



community benefits.

- 2.03 Over the period of the grants, WG have introduced an increasing number of recommendations, and conditions which need to be met by any scheme before funding is granted.
- 2.04 The conditions generally require the bids to satisfy clear and measurable improvements in travel opportunities but differ for each of the bidding areas. For example-
- Casualty reduction must be proven for the road safety bids
  - Improved school and/or community safety must be proven for the SRIC bids.
- 2.05 The Authority also has a list (compiled over many years) of highway locations which have been the subject of requests for highway improvements from various sources. These schemes have been logged but are not currently subjected to any prioritisation or evaluation
- 2.06 In order to be able to assess the benefit gained from undertaking any particular scheme, it is proposed to apply the evaluation matrix to quantify both the scale of the current problem, and to calculate the benefits of the improvement. The matrix will produce a numerical assessment or value for the schemes allowing a true comparison and subsequent prioritisation of the various projects across the County to be produced. This would ensure the scheme in most need is carried out - subject to the availability of budgets
- 2.07 The proposed evaluation matrix which will be used to prioritise all of the scheme types previously mentioned consists of a combination of measurable factors, i.e. casualty and traffic data, together with an engineered assessment of the present conditions and a prediction of the benefits of the scheme to the various road user groups.
- 2.08 It is not possible to devise a meaningful matrix that relies solely on directly measurable factors and the professionally engineered input allows for consideration of what may be unique local conditions which can be appropriately scored within the listed parameters. The matrix would be applicable to all schemes subjected to a WG bid and to general improvements which may be completed from internal Capital funds as and when they become available.
- 2.09 A copy of the matrix is included in Appendix A of this report.
- 2.10 Following adoption of CPE powers by the Council in 2013, there are constant demands from local members, T&CC's and residents to review, relax or provide new Traffic Regulation Orders (TRO's) to control parking on various streets and roads across the County.

- 2.11 Currently there is no mechanism to prioritise these requests for TRO amendments and this has resulted in frustration for the individual or organisation requesting the change. With restrictions on funding, no indication of the likely date for considering the request can be provided and the scheme is added to a long list of similar requests.
- 2.12 The proposal is to introduce a second evaluation matrix to evaluate each enquiry in order to produce a defined priority order for TRO variation requests. As with the matrix for Highway Improvements the matrix will produce a numeric score for each of the proposals to allow a true comparison and priority list to be produced.
- 2.13 A copy of the matrix is included in Appendix B of this report.

### **3.00 CONSIDERATIONS**

- 3.01 There are currently many different types of highway and safety improvement schemes being promoted. These include casualty reduction schemes, school/community based safety schemes, and various requests to improve the network for road users. For simplicity the single matrix will be used in all cases.
- 3.02 For schemes which can be supported by appropriate funding from WG, increasing conditions have been linked to bids. These are generally data led, to ensure that approved schemes provide a positive return in terms of casualty reduction and school/community benefit. In order to improve the success rate of the bids, the matrix will mirror the conditions set out by WG in their bid document
- 3.03 The matrix proposed will provide a single assessment method for all types of improvements and will be utilised to identify the schemes which provide the greatest benefits and those which are most likely to be successful in achieving external funding.
- 3.04 The matrix will also provide an assessment method for all other highway/safety schemes which may be requested and which could be financed internally, or from other source.

### **4.00 RECOMMENDATIONS**

- 4.01 That Cabinet approve the Highway Improvement evaluation matrix which will be used to evaluate and prioritise future Highway Improvements bids to WG and the Council's own capital works programme.
- 4.02 That Cabinet approve the TRO evaluation matrix which will be used to prioritise TRO amendments, variations and requests to provide new TRO's.

**5.00 FINANCIAL IMPLICATIONS**

- 5.01 The Highway Improvement Matrix will help identify qualifying schemes, and will strongly support the justification for any bids forwarded for funding.
- 5.02 The TRO Improvement Matrix will improve budget monitoring arrangements allowing a specific number of requests to be taken forward each year.

**6.00 ANTI POVERTY IMPACT**

- 6.01 No identifiable impact.

**7.00 ENVIRONMENTAL IMPACT**

- 7.01 Environmental impact will form part of both of the matrix. The highway/safety schemes progressed will be those possessing the greatest benefits to the local communities and road users and those delivering improvements to the Environmental impact of the network.

**8.00 EQUALITIES IMPACT**

- 8.01 No identifiable impact.

**9.00 PERSONNEL IMPLICATIONS**

- 9.01 None.

**10.00 CONSULTATION REQUIRED**

- 10.01 None at this time.

**11.00 CONSULTATION UNDERTAKEN**

- 11.01 With Cabinet Member.

The two matrix were presented to Environment Overview and Scrutiny committee in September 2014 and were recommended for approval

## **12.00 APPENDICES**

- 12.01 Appendix A – Improvement matrix for Highway Improvements.  
Appendix B – Matrix for prioritising TRO requests

### **LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985** **BACKGROUND DOCUMENTS**

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