

## Local Highways Improvement Panel Scoreboards

To: Highways and Transport Committee

Meeting Date: 22<sup>nd</sup> June 2021

From: Steve Cox, Executive Director for Place and Economy

Electoral division(s): All

Forward Plan ref: N/A

Key decision: No

Outcome: To inform Committee of the outcome of the prioritisation of LHI applications for delivery in 2021/22 by the Member Panels in each District area.

Recommendation: That the Committee:

Approves the prioritised list of schemes for each District area, included in Appendix A of this report.

### Officer Contact:

Name: Richard Lumley

Post: Assistant Director, Highways

Email: [Richard.lumley@cambridgeshire.gov.uk](mailto:Richard.lumley@cambridgeshire.gov.uk)

Tel: 01223 703839

### Member contacts:

Names: Cllr Peter McDonald/Cllr Gerri Bird

Post: Chair/Vice-Chair

Email: [peter.mcdonald@cambridgeshire.gov.uk](mailto:peter.mcdonald@cambridgeshire.gov.uk)

[gerri.bird@cambridgeshire.gov.uk](mailto:gerri.bird@cambridgeshire.gov.uk)

Tel: 01223 706398

## Background

- 1.1 The LHI initiative invites community groups to submit an application for funding of up to £15,000, subject to them providing at least 10% of the total cost of the scheme. The schemes are community driven, giving local people a real influence over bringing forward highway improvements in their community that would not normally be prioritised by the Council.
- 1.2 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.
- 1.3 Section 2 of the report outlines the process undertaken to identify the prioritised list of schemes for 2021/22.
- 1.4 Concerns have been raised previously at Highways and Transport Committee relating to the number of schemes that have been carried forward into the following financial year. A new programme for applications is contained in paragraphs 2.12 and 2.13 to address this.

## 2. 2021/22 Local Highway Improvement Schemes

- 2.1 As in previous years, officers have completed feasibility studies with applicants in advance of the panel meetings, in a bid to provide a more consistent stage of development for applications. The benefit of this stage in the process has been evident at panel meetings.
- 2.2 The panel assessment meetings remain a member led process, where applicants are invited to present their proposal. Member Panels have been set up to assess the priorities for funding, based on the available budget for each District/City. Political group leaders appoint members based on current political proportionality.
- 2.3 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 assessing four categories; persistent problem, road safety, community improvement and added value. Each category was scored out of 5 and the average across all panel members was then used to rank applications. Panel members were not permitted to score applications in their own division.
- 2.4 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

- 2.5 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.
- 2.6 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.
- 2.7 Should any applications subsequently prove unfeasible, or the actual cost be less than expected, further applications from the priority list may be allocated funding later in the year.
- 2.8 All estimated project costs now also incorporate the estimated cost of time spent by officers designing, managing, and delivering it. The actual cost of the new feasibility stage, which has recently been completed, has been top sliced from each district area budget before being allocated to applications.
- 2.9 This recharge of both the feasibility and officer project delivery costs was agreed by Highways & Infrastructure Committee in July 2017, to better reflect the actual cost to the authority of delivering the LHI Initiative.
- 2.10 The LHI budget has been allocated to each district area in the same way as in 2020/21 and is therefore as follows:

District	Initial Budget	Feasibility	Remaining Available Budget
East Cambridgeshire	£105,261	£5,780	£99,481
Fenland	£128,652	£5,100	£123,552
Huntingdonshire	£222,219	£11,560	£210,659
South Cambridgeshire	£187,128	£16,660	£170,468
Cambridge City	£163,740	£13,260	£150,480
<b>TOTAL</b>	<b>£807,000</b>	<b>£52,360</b>	<b>£754,640</b>

2.11 The prioritised list of schemes for each district area can be found in Appendix A of this report. Each list also highlights the point at which the budget for each district area is fully allocated to schemes, indicated by a red dashed line.

2.12 The new application window for LHIs to be delivered in 2022/23 will be as follows:

- Application window opens - Monday 30<sup>th</sup> June 2021.
- Application window closes - Monday 2<sup>nd</sup> August 2021 at midday.
- Feasibility studies undertaken - August to October 2021
- Panel meetings - December / January 2021/22
- Report to committee including prioritised list for approval - March 2022

2.13 This will mean the winter period, January to March 2022, can be used to begin designing schemes for delivery from 1st April 2022, making use of the better, summer weather for delivery, rather than design, although parishes will be made aware at this stage that formal approval hasn't yet been given.

### 3. Alignment with corporate priorities

- 3.1 Communities at the heart of everything we do
- Investing in local communities, particularly the issues that are often of greatest local concern, promotes community development and provides benefits to all local residents.
- 3.2 A good quality of life for everyone
- Many of the schemes that are brought forward have outcomes that improve road safety, particularly for vulnerable users, for example the young, elderly or particular user types, such as pedestrians and cyclists.
- 3.3 Helping our children learn, develop and live life to the full
- There are no significant implications for this priority.
- 3.4 Cambridgeshire: a well-connected, safe, clean, green environment
- There are no significant implications for this priority.
- 3.5 Protecting and caring for those who need us
- There are no significant implications for this priority.

## 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 the Highways capital budget.

### 4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

### 4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category.

### 4.4 Equality and Diversity Implications

The Member-led Panels adopt a consistent scoring system, each prioritising proposals within the district against their district budget (paragraphs 2.3 and 2.10). Many of the schemes will improve road safety for vulnerable users such as the young and elderly. The LHI initiative empowers community groups to bring forward improvements and gives local people a real influence over bringing forward improvements that benefit their local community.

### 4.5 Engagement and Communications Implications

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

#### 4.6 Localism and Local Member Involvement

The LHI 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.

#### 4.7 Public Health Implications

The majority of schemes aim to improve road safety, which may subsequently contribute to reducing the risk of accident injuries on the network.

#### 4.8 Environment and Climate Change Implications on Priority Areas

##### 4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: neutral

Explanation: No positive or negative impacts identified for works listed in the report.

##### 4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: neutral

Explanation: No positive or negative impacts identified for works listed in the report.

##### 4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Positive/neutral/negative Status: neutral

Explanation: No positive or negative impacts identified for works listed in the report.

##### 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: neutral

Explanation: No positive or negative impacts identified for works listed in the report.

##### 4.8.5 Implication 5: Water use, availability and management:

Positive/neutral/negative Status: neutral

Explanation: No positive or negative impacts identified for works listed in the report.

##### 4.8.6 Implication 6: Air Pollution.

Positive/neutral/negative Status: negative

Explanation: Potential increases in air pollution as a result of some of the schemes listed in the report, for example those utilising raised or physical features such as speed cushions or chicane features.

##### 4.8.7 Implication 7: Resilience of our services and infrastructure and supporting vulnerable people to cope with climate change.

Positive/neutral/negative Status: neutral

Explanation: No positive or negative impacts identified for works listed in the report.

**Have the resource implications been cleared by Finance? Yes**

Name of Financial Officer: Sarah Heywood

**Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement? Yes**

Name of Officer: Henry Swan

**Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes**

Name of Legal Officer: Fiona McMillan

**Have the equality and diversity implications been cleared by your Service Contact? Yes**

Name of Officer: Elsa Evans

**Have any engagement and communication implications been cleared by Communications? Yes**

Name of Officer: Katy Rogerson

**Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes**

Name of Officer: Richard Lumley

**Have any Public Health implications been cleared by Public Health? Yes**

Name of Officer: Iain Green

**If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer? n/a**

Name of Officer:

## 5. Source documents guidance

### 5.1 Source documents

- Prioritised list of LHI schemes by District area for delivery in 2021/22
- Individual LHI Panel Member scoresheets

### 5.2 Location

# **APPENDIX A**

Prioritised list of LHI schemes by District area for delivery in 2021/22