



## Environment Committee

15 November 2021

**Title**

**Community Infrastructure Levy (CIL)  
Highways and Transportation**

**Report of**

Chairman of Environment Committee

**Wards**

All

**Status**

Public

**Urgent**

No

**Key**

No

**Enclosures**

*None*

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## Summary

The Council has a broad Capital Programme which ranges across relatively small-scale initiatives to significant infrastructure projects and programme from the Community Infrastructure Levy (CIL). This levy is a charge which can be levied by local authorities on new development in their area and must be spent on infrastructure needed to support the development of their area, including repair to existing infrastructure.

The value of the Community Infrastructure Levy (CIL) Highways and Transportation Capital allocation is £20m to be allocated to a range of projects over the next 5 years, commencing 2022/2023 financial year.

The intention is to allocate the CIL funding across a range of project classifications over the 5 years.

The Environment Committee at the 6 October 2021 meeting considered proposals, to be part funded through the £20m CIL allocation for 2022/23, to cover carriageway resurfacing, principal road network resurfacing, footway relay and patching, carriageway and footway works adjacent to Brent Cross, Capital works (including flooding & drainage), other assets (including drainage and structures) and Heritage Assets as part of the Highway Network Recovery Programme 2022/23.

The five-year programme commencing 2022/23 will enable the Environment Committee to allocate and have the necessary oversight regarding the delivery of the CIL funding into the highway asset, improving customer experience in relation to the highways network.

As a result, this report seeks Environment Committee approval to the project classifications and to receive a further report detailing project classifications with a finalised Year 1 programme, aligned to the Highway Network Recovery Programme 2022/23.

## **Officers Recommendations**

- 1. That the Committee agrees to the project classifications detailed in paragraph 1.8 of this report.**
- 2. That the committee notes the alignment of the Year 1 programme with the Highway Network Recovery Programme 2022/23 as approved at the Environment Committee meeting of 6 October 2021.**
- 3. That the Committee agrees to receive a future report setting out the Year 1 programme aligned to the Network Recovery Programme 2022/23.**

## 1. WHY THIS REPORT IS NEEDED

- 1.1 The Council's Capital Strategy 2019-24 underpins the Council's Medium-Term Financial Strategy and combined forms a key component of the Council's ambitions to improve the environment of the borough, as set out in the corporate plan: Barnet 2024.
- 1.2 Aligned to the Council's Capital Strategy the Council has a broad Capital Programme which ranges across relatively small-scale initiatives to significant infrastructure projects and programme from the Community Infrastructure Levy (CIL). This levy is a charge which can be levied by local authorities on new development in their area and must be spent on infrastructure needed to support the development of their area, including repair to existing infrastructure.
- 1.3 The Council's approach to delivery of Capital projects aims to be proportionate to the scale and complexity of the individual schemes. Projects of a significant value follow the Council's Project and Programme Management Methodology. The Highways and Transportation projects are proposed to follow this approach.
- 1.4 The Highways and Transportation portfolio will be governed and managed by officers with an assigned Highways Capital Delivery Programme Manager to ensure effective governance.
- 1.5 Recommendations on budget are considered at Policy and Resources Committee. Strategic Decisions on individual projects identified in relation to the Highways and Transportation programme will be considered by the Environment Committee. A report setting out in more detail the breakdown of the programme will be brought to a future meeting of this Committee, aligned to the 2022/23 Network Recovery Programme.
- 1.6 As with other significant projects reports will be presented to the Financial Performance and Contract Monitoring Committee to ensure visibility of the progress of the project between the start of delivery and closure. This approach provides assurance on contract management and lessons learned for continued improvement in the performance of the Council's Capital Project Delivery programme.
- 1.7 The value of the Community Infrastructure Levy (CIL) Highways and Transportation Capital allocation is £20m to be allocated to a range of projects over the next 5 years, commencing 2022/2023 financial year.
- 1.8 The intention is to allocate the Highways and Transportation CIL funding across a range of project classifications over the 5 years including:
  - Bridges and Structures
  - Major Infrastructure
  - Vehicle Restraint Systems
  - Flooding and Drainage
  - Signs and Lines

- Principal Road Network
- Brent Cross Carriageways and Footways
- Carriageway Resurfacing
- Footway Network
- Heritage Assets

1.9 At the meeting of 6 October 2021, the Environment Committee received a report that set out the 2022/23 Highway Network Recovery Programme. In summary the agreed proposal is to include in the first year CIL allocation investment in carriageway resurfacing and principal road network, footway relay and patching, carriageway and footway Brent Cross, Capital works (including flooding & drainage), other assets (drainage and structures) and Heritage Assets.

## **2. REASONS FOR RECOMMENDATIONS**

2.1 The value of the Community Infrastructure Levy (CIL) Highways and Transportation Capital allocation is £20m to be allocated to a range of projects over the next 5 years, commencing 2022/2023 financial year.

2.2 This allocation will enable the Council to undertake significant investment, over and above existing pressured revenue and capital allocations, in the Highways and Transportation asset, in particular addressing aging infrastructure including flooding and drainage assets, signing and lining, bridges and structures, roads and footways and heritage assets.

2.3 The five-year programme commencing 2022/23 will enable the Environment Committee to allocate and have the necessary oversight regarding the delivery of the CIL funding into the highway asset, thus improving the customer experience when accessing the highways network.

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

3.1 The alternate option is to continue with the current capital and revenue spend profile through Council budgets and the Network Recovery Programme. Access to the CIL funding enables the Council to enhance investment in critical highways infrastructure augmenting the existing Network Recovery Programme.

## **4. POST DECISION IMPLEMENTATION**

4.1 Once the Committee approves the recommendations, officers will develop the programme further against the project classifications providing the Environment Committee with a finalised Year 1 programme, aligned to the Highway Network Recovery Programme 2022/23.

## **5. IMPLICATIONS OF DECISION**

5.1 **Corporate Priorities and Performance**

- 5.1.1 The Council's Corporate Plan - Barnet 2024, states in its strategic objectives that it will work with partners to achieve a pleasant, well-maintained borough that we protect and invest in.
- 5.1.2 Robust budget, performance and risk monitoring are essential to ensure that there are adequate and appropriately directed resources to support delivery and achievement of corporate and committee priorities as set out in the Corporate Plan (Barnet 2024) and Annual Delivery Plans.
- 5.1.3 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. The Highways provide access for business and communities, as well as contribute to the area's local character and the resident's quality of life. Highways really do matter to people and public opinion surveys highlight some dissatisfaction with the condition of local roads. Resource constraints can sometimes result in short term fixes, rather longer-term solutions within a robust policy framework. The introduction of the CIL funding will positively improve this position and the quality and safety of the network.

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

### 5.2.1 Finance & Value for Money

5.2.1.1 The value of the Community Infrastructure Levy (CIL) Highways and Transportation Capital allocation of £20m has been approved by the Policy and Resources Committee at the meeting of 20 July 2021.

5.2.1.2 The first-year capital bid has been submitted to fund these works in 2022/23 which will form part of the five-year £20m CIL allocation.

5.2.2 Procurement – The implementation of the final approved schedule of roads, pavements and highways infrastructure projects will access existing and planned procurement routes as defined in the Councils Procurement Annual Plan in order to deliver value for money for the Council.

5.2.3 Staffing – None as a result of this report.

5.2.4 IT – None as a result of this report.

5.2.5 Property – None as a result of this report.

5.2.6 Sustainability – This report and the associated policies, guidance and application forms will promote the effective management and utilisation of the highway network across the borough.

## 5.3 **Legal and Constitutional References**

5.3.1 Section 151 of the Local Government Act 1972 states that: “without prejudice to section 111, every local authority shall make arrangements for the proper administration of their financial affairs and shall secure that one of their officers has responsibility for the

administration of those affairs". Section 111 of the Local Government Act 1972 relates to the subsidiary powers of local authorities to take actions which are calculated to facilitate, or are conducive or incidental to, the discharge of any of their functions.

5.3.2 The Council's Constitution, Article 7 Committees, Forums, Working Groups and Partnerships, sets out the functions of the Financial Performance and Contracts Committee as being Responsible for the oversight and scrutiny of:

- The overall financial performance of the council
- The performance of services other than those which are the responsibility of the: Adults and Safeguarding Committee; Children, Education and Safeguarding Committee; Community Leadership and Libraries Committee; Environment Committee; and Housing and Growth Committee.
- The Council's major strategic contracts including (but not limited to):
  - Analysis of performance
  - Contract variations
  - Undertaking deep dives to review specific issues
  - Monitoring the trading position and financial stability of external providers
  - Making recommendations to the Policy and Resources Committee and/or theme committees on issues arising from the scrutiny of external providers
- At the request of the Policy and Resources Committee and/or theme committees consider matters relating to contract or supplier performance and other issues and making recommendations to the referring committee
- To consider any decisions of the West London Economic Prosperity Board which have been called in, in accordance with this Article.

The Council's Financial Regulations can be found at:

<https://barnet.moderngov.co.uk/documents/s47388/17FinancialRegulations.doc.pdf>

## 5.4 **Insight**

5.4.1 The management of the CIL funding will be informed by strategic insight data provided by the Council's insight team and other sources in due course.

## 5.5 **Social Value**

5.5.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. Before commencing a procurement process, commissioners should think about whether the services they are going to buy, or the way they are going to buy them, could secure these benefits for their area or stakeholders. As set out in the council's Contract Procedure Rules, commissioners should use the Procurement Toolkit, which includes Social Value guidance. The Contract Management Toolkit should also be used to help ensure that contracts deliver the expected services to the expected quality for the agreed cost. Requirements for a contractor to deliver activities in line with Social Value will be monitored through the contract management process.

## **5.6 Risk Management**

5.6.1 Throughout the life of each project, emerging risks are recorded and managed in line with the Council's risk management methodology and project management methodology.

## **5.7 Equalities and Diversity**

5.7.1 Good roads and pavements have benefits to all sectors of the community in removing barriers and assisting quick, efficient, and safe movement to schools, work and leisure. This is particularly important for older people, people caring for children and pushing buggies, those with mobility difficulties and sight impairments. The state of roads and pavements are amongst the top resident concerns and the Council is listening and responding to those concerns through the management of an effective highway network.

5.7.2 The physical appearance and the condition of the roads, pavements and highway infrastructure have a significant impact on people's quality of life. A poor-quality street environment will give a negative impression of an area, impact on people's perceptions and attitudes as well as increasing feelings of insecurity. The Council's policy is focused on improving the overall street scene across the borough to a higher level and is consistent with creating an outcome where all communities are thriving and harmonious places where people are happy to live.

5.7.3 There are on-going assessments carried out on the conditions of the roads, pavements, and highways infrastructure in the borough. These ongoing assessments incorporate Public Rights of Way on which there were requests by letter, email, and phone-calls from users.

5.7.4 The Equality Act 2010 outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010.
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

5.7.5 The broad purpose of this duty is to integrate considerations of equality into day-to-day business and keep them under review in decision making, the design policies and the delivery of services. There is an on-going process of regularisation and de-clutter of street furniture and an updating of highway features to meet the latest statutory or technical expectations.

## **5.8 Corporate Parenting**

5.8.1 No direct or indirect impacts on looked after children or care leavers identified beyond those applicable to the population as a whole.

## **5.9 Consultation and Engagement**

5.9.1 Obtaining customer feedback is part of the contract management process to inform service delivery, service development and service improvement.

5.9.2 The nature of Capital delivery projects mean that the large majority of projects require consultation and engagement as part of the design process. Consultation and engagement forms part of the project planning process for capital delivery schemes. Projects hold gateway reviews at key points of the project's lifecycle to ensure that the planned process has been followed and to check the plan for future phases. Consultation and Engagement is a core component of the Gateway Review process.

## **6. Environmental Impact**

6.1 There are no direct environmental implications from noting the recommendations. Implementing the recommendations in the report will lead to a positive impact on the Council's carbon and ecology impact, or at least it is neutral.

## **7. BACKGROUND PAPERS**

7.1 None.