

LOCAL HIGHWAY IMPROVEMENT (LHI) SCHEMES 2016/17

To: **Highways & Community Infrastructure Committee**

Meeting Date: **1st March 2016**

From: **Executive Director: Economy, Transport and Environment Services**

Electoral division(s): **All**

Forward Plan ref: **N/A** *Key decision:* **No**

Purpose: **To inform Committee of the outcome of the prioritisation of LHI applications by the Member Panels in each District area.**

Recommendation: **Committee is recommended to approve the prioritised list of schemes for each District area, included in appendix A of this report.**

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1. BACKGROUND

- 2.1 For 2016/17 the approved budgets to facilitate a programme of Local Highway Improvements are as follows:

East Cambridgeshire	£53,087
Fenland	£64,884
Huntingdonshire	£112,073
South Cambridgeshire	£94,376
Cambridge City	£82,580

- 2.2 These budgets were approved as part of the Transport Delivery Plan (TDP) at a previous meeting of the Highways and Community Infrastructure Committee on 12th January 2016.
- 2.3 LHI applications have been invited from community groups, subject to applicants providing at least a 10% contribution towards the cost of the proposed project. Applications are limited to a maximum Council contribution of £10,000.
- 2.4 Where applications involve ongoing operational costs such as the cost of power supplies for measures such as zebra crossings, the applicant is expected to meet these costs, or, for some non-standard highway features or equipment, become responsible for the asset itself.

2. MAIN ISSUES

- 3.1 Member Panels have been set up to assess the priorities for funding for each of the above budgets, with political group leaders appointing members based on current political proportionality, with the exception of the City Panel, which was agreed by the Cambridge Joint Area Committee.
- 3.2 Panel members have been asked to consider and score applications which will determine how the budget should be allocated. The panels adopted a scoring system measuring persistent problems, road safety, community improvement and added value, a new category for this year. They scored each element 0-5 and the average of all panel members was used to rank applications. Panel members were not permitted to score applications in their own division.
- 3.3 Officers have provided a technical appraisal of each application, but the assessment has been a member led process, where applicants are also invited to present their proposal.
- 3.4 The rationale for proposing which applications are delivered is based upon the scoring system and available budget per District area. The scoring criteria is as follows:

Score 0 Fails to deliver any improvement
Score 1 Delivers negligible improvement/ aims of the LHI Initiative
Score 2 Delivers limited improvement/ aims of the LHI Initiative
Score 3 Delivers some improvement/ aims of the LHI Initiative
Score 4 Delivers substantial improvement/ aims of the LHI Initiative

- Score 5 Delivers exceptional improvement/ aims of the LHI Initiative
- 3.5 It is recommended that no application scoring less than 1 should be implemented, as the scoring indicates that the project delivers negligible improvements/ aims of the LHI Initiative.
- 3.6 It is then recommended that projects be approved for delivery working down from the highest score to the lowest, until the budget for the District area is fully allocated.
- 3.7 Actual project costs will be determined as the projects are developed and may result in lower than estimated costs. This process may result in further applications being confirmed later in the year.
- 3.8 Applicants will also be required to agree the final design and cost of their project within 4 months of being awarded funding, otherwise funding may be reallocated to the next prioritised scheme, in order to maximise outcomes from the LHI Initiative each year.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

The LHI schemes are small scale and generally of great importance to local communities. They therefore have the potential to have significant local and sometimes local economic benefit.

3.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

3.3 Supporting and protecting vulnerable people

There are no significant implications within this category.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The required resources have been made available to deliver the programme of projects, which will be funded from across the Transport Delivery Plan capital budget.

4.2 Statutory, Risk and Legal Implications

There are no significant implications within this category.

4.3 Equality and Diversity Implications

There are no significant implications within this category.

4.4 Engagement and Consultation Implications

Further engagement and consultation will take place on each project as it is developed, in conjunction with the applicant.

4.5 Localism and Local Member Involvement

The Local Highway Improvement Initiative gives local people a real influence over highway improvements in their community. The Council will work closely with the successful applicants and local community to help deliver the improvements that have been identified. The Local Member will be a key part of this process and will be involved throughout the development and delivery of each scheme.

4.6 Public Health Implications

There are no significant implications within this category.

Source Documents	Location
Prioritised list of LHI schemes by District area for delivery in 2016/17	Appendix A
Individual LHI Panel Member scoresheets	Witchford Highways Depot Stirling Way Witchford Ely Cambridgeshire CB6 3NR