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## Appendix 5 – Proposed LIP Prioritisation Tool for 2016/17 schemes

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## 1. Proposed LIP Prioritisation Tool for 16/17 Schemes

### 1.1 Background

1.1.1 Transport for London (TfL) provide core funding for the implementation of the Local Implementation Plan (LIP) schemes through a “Corridors, Neighbourhoods and Supporting Measures” programme to address a range of transport issues.

1.1.2 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.

1.1.3 This programme also includes expenditure on:

- cycle parking and training,
- shared space facilities,
- car clubs,
- reduction of clutter,
- electric vehicle charging points,
- school and workplace travel plans,
- behavioural change,
- education,
- training and
- publicity.

1.1.4 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.

1.1.5 A prioritisation system 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.

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- 1.1.6 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). This is shown in Traffic Management and Accident Reduction (I) in Section 2 below.
- 1.1.7 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. This is shown in Traffic Management and Accident Reduction (II)
- 1.1.8 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).
- 1.1.9 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.
- 1.1.10 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.
- 1.1.11 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. TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES

### 2.1 Formulas and considerations

2.1.1. The following formulas and consideration was applied to the Traffic Management and Accident Reduction Schemes for the initial prioritisation of requests (before scheme development).

POLICY OBJECTIVES
<b>Local Transport Objectives (as set out in the LIP)</b>
<p><b>Ensuring more efficient use of the local road network</b></p> <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> <p><b>Taking a comprehensive approach to tackling the school run</b></p> <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> <p><b>Delivery of high quality transport systems in regeneration areas</b></p> <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> <p><b>More environmentally friendly transport networks</b></p> <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> <p style="text-align: right;">13 objectives score with 0.25 point each</p> <p style="text-align: right;"><b>Total Range for Local Transport Objectives 0 - 3.25</b></p>
<b>Corporate Plan Objectives</b>
<ul 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> <li>9. Barnet will be amongst the safest places in London, with high levels of community cohesion, and residents feeling safe</li> <li>10. Residents will see a responsible approach to regeneration, with thousands of new homes built and job opportunities created</li> <li>11. Barnet will continue to be recognised as a transparent and open council</li> <li>12. And, for staff, the council will offer a more flexible and modern workplace</li> </ul> <p style="text-align: right;">12 objectives score with 0.25 point each</p> <p style="text-align: right;"><b>Total Range for Contribution to Corporate Plan Objectives 0 - 3</b></p> <p style="text-align: right;"><b>Total Range for Policy Objectives 0 - 6.25</b></p>
<b>TARGETS</b>

<b>LIP targets</b>	
<ol style="list-style-type: none"> <li>1. Mode share of residents by walking (increase)</li> <li>2. Mode share of resident by cycling (increase)</li> <li>3. Bus service reliability</li> <li>4. CO2 emissions from transport (reduce)</li> <li>5. Road condition (Principal Roads)</li> <li>6. KSI casualties (reduce)</li> <li>7. Total casualties (reduce)</li> <li>8. Schools with STAR accreditation (local indicator)</li> </ol>	8 targets score with 0.5 point each <b>Total Range for LIP targets 0 - 4</b>
<b>Other targets</b>	
<ol style="list-style-type: none"> <li>1. Reduce school car use-pupils</li> <li>2. Reduce other transport emissions</li> </ol>	2 targets score with 0.5 point each <b>Total Range for Other targets 0 - 1</b>
<b>Total Range for Targets 0 - 5</b>	
<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: <ul style="list-style-type: none"> <li>if 0, score 0</li> <li>if 1 or 2, score 0.5</li> <li>if 3, score 1</li> <li>if more than 3, score 1.5</li> </ul> </li> <li>• Partner request? → if YES, score= 1</li> <li>• Forum Issues &amp; Petition &amp; Members Inquiries? → if YES, score= 1.5</li> <li>• Area Committee prioritisation? → if YES, score= 2</li> </ul>	<b>Total Range for Correspondence / requests From residents, members, road safety partners 0 - 6</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>Total Range for Facilities 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>Total Range for Other Community Impact 0 - 2</b>
<b>Total Range for Community Impact 0 - 10.5 (+ Education facility score)</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>Total Range for Risk Management (-5) - 0</b>
<b>ROAD SAFETY AND COLLISIONS</b>	

## 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-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

**Total Range for Schemes Intended to Address Speed Concerns 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

**Total Range for Schemes Intended to Address Congestion 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)**

## 2.2 Examples

2.2.1 Examples of a sample of schemes requests are show below for two of the Traffic Management and Accident Reduction schemes.

## TRAFFIC MANAGEMENT & ACCIDENTS REDUCTION (I)

PROJECT INFORMATION	
<b>Re Ref.:</b>	<b>Project description (including some background)</b>
TM_2015-06	Change of junction control, such as mini-roundabout
<b>Project name</b>	
Deans Lane ; Deans Way	
<b>Ward / Area</b>	
HALE (HENDON)	
<b>Scheme Type</b>	
JUNCTION IMPROVEMENT	
<b>Client Name</b>	
LBB	
<b>Project Manager</b>	
Lisa Wright	

DESIGN PRIORITISATION SURVEY PART I											
POLICY OBJECTIVES											
Objectives											
Ensuring more efficient use of the local road network	YES	Reduce congestion?	YES	0.5							
		Improve the condition of roads and footpaths?									
		Improve the bus network (with TfL)?									
		Make travel safer and more attractive?	YES								
Taking a comprehensive approach to tackling the school run?	NO			0							
Delivery of high quality transport systems in regeneration areas?	NO			0							
More environmentally friendly transport networks?	YES	Support the use of low emission vehicles including electric cars?		0.25							
		Encourage mixed use development that will help to reduce these distances people need to travel?									
		Making cycling and walking more attractive for leisure, health and short trips?	YES								
Corporate Plan objectives											
Redesigned local services - integrated, intuitive and efficient			YES	0.5							
More involved and resilient communities											
Health and Social Care services will be personalised and integrated, with more people supported to live longer in their own homes											
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											
Barnet's children and young people will receive a great start in life											
There will be a broad offer of skills and employment programmes for all ages											
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											
Barnet's parks and green spaces will be amongst the best in London											
Barnet will be amongst the safest places in London, with high levels of community cohesion, and residents feeling safe			YES								
Residents will see a responsible approach to regeneration, with thousands of new homes built and job opportunities created											
Barnet will continue to be recognised as a transparent and open council											
And, for staff, the council will offer a more flexible and modern workplace											
TARGETS											
LIP TARGETS											
Mode share of residents by walking (increase)				0							
Mode share of resident by cycling (increase)											
Bus service reliability											
CO2 emissions from transport (reduce)											
Road condition (Principal Roads)											
KSI casualties (reduce)											
Total casualties (reduce)											
Schools with STARS accreditation (local indicator)											
OTHER TARGETS											
Reduce school car use-pupils								0			
Reduce other transport emissions											
COMMUNITY IMPACT											
Correspondence / requests From residents, members, road safety partners (eg Met Police, cycling groups)											
Number of items of correspondence received for this scheme			1	2							
Partner request											
Forum Issues & Petition & Members Inquires?			YES								
Area Committee prioritisation?											
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)		Transport Interchanges (Railway Stations, Bus Stations, Tube...)		0							
Playground / Sportfields / Leisure Attractions		Surgeries/Hospitals									
Shops / Commercials		Others									
Other											
Improve Air Quality				0							
Improve personal safety/security											
Improve access to services / reduce severance											
Improve disabled access											
Risk Management											
Including key risks (such as co-dependent projects) and mitigating measures											
Risk due to dependency on other projects? (S106, S278, etc)				0							
Risk due to 3rd parties works? (utilities diversions required, TfL traffic signs, etc)											
Risk due to lack of political support?											
Other risks?											
ROAD SAFETY & COLLISIONS											
ACCIDENTS											
Collision Types (PIA/KM) (3 years accidents)	FATAL	SERIOUS	SLIGHT	TOTAL	Reduction expected through scheme	1	2				
		1		1							
Estimate Implementation Cost	£53,675	Benefit Monetary value accidents	£69,894.95	Scheme Benefit FYRR (%)	43%						
TRAFFIC SPEED AND CONGESTION											
Traffic Flow (AADT: Annual Average Daily Traffic Flow measure in both directions)	15000-20000	SCHEMES INTENDED TO ADDRESS SPEED CONCERNS						1.50			
		Road Speed Limit	30 MPH	Mean speed	23	1.5					
		SCHEMES INTENDED TO ADDRESS CONGESTION									
Area Type	N/A						0				

<b>Date</b>	<b>Created by</b>	<b>Checked by</b>	<b>Approved by</b>
11/12/2015	Victoria Raines	Lisa Wright	Dean Cronk

## TRAFFIC MANAGEMENT & ACCIDENTS REDUCTION (I)

PROJECT INFORMATION	
<b>Re Ref.:</b> TM_2015-04	<b>Project description (including some background)</b> Consideration of VAS or additional priority build out
<b>Project name</b> Partingdale Lane	
<b>Ward / Area</b> UNDERHILL (CHIPPING BARNET)	
<b>Scheme Type</b> TRAFFIC CALMING I	
<b>Client Name</b> LBB	
<b>Project Manager</b> Lisa Wright	

### DESIGN PRIORITISATION SURVEY PART I

POLICY OBJECTIVES								
<b>Objectives</b>								
Ensuring more efficient use of the local road network	NO						0	
Taking a comprehensive approach to tackling the school run?	NO						0	
Delivery of high quality transport systems in regeneration areas?	NO						0	
More environmentally friendly transport networks?	YES	Support the use of low emission vehicles including electric cars?					0.25	
		Encourage mixed use development that will help to reduce the distances people need to travel?						
		Making cycling and walking more attractive for leisure, health and short trips?	YES					
<b>Corporate Plan objectives</b>								
Redesigned local services - integrated, intuitive and efficient							0	
More involved and resilient communities								
Health and Social Care services will be personalised and integrated, with more people supported to live longer in their own homes								
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								
Barnet's children and young people will receive a great start in life								
There will be a broad offer of skills and employment programmes for all ages								
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								
Barnet's parks and green spaces will be amongst the best in London								
Barnet will be amongst the safest places in London, with high levels of community cohesion, and residents feeling safe								
Residents will see a responsible approach to regeneration, with thousands of new homes built and job opportunities created								
Barnet will continue to be recognised as a transparent and open council								
And, for staff, the council will offer a more flexible and modern workplace								
<b>TARGETS</b>								
<b>LIP TARGETS</b>								
Mode share of residents by walking (increase)		YES					1.5	
Mode share of resident by cycling (increase)		YES						
Bus service reliability								
CO2 emissions from transport (reduce)		YES						
Road condition (Principal Roads)								
KSI casualties (reduce)								
Total casualties (reduce)								
Schools with STARS accreditation (local indicator)								
<b>OTHER TARGETS</b>								
Reduce school car use-pupils								0
Reduce other transport emissions								
<b>COMMUNITY IMPACT</b>								
<b>Correspondence / requests</b> From residents, members, road safety partners (eg Met Police, cycling groups)								
Number of items of correspondence received for this scheme		1					0.5	
Partner request								
Forum Issues & Petition & Members Inquires?								
Area Committee prioritisation?								
<b>Facilities</b> , 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)			Transport Interchanges (Railway Stations, Bus Stations, Tube...)				0	
Playground / Sportfields / Leisure Attractions			Surgeries/Hospitals					
Shops / Commercials			Others					
<b>Other</b>								
Improve Air Quality		YES					0.5	
Improve personal safety/security								
Improve access to services / reduce severance								
Improve disabled access								
<b>Risk Management</b>								
<small>Including key risks (such as co-dependent projects) and mitigating measures</small>								
Risk due to dependency on other projects? (S106, S278, etc)							-2	
Risk due to 3rd parties works? (utilities diversions required, TfL traffic signs, etc)								
Risk due to lack of political support?		YES						
Other risks?								
<b>ROAD SAFETY &amp; COLLISIONS</b>								
<b>ACCIDENTS</b>								
Collision Types (PIA/KM) (3 years accidents)	FATAL	SERIOUS	SLIGHT	TOTAL	Reduction expected through scheme		0	
	0	0	0	0				
Estimate Implementation Cost	£15,665	Benefit Monetary value accidents	£0.00	Scheme Benefit FYRR (%)	0%			
<b>TRAFFIC SPEED AND CONGESTION</b>								
Traffic Flow <small>(AADT: Annual Average Daily Traffic Flow measure in both directions)</small>	< 5000	<b>SCHEMES INTENDED TO ADDRESS SPEED CONCERNS</b>						
		Road Speed Limit	30 MPH	Mean speed	19.5		0	
		<b>SCHEMES INTENDED TO ADDRESS CONGESTION</b>						
		Area Type	N/A					0

Date	Created by	Checked by	Approved by
11/12/2015	Victoria Raines	Lisa Wright	Dean Cronk



### 3. TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES (II)

#### 3.1 Formulas and considerations

3.1.1 Once the highest scoring schemes have been identified, information regarding cost will be included based on scheme as designed and updated data. Additional scoring would apply to schemes prior to implementation using the following formulas and considerations.

IMPLEMENTATION BENEFITS					
<b>IMPACTS</b>					
• 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					
					<b>Total Range for Impacts (-5) - 3</b>
<b>TRAFFIC SPEED</b>					
Update score using surveyed data (if not previously available).					
<b>Speed Limit 20-30-40</b>					
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
<b>Speed Limit Above 50-60</b>					
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
					<b>Total Range for Traffic Speed 0 - 15</b>
<b>ACCIDENTS</b>					
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		
					<b>Total Range for Accidents 0 - 15</b>
<b>CONGESTION</b>					
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		
					<b>Total Range for Congestion 0 - 15</b>
If not, update score from PART 1 using surveyed data.					
Updated scheme cost to use later in the "Single Year Benefit/Cost".					

**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*x1

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

**No scored**

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

**(-5) - 48**

## 4. PARKING SCHEMES

### 4.1 Formulas and considerations

4.1.1 Due to the specific nature of requests for parking controls a separate Tool to priorities these types of schemes. The Parking Schemes also takes into consideration the Council recently adopted Parking Policy. The following formulas and consideration were applied to the individual parking schemes.

POLICY OBJECTIVES
<b>Local Transport Objectives (as set out in the LIP)</b>
<p><b>Ensuring more efficient use of the local road network</b></p> <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> <p><b>Taking a comprehensive approach to tackling the school run</b></p> <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> <p><b>Delivery of high quality transport systems in regeneration areas</b></p> <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> <p><b>More environmentally friendly transport networks</b></p> <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> <p style="text-align: right;">13 objectives score with 0.25 point each</p> <p style="text-align: right;"><b>Total Range for Local Transport Objectives 0 - 3.25</b></p>
<b>Corporate Plan Objectives</b>
<ul 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> <li>9. Barnet will be amongst the safest places in London, with high levels of community cohesion, and residents feeling safe</li> <li>10. Residents will see a responsible approach to regeneration, with thousands of new homes built and job opportunities created</li> <li>11. Barnet will continue to be recognised as a transparent and open council</li> <li>12. And, for staff, the council will offer a more flexible and modern workplace</li> </ul> <p style="text-align: right;">12 objectives score with 0.25 point each</p> <p style="text-align: right;"><b>Total Range for Corporate Plan Objectives 0 - 3</b></p>

<b>Parking Policy Objectives</b>	
<ol style="list-style-type: none"> <li>1. Keep traffic moving/reduce congestion</li> <li>2. Make roads safer by deterring dangerous and obstructive parking</li> <li>3. Reduce air pollution</li> <li>4. Provide adequate parking places on the high street/ensure customers can find parking spaces</li> <li>5. Ensure residents can park near their home</li> <li>6. Deter long-term commuter parking</li> </ol> <p>(6 objectives score with 0.5 point each)</p>	<b>Total Range for Parking Policy Objectives 0 - 3</b>
<b>Other parking related objectives</b>	
<ol style="list-style-type: none"> <li>1. Meet the needs of disabled people</li> <li>2. Reduce car journeys through increased car sharing</li> <li>3. Deter unnecessary school-generated parking</li> <li>4. Keep pedestrians safe</li> </ol> <p>(4 targets score with 0.5 point each)</p>	<b>Total Range for Other parking related objectives 0 - 2</b>
<b>Total Range for Policy Objectives 0 - 11.25</b>	
<b>TARGETS</b>	
<b>LIP targets</b>	
<ol style="list-style-type: none"> <li>1. Mode share of residents by walking (increase)</li> <li>2. Mode share of resident by cycling (increase)</li> <li>3. Bus service reliability</li> <li>4. Access for emergency vehicles</li> <li>5. Access for refuse vehicles</li> <li>6. CO2 emissions from transport (reduce)</li> <li>7. Road condition (Principal Roads)</li> <li>8. KSI casualties (reduce)</li> <li>9. Total casualties (reduce)</li> <li>10. Schools with STAR accreditation (local indicator)</li> </ol> <p>(10 targets score with 0.5 point each)</p>	<b>Total Range for LIP targets 0 - 5</b>
<b>Other targets</b>	
<p>Reduce school car use-pupils Reduce other transport emissions</p> <p>(2 targets score with 0.5 point each)</p>	<b>Total Range for Other targets 0 - 1</b>
<b>Total Range for Targets 0 - 6</b>	
<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 signatory on the petition.</li> <li>• Area Committee prioritisation? → if YES, score= 1</li> <li>• Issue raised by Emergency Services → if YES, score= 1</li> </ul>	<b>Total Range for Correspondence / requests From residents, members, road safety partners 0 - Variable</b>
<b>Facilities</b> (Adjacent to or within the limits of the proposed scheme in a radii of 100 m from the limits of the works)	
<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 / Commercial → 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>Total Range for Facilities 0 - 2.5 (+ Education facility score)</b>
<b>Other</b>	
<ul style="list-style-type: none"> <li>• Improve Air Quality</li> <li>• Improve personal safety/security</li> <li>• Improve access to services / reduce severance</li> <li>• Improve disabled access</li> </ul> <p>(4 improvements score with 0.5 point each)</p>	<b>Total Range for Other Community Impact 0 - 2</b>
<b>Total Range for Community Impact 0 - Variable</b>	

## 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, = -1
- Risk due to lack of political support? → if YES, score= -2
- Other risks? → if YES, score= -1

**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		< 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

**Total Range for Schemes Intended To Address Speed Concerns 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 streets Town square/street	High Place function
	Arterials Connectors Local streets		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

**Total Range for Schemes Intended To Address Congestion 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**

**4.2 Examples**

4.2.1 Examples of a sample of schemes requests are show below for two Parking Schemes.

PARKING							
<b>PROJECT INFORMATION</b>							
Re Ref.:	Project description (including some background)						
Parking_2015-01	Requests for CPZ or parking improvement measures in roads in the vicinity of Barnet Hospital, Wellhouse Lane EN5						
Project name	Barnet Hospital Area						
Ward / Area	UNDERHILL (CHIPPING BARNET)						
Scheme Type	CPZ/Area wide parking						
Client Name	LBB						
Project Manager	LISA WRIGHT						
<b>DESIGN PRIORITISATION SURVEY</b>							
<b>POLICY OBJECTIVES</b>							
<b>Objectives</b>							
Ensuring more efficient use of the local road network?	YES	Reduce congestion?	YES	0.75			
		Improve the condition of roads and footpaths?					
		Improve the bus network (with TfL)?	YES				
		Make travel safer and more attractive?	YES				
Taking a comprehensive approach to tackling the school run?	NO			0			
Delivery of high quality transport systems in regeneration areas?	NO			0			
More environmentally friendly transport networks?	NO			0			
<b>Corporate Plan objectives</b>							
Redesigned local services - integrated, intuitive and efficient							
More involved and resilient communities							
Health and Social Care services will be personalised and integrated, with more people supported to live longer in their own homes							
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							
Barnet's children and young people will receive a great start in life							
There will be a broad offer of skills and employment programmes for all ages							
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							
Barnet's parks and green spaces will be amongst the best in London							
Barnet will be amongst the safest places in London, with high levels of community cohesion, and residents feeling safe							
Residents will see a responsible approach to regeneration, with thousands of new homes built and job opportunities created							
Barnet will continue to be recognised as a transparent and open council							
And, for staff, the council will offer a more flexible and modern workplace							
<b>Parking Policy Objectives</b>							
Keep traffic moving/reduce congestion							
Make roads safer by deterring dangerous and obstructive parking							
Reduce air pollution							
Provide adequate parking places on the high street/ensure customers can find parking spaces							
Ensure residents can park near their home							
Deter long-term commuter parking							
<b>Other parking-related objectives</b>							
Meet the needs of disabled people							
Reduce car journeys through increased car sharing							
Deter unnecessary school-generated parking							
Keep pedestrians safe							
<b>TARGETS</b>							
<b>OTHER TARGETS</b>							
Mode share of residents by walking (increase)							
Mode share of resident by cycling (increase)							
Bus service reliability							
Access for emergency vehicles							
Access for refuse vehicles							
CO2 emissions from transport (reduce)							
Road condition (Principal Roads)							
KSI casualties (reduce)							
Total casualties (reduce)							
Schools with STARS accreditation (local indicator)							
<b>OTHER TARGETS</b>							
Reduce school car use-pupils							
Reduce other transport emissions							
<b>COMMUNITY IMPACT</b>							
<b>Correspondence / requests</b> From residents, members, road safety partners (eg Met Police, cycling groups)							
Number of items of correspondence received for this scheme (insert number)							
Forum Issues & Petition & Members Inquires? YES Number of signatures on petition? (insert number)							
Area Committee prioritisation?							
Issue raised by Emergency Services?							
<b>Facilities</b> Adjacent to or within the limits of the proposed scheme in a radii of 400 m from the limits of the works							
School/ College / University (insert number)							
Playground / Sportfields / Leisure Attractions							
Shops / Commercial							
Other							
Improve Air Quality							
Improve personal safety/security							
Improve access to services / reduce severance							
Improve disabled access							
<b>Risk Management</b>							
Including key risks (such as co-dependent projects) and mitigating measures							
Risk due to dependency on other projects? (S106, S278, etc)							
Risk due to 3rd parties works? (utilities diversions required, TfL traffic signs, etc)							
Risk due to lack of political support?							
Other risks?							
<b>ROAD SAFETY &amp; COLLISIONS</b>							
<b>ACCIDENTS</b>							
Collision Types (PIA/KM) (3 years accidents)	FATAL	SERIOUS	SLIGHT	TOTAL	Reduction expected through scheme		
	0	2	22	24	1		1
Estimate Implementation Cost	£60,000	Benefit Monetary value accidents	£1,677,478.74	Scheme Benefit FYRR (%)	1%		
<b>TRAFFIC SPEED AND CONGESTION</b>							
<b>SCHEMES INTENDED TO ADDRESS SPEED CONCERNS</b>							
Traffic Flow (AADT: Annual Average Daily Traffic Flow measure in both directions)	N/A	Road Speed Limit	N/A	Mean speed			0
<b>SCHEMES INTENDED TO ADDRESS CONGESTION</b>							
Area Type	N/A						0
Date	Created by	Checked by	Approved by				
21/01/2016	Gavin Woolery-Allen	Lisa Wright	Dean Cronk				

PARKING									
<b>PROJECT INFORMATION</b>									
Re Ref.:	Project description (including some background)								
Parking_2015-03	Request for CPZ in St James' Avenue N20								
Project name	St James' Avenue N20								
Ward / Area	OAKLEIGH (CHIPPING BARNET)								
Scheme Type	CPZ								
Client Name	LBB								
Project Manager	LISA WRIGHT								
<b>DESIGN PRIORITISATION SURVEY</b>									
<b>POLICY OBJECTIVES</b>									
<b>Objectives</b>									
Ensuring more efficient use of the local road network?	YES	Reduce congestion?	YES	0.5	3.5				
		Improve the condition of roads and footpaths?							
		Improve the bus network (with TfL)?							
		Make travel safer and more attractive?	YES						
Taking a comprehensive approach to tackling the school run?	NO			0					
Delivery of high quality transport systems in regeneration areas?	NO			0					
More environmentally friendly transport networks?	NO			0					
<b>Corporate Plan objectives</b>									
Redesigned local services - integrated, intuitive and efficient									
More involved and resilient communities									
Health and Social Care services will be personalised and integrated, with more people supported to live longer in their own homes									
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									
Barnet's children and young people will receive a great start in life									
There will be a broad offer of skills and employment programmes for all ages									
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									
Barnet's parks and green spaces will be amongst the best in London									
Barnet will be amongst the safest places in London, with high levels of community cohesion, and residents feeling safe									
Residents will see a responsible approach to regeneration, with thousands of new homes built and job opportunities created									
Barnet will continue to be recognised as a transparent and open council									
And, for staff, the council will offer a more flexible and modern workplace									
<b>Parking Policy Objectives</b>									
Keep traffic moving/reduce congestion									
Make roads safer by deterring dangerous and obstructive parking									
Reduce air pollution									
Provide adequate parking places on the high street/ensure customers can find parking spaces									
Ensure residents can park near their home									
Deter long-term commuter parking									
Other parking-related objectives									
Meet the needs of disabled people									
Reduce car journeys through increased car sharing									
Deter unnecessary school-generated parking									
Keep pedestrians safe									
<b>TARGETS</b>									
<b>OTHER TARGETS</b>									
Mode share of residents by walking (increase)									
Mode share of resident by cycling (increase)									
Bus service reliability									
Access for emergency vehicles									
Access for refuse vehicles									
CO2 emissions from transport (reduce)									
Road condition (Principal Roads)									
KSI casualties (reduce)									
Total casualties (reduce)									
Schools with STARS accreditation (local indicator)									
<b>OTHER TARGETS</b>									
Reduce school car use-pupils									
Reduce other transport emissions									
<b>COMMUNITY IMPACT</b>									
<b>Correspondence / requests</b> From residents, members, road safety partners (eg Met Police, cycling groups)									
Number of items of correspondence received for this scheme (insert number)									
Forum Issues & Petition & Members Inquires?									
Area Committee prioritisation?									
Issue raised by Emergency Services?									
<b>Facilities</b> Adjacent to or within the limits of the proposed scheme in a radii of 400 m from the limits of the works									
School/ College / University (insert number)									
Playground / Sportfields / Leisure Attractions									
Shops / Commercial									
Other									
Improve Air Quality									
Improve personal safety/security									
Improve access to services / reduce severance									
Improve disabled access									
<b>Risk Management</b>									
Including key risks (such as co-dependent projects) and mitigating measures									
Risk due to dependency on other projects? (S106, S278, etc)									
Risk due to 3rd parties works? (utilities diversions required, TfL traffic signs, etc)									
Risk due to lack of political support?									
Other risks?									
<b>ROAD SAFETY &amp; COLLISIONS</b>									
<b>ACCIDENTS</b>									
Collision Types (PIA/KM) (3 years accidents)	FATAL	SERIOUS	SLIGHT	TOTAL	Reduction expected through scheme	0	0		
Estimate Implementation Cost	£20,000	Benefit Monetary value accidents	£139,789.90	Scheme Benefit FYRR (%)	0%				
<b>TRAFFIC SPEED AND CONGESTION</b>									
Traffic Flow (AADT: Annual Average Daily Traffic Flow measure in both directions)	< 5000	<b>SCHEMES INTENDED TO ADDRESS SPEED CONCERNS</b>				0	4.50		
		Road Speed Limit	N/A	Mean speed	0				
		<b>SCHEMES INTENDED TO ADDRESS CONGESTION</b>							
Area Type	N/A				0				
Date	Created by	Checked by	Approved by						
21/01/2016	Gavin Woolery-Allen	Lisa Wright	Dean Cronk						



## 5. SCHOOL SCHEMES (I)

### 5.1 Formulas and considerations

#### 5.1.1 Initial prioritisation of requests (before scheme development).

##### SURVEY PRIORITISATION

- 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”**
  - 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 where-by 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”**
- Has the school STARS accreditation?
  - If blank, score 0
  - if Bronze level, score 1
  - if Silver level, score 2
  - if Gold level, score 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
- 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”**
- Has the school’s issues been investigated in the last 3 years?
  - question scores with 5 point each if “NO”**

(\*) 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**

### 5.2 Examples

5.2.1 Examples of a sample of schemes requests are show below for two of the schools schemes.

## School Schemes (I)

PROJECT INFORMATION	
<b>Name of School</b>	Etz Chaim Jewish Primary School
<b>Address of School</b>	School_03_2015
<b>80 Daws Lane, London</b>	(Road)
<b>NW7 4SL</b>	(Postcode)
<b>Ward / Area</b>	MILL HILL (HENDON)
<b>STP Champion</b>	
<b>(Name)</b>	
<b>(Email)</b>	
<b>(Phone)</b>	
<b>Project Manager</b>	LISA WRIGHT
<b>Possible Engineering Measures (please mark with x)</b>	
<b>Improve Roadmarkings (SKC/DYL)</b>	X
<b>Improve Signs</b>	X
<b>Rduce Speed / Traffic Calming</b>	
<b>New pedestrian Crossing facility</b>	X
<b>Guardrails &amp; Safety Barriers</b>	
<b>Travel Issue/s</b>	1. No signage and drivers are not aware of the school. 2. Route through subway from Mill Hill has an obscured view. 3. The pathways need resurfacing - difficult to push buggies. 4. Lawrence Street is difficult to cross an island desirable. 5. Zebra crossing highly desirable on Daws Lane. 6. Lollypop lady to aid crossing. 7. Traffic lights on Daws Lane to aid crossing. 8. Desire line from road opposite school to school entrance. Vehicles pulled up on dyl outside shops means pedestrians having to come out into road in front of fast arriving cars. 9. Concerns about the speed of the traffic down Daws Lane.
<b>Requested measures</b>	1. Traffic Island on Lawrence Street. 2. Zebra crossing highly desirable on Daws Lane. 3. Highway signage to alert drivers that there is a school. 4. Install SKCs. 5. Lollypop lady to aid crossing- Daws Lane. 6. Traffic lights on Daws Lane to aid crossing. 7. Add no loading to DYL. 8. Investigate crossing point - island, zebra on Lawrence Street. 9. May need to move bus stops.

SURVEY PRIORITISATION PART I	
Has the school a valid School Travel Plan?	YES
Will support an existing sustainable travel and/or road safety initiative (*)	YES
Will support a planned sustainable travel and/or road safety initiative (*)	YES
Please mark with "x" the school's initiatives:	
<b>Walking Bus – children are escorted to school together as a group along a set route</b>	X
<b>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</b>	X
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 where-by the school takes part in a range of cycling initiatives aiming to instil cycling into the ethos of the school.	
<b>Other initiatives</b>	X
Has the school STARS accreditation?	Silver Level
Has the school demonstrated modal shift away from the car in their valid STP?	>20%
Would the measures assist more than 1 school?	YES
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)	YES
Has the school's issues been investigated in the last 3 years?	NO

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<b>Date</b>	<b>Created by</b>	<b>Checked by</b>	<b>Approved by</b>
26/11/2015	Ilias Ioannou	Alison Sharpe	Lisa Wright

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

## School Schemes (I)

### PROJECT INFORMATION

<b>Name of School</b>		<b>Travel Issue/s</b>
Parkfield Primary School	School_02_2015	<p>1. Parking on the corner of the turning into St David's Place restricting pedestrians' view of oncoming traffic on Park Road. Resident's driveways are blocked and this creates a hazard to pedestrians while cars are manoeuvring to leave St David's Place.</p> <p>2. Parents parking on zig zag markings and the pavement in St David's Place at the main entrance to the school at the beginning and end of the school day, need repainting.</p> <p>3. Outside Sturgess Road Gate and opposite Riverside Road there is only one school sign which dates back to the 1930s. There are no road signs warning drivers along Sturgess Avenue NW4 that there is a school ahead.</p> <p>4. There is a blind bend in the road and it is dangerous.</p> <p>5. Road hazards - Speeding cars along Park Road at the junction with Dallas Road and other surrounding residential roads.</p> <p>6. Parking - Parents/carers parking on yellow lines in Park Road outside the centre. Parking in lane next door to the centre resulting in residents being unable to access their homes by car. There is also the issue of emergency vehicles having difficulty entering the driveway to the centre.</p> <p>7. The entrance to the School on Sturgess Avenue does not have School Keep Clear markings. There is a single yellow line with no time plate, so has the same timings as the CPZ which is 10.00am to 6.30pm which does not cover the beginning of the school day. This area needs to be kept clear for children crossing.</p> <p>8. Recent extension of the CPZ in the surrounding roads has led to problems in finding space to park within the times permissible.</p> <p>9. West Hendon Broadway (near the Welsh Harp Boat Centre) is a hazardous place to cross the road. There have also been a couple of fatalities on this part of the road.</p>
<b>Address of School</b>		
St David's Place, London	(Road)	
NW4 3UB	(Postcode)	
<b>Ward / Area</b>		
WEST HENDON (HENDON)		
<b>STP Champion</b>		
	(Name)	
	(Email)	
	(Phone)	
<b>Project Manager</b>		<b>Requested measures</b>
LISA WRIGHT		<p>1. New signage to be displayed in the vicinity of the School.</p> <p>2. Change speed limit outside School to 20 mph.</p> <p>3. Install School Keep Clear markings at Sturgess Avenue.</p> <p>4. Re paint School Keep Clear markings.</p> <p>5. Pedestrian crossing is required at West Hendon Broadway near the Welsh Harp Boat Centre.</p>
<b>Possible Engineering Measures (please mark with x)</b>		
Improve Roadmarkings (SKC/DYL)	X	
Improve Signs	X	
Rduce Speed / Traffic Calming	X	
New pedestrian Crossing facility	X	
Guardrails & Safety Barriers		

### SURVEY PRIORITISATION PART I

Has the school a valid School Travel Plan?	YES
Will support an existing sustainable travel and/or road safety initiative (*)	
Will support a planned sustainable travel and/or road safety initiative (*)	YES
Please mark with "x" the school's initiatives:	
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 where-by the school takes part in a range of cycling initiatives aiming to instil cycling into the ethos of the school.	
<b>Other initiatives</b>	X
Has the school STARS accreditation?	Gold Level
Has the school demonstrated modal shift away from the car in their valid STP?	(10<X<20)%
Would the measures assist more than 1 school?	
Recorded school related accidents in the vicinity of the school in the last 3 years?	YES
Incident within the last 3 years( such as a reported near miss, incident between residents and parents over parking)	
Has the school's issues been investigated in the last 3 years?	

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<b>Date</b>	<b>Created by</b>	<b>Checked by</b>	<b>Approved by</b>
26/11/2015	Ilias Ioannou	Alison Sharpe	Lisa Wright

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



## 6. SCHOOL SCHEMES (II)

### 6.1 Formulas and considerations

<b>POLICY OBJECTIVES</b>	
<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>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>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>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>Total Range for Local Transport Objectives 0 - 3.25</b>	
<b>Corporate Plan Objectives</b>	
<ul 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> <li>9. Barnet will be amongst the safest places in London, with high levels of community cohesion, and residents feeling safe</li> <li>10. Residents will see a responsible approach to regeneration, with thousands of new homes built and job opportunities created</li> <li>11. Barnet will continue to be recognised as a transparent and open council</li> <li>12. And, for staff, the council will offer a more flexible and modern workplace</li> </ul>	12 objectives score with 0.25 point each
<b>Total Range for Corporate Plan Objectives 0 - 3</b>	
<b>Total Range for Policy Objectives 0 - 6.25</b>	

<b>TARGETS</b>	
<b>LIP targets</b>	
<ol style="list-style-type: none"> <li>1. Mode share of residents by walking (increase)</li> <li>2. Mode share of resident by cycling (increase)</li> <li>3. Bus service reliability</li> <li>4. CO2 emissions from transport (reduce)</li> <li>5. Road condition (Principal Roads)</li> <li>6. KSI casualties (reduce)</li> <li>7. Total casualties (reduce)</li> <li>8. Schools with STAR accreditation (local indicator)</li> </ol>	<p>8 targets score with 0.5 point each  <b>Total Range for LIP targets 0 - 4</b></p>
<b>Other targets</b>	
<ol style="list-style-type: none"> <li>1. Reduce school car use-pupils</li> <li>2. Reduce other transport emissions</li> </ol>	<p>2 targets score with 0.5 point each  <b>Total Range for Other targets 0 - 1</b></p>
<b>Total Range for Contribution to Targets 0 - 5</b>	
<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: <ul style="list-style-type: none"> <li>if 0, score 0</li> <li>if 1 or 2, score 0.5</li> <li>if 3, score 1</li> <li>if more than 3, score 1.5</li> </ul> </li> <li>• Identified in STP from consultation: <ul style="list-style-type: none"> <li>From Staff / Governors, if "YES", score 0.5</li> <li>From Pupils, if "YES", score 0.5</li> <li>From Parents, , if "YES", score 0.5</li> </ul> </li> <li>• Partner request? → if YES, score= 1</li> <li>• Forum Issues &amp; Petition &amp; Members Inquiries? → if YES, score= 1.5</li> <li>• Area Committee prioritisation? → if YES, score= 2</li> </ul>	<p><b>Total Range for Correspondence / requests From residents, members, road safety partners 0 – 7.5</b></p>
<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>	<p><b>Total Range for Facilities 0 - 2.5 (+ Education facility score)</b></p>
<b>Other</b>	
<p>Improve Air Quality  Improve personal safety/security  Improve access to services / reduce severance  Improve disabled access</p>	<p>4 improvements score with 0.5 point each  <b>Total Range for Other Community Impact 0 - 2</b></p>
<b>Total Range for Community Impact 0 - 12 (+ Education facility score)</b>	

## 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

**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

**Total Range for Implementation Benefits (-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
- 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		<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

**Total Range for Schemes Intended To Address Speed Concerns 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

**Total Range for Schemes Intended To Address Congestion 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**