

	<h2>Environment Committee</h2> <h3>15 March 2017</h3>
<p style="text-align: right;">Title</p>	<p>2017/18 Local Implementation Plan (LIP) Work Programme</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director - Environment</p>
<p style="text-align: right;">Wards</p>	<p>All</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix 1 – LIP Corridors, Neighbourhoods and Supporting Measures proposals Appendix 2 – Traffic Management and Accident Reduction proposals including prioritisation of Minor Traffic Management Schemes – To Follow Appendix 3 – School Travel Plan and 20mph initial work programme - To Follow Appendix 4 – Parking Review schemes prioritisation and initial work programme - To Follow</p>
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<h2>Summary</h2>
<p>The Report seeks the Committee’s approval for the work programme funded from the ‘Corridors, Neighbourhoods and Supporting Measures’ programme of the 2017/18 Local Implementation Plan (LIP) allocation provided by Transport for London.</p>

<h2>Recommendations</h2>
<p>1. That the Committee approve the Local Implementation Plan (LIP) work programme for “Corridors, Neighbourhoods and Supporting Measures” as detailed in Appendices 1-4 of this report to be funded from the 2017/18 LIP allocation.</p>

<p>2. That the Committee grant delegated authority to the Commissioning Director for Environment to adjust the detailed programme and funding for individual proposals as they develop.</p>
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1. WHY THIS REPORT IS NEEDED

1.1 On 29 September 2016 the Environment Committee approved proposals for the borough's Local Implementation Plan (LIP) 2017/18 Annual Spending Submission to Transport for London (TfL), including proposals for the LIP 'Corridors, Neighbourhoods and Supporting Measures Programme'. This is the main programme that supports development and implementation of Traffic Management Schemes and work to support Road Safety and Sustainable Travel. The proposals are set out in Appendix 1. In December, TfL confirmed their support for the proposals in the Corridors, Neighbourhoods and Supporting Measures Programme.

1.2 The report to the Environment Committee on 29 September 2016 included a number of generic areas of work. A more detailed programme for these areas have now been developed based on work already in progress in 2016/17 and prioritisation of proposals and new requests using the Prioritisation Tool approved by the Environment Committee in May 2016.

Traffic Management and Accident Reduction

1.3 In previous years a combined 'Traffic Management and Accident Reduction' work package heading was used but for 2017/18 separate work packages have been identified for 'Accident Reduction Schemes' and for 'Minor Traffic Management Schemes'. The Accident Reduction Schemes package is already largely defined in the scheme description. It identifies named locations with high levels of Personal Injury road traffic accidents to vulnerable road users for work to develop and implement safety schemes. Work is also included to complete schemes from the 2016/17 'Traffic Management and Accident Reduction' programme that are at or close to the point of construction.

1.4 The Prioritisation Tool has been applied to requests for schemes at other locations and the highest priorities identified for inclusion in the Minor Traffic Management Schemes Requests work package.

1.5 Further information is included at Appendix 2 regarding the proposals within these two areas of work.

School Travel Plan Schemes and 20mph schemes around schools

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

- 1.7 For School Travel Plan schemes the funding application identified that work would be undertaken to:
 - (1) complete 2016/17 proposals,
 - (2) carry out detailed design and implementation on schemes associated with a number of named schools, which have been previously prioritised and initial work undertaken and;
 - (3) outline design for newly prioritised locations.
- 1.8 The proposal for 20mph schemes also includes for;
 - (1) completion of work on a number of schemes identified for 2016/17,
 - (2) detailed design and implementation of a series of other named locations (identified from previous prioritisation of locations) and
 - (3) work on reserve locations if appropriate.
- 1.9 It is currently anticipated that completing items (1) and (2) from the School Travel Plans work package is likely to require a significant proportion of the available allocation for School Travel Plan Schemes. Similarly for 20mph schemes it is anticipated that completion of items (1) and (2) will not leave significant scope to include new locations.
- 1.10 Prioritisation of new locations has therefore been deferred to later in the year when it is clearer whether there is capacity within these work packages to introduce new proposals. This will help to ensure that when it is possible to introduce new proposals that the prioritisation is undertaken based on the most recent issues identified through the schools' latest School Travel Plans.
- 1.11 The progress of individual schemes in 2016/17 for 20mph schemes in particular has varied with some named locations for 2017/18 having been accelerated to compensate for locations that are delayed. Appendix 3 provides more detail on the schemes identified for inclusion in the work programme for 2017/18 for these two work packages.
- Parking Schemes (Parking Reviews and Minor Parking Schemes)**
- 1.12 The Parking Reviews package includes provision of new Controlled Parking Zones (CPZs) and reviews of existing CPZs and similar arrangements in town centres and around transport hubs. The proposals for inclusion in the 2017/18 work programme include locations where work is underway to develop or deliver schemes which commenced in 2016/17. Prioritisation of other requests for new CPZs or changes to CPZs have been undertaken to populate the remainder of the programme.
- 1.13 There is also LIP funding identified for minor parking schemes to address safety and traffic flow. However, the Council is currently considering how to address minor parking requests generally, including how these should be managed and funded moving forward. Depending on the outcome of these considerations, which are due to be concluded later this year, and the alternative funding options available, it is intended that the LIP minor parking allocation either be treated in the same way as originally envisaged, or be used to address minor changes from the Parking Review prioritisation or where appropriate the traffic management schemes prioritisation. In the meantime prioritisation of these minor parking requests have been deferred.

2. REASONS FOR RECOMMENDATIONS

- 2.1 TfL's LIP allocation for 2017/18 totals £4.857m, covering Principal Road maintenance (£1.344m), 'Corridors and Neighbourhoods & Supporting Measures' (£3.413m), and 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 define the 2017/18 work programme for Corridors Neighbourhoods and Supporting Measures including prioritisation where appropriate to focus on schemes that will best address borough priorities and provide the greatest benefit, while ensuring that proposals which are already at an advanced stage are completed or brought to an appropriate conclusion.
- 2.3 Delegation to the Commissioning Director for Environment to make adjustments is included to retain the flexibility to respond to changing circumstances.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Reconsideration of proposals where works are in advanced stages have not been identified since this would involve wasted development costs and dropping proposals where a decision to implement or a public expectation of implementation already exists.
- 3.2 Prioritisation of new school related schemes and minor parking schemes at this time is not recommended for the reasons identified in section 1.

4. POST DECISION IMPLEMENTATION

- 4.1 Approval of the recommendations will identify the proposals to be incorporated within the 2017/18 LIP 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 It is anticipated that approval for implementation of schemes within the budgets identified will be through powers delegated to officers, Area Committee or Environment Committee as appropriate to the individual proposal.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The proposed LIP programme will contribute directly to two of the three Corporate Objectives by:
 - Promoting responsible growth, development and success across the borough;
 - Improving the satisfaction of residents and businesses within the London Borough of Barnet as a place to live, work and study

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

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

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

5.2.1 Core funding for the implementation of the LIP is provided by TfL through various programmes of funding. The total provided for 2017/18 is £4.857m, and this is included in the Council’s capital programme approved by Policy & Resources Committee on 23rd February 2017, and will be recommended for approval by Council. The £4.857m is made up of £3.413m ‘Corridors, Neighbourhoods and Supporting Measures’ programme, Principal Road Maintenance (£1.344m) and Local Transport Fund (£100k). The Annual Spending Submission provides the means by which proposals are submitted and agreed by TfL.

5.2.2 This report concerns the £3,413,000 ‘Corridors, Neighbourhoods and Supporting Measures Programme’, which is aimed at addressing a range of transport issues. The programme as approved by TfL is detailed in Appendix 1. Appendices 2 to 4 provide further details on some of the items listed in Appendix 1. .

5.3 **Social Value**

5.3.1 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.

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, Sub-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 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.

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

5.5.3 Ceasing work on schemes risks reputational damage where an expectation already exists in relation to developing or implementing proposals on proposals already underway. This has been addressed by incorporating in the programme those proposals that have been developed to stage where implementation is imminent.

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

5.6 Equalities and Diversity

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

(1) A public authority must, in the exercise of its functions, have due regard to the need to—

(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

This duty is addressed below.

5.6.2 The programme includes packages of road safety education initiatives and road safety engineering schemes that will tend to benefit groups currently disproportionately affected by road traffic collisions. This can include young people and older people, males, and some minority ethnic groups. Provision for 20mph proposals near schools is expected to particularly benefit children.

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

5.6.4 Allocations are included in relation to provision of accessible bus stops and work to address other local accessibility issues which would help to advance

equality of opportunity for disabled people accessing the transport system.

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

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

5.7 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.

5.8 Insight

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

6. BACKGROUND PAPERS

6.1 On 12 May 2016, the Environment Committee agreed the Prioritisation Tool outlined in Appendix 5 [of that report] for prioritising scheme requests from 2016/17 and developing future year LIP Programmes. The minute and papers for that decision are available at item 11 via the link below.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8337&Ver=4>

6.2 On 29 September 2016 the Environment Committee approved the 2017/18 Local Implementation Plan (LIP) Annual Spending Submission proposals detailed at Appendix A [of that report] for submission to Transport for London. The minute and papers for that decision are available at item 13 via the link below.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8590&Ver=4>