4 The Traffic Management Act 2004 places obligations 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.

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.
- 5.5.2 Lack of clarity over proposals within the programme due to changed priorities through the year presents risks to delivery. This is mitigated by defining the programme proposals and limiting the scope to make changes in year.
- 5.5.3 Conversely limiting the scope for in-year changes limits the flexibility to respond to changing priorities and new requests. However the ability to make minor changes through delegated powers and for the Committee to agree more major changes retains the ability to respond to the most critical issues.
- 5.5.4 Ceasing work on schemes risks reputational damage where an expectation already exists in relation to developing or implementing proposals on

proposals already underway. This has been addressed by incorporating in the programme those proposals that have been developed to a point where implementation is expected to commence within 2016/17.

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

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

5.6 Equalities and Diversity

5.6.1 The annual programme of Traffic Management Schemes includes road safety education initiatives and small scale traffic management and safety schemes that will tend to benefit groups currently disproportionately affected by road traffic collisions. This can include young people and older people, males, and some minority ethnic groups. Inclusion of provision for 20mph proposals especially near schools is expected to particularly benefit children.

5.6.2 Measures are also included to support cycling. The LIP equalities impact assessment identified that cycling was a higher priority among minority ethnic groups as a whole than among the population as a whole.

5.6.3 Work is included in relation to provision of accessible bus stops which would help to advance equality of opportunity for disabled people accessing the transport system.

5.6.4 Introduction of prioritisation based on objective criteria will help ensure that the programme is developed fairly.

5.6.5 The decision is not considered to compromise the Council in its compliance with the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

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

5.6.7 The proposals as a whole are considered to have a slight positive impact. Detailed impacts of specific proposals will receive further consideration as they are developed and implemented.

5.7 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.

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

5.7.3 Engagement will seek to communicate the positive benefits of proposals, while acknowledging and seeking to mitigate the short term inconvenience that may result, where this applies.

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 24 September 2015 the Environment Committee resolved:
That the Committee approve the proposals set out in Appendix 1 of the report for inclusion in Barnet's 2016/17 LIP Annual Spending Submission to TfL.

6.2 The report, appendix and decision can be found at:
<https://barnet.moderngov.co.uk/documents/s26022/Local%20Implementation%20Plan%20LIP%20201617%20Annual%20Spending%20Submission.pdf>
<https://barnet.moderngov.co.uk/documents/s26083/Appendix%20-%202016-17%20LIP%20ASS%20proposals.pdf>