

MUNICIPAL YEAR 2008/2009 REPORT NO. 202

MEETING TITLE AND DATE

Cabinet 4th March 2009

Agenda – Part: 1

Item: 8

REPORT OF:

Director of Environment and Street Scene

Subject:

Local Implementation Plan 2009/10 - Settlement and Programme of Works

Wards: All

Cabinet Member Consulted: Cllr Terry Neville.

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1. EXECUTIVE SUMMARY

This Report gives details of the settlement for transport related spending within the Local Implementation Plan (LIP) for 2009/10 and outlines the implications for the Council's programme of transport schemes. The Report will form the basis of reports and information requested by Transport for London. It also seeks the necessary financial and other approvals so that work can start in April 2009.

2. RECOMMENDATIONS

To Approve:

- 2.1 The expenditure of £860,000, the programme, and schemes for the Principal Road Renewal Programme for 2009/10 as given in Section 6.9
- 2.2 The expenditure of £472,000, the programme and schemes for Local Safety for 2009/10 as given in Section 6.9 and associated consultation and Traffic Management Orders subject to agreement with the Cabinet Member for Environment and Street Scene.
- 2.3 The expenditure of £300,000, the programme and schemes for 20 mph Zones for 2009/10 as given in Section 6.9 and associated consultation and Traffic Management Orders subject to agreement with the Cabinet Member for Environment and Street Scene.
- 2.4 The expenditure of £25,000, the programme and schemes for the Road Safety Education, Training and Publicity Programme for 2009/10

Cont.

- 2.5 The expenditure of £190,000 for the Walking Programme for 2009/10
- 2.6 The expenditure of £165,000, the programme and schemes for Cycling (London Cycle Network Plus) for 2009/10 and associated consultation and Traffic Management Orders subject to agreement with the Cabinet Member for Environment and Street Scene.
- 2.7 The expenditure of £115,000, the programme and schemes for Cycling (Non London Cycle Network Plus) for 2009/10
- 2.8 The expenditure of £77,000, and the programme for Bus Stop Accessibility for 2009/10. The schemes and associated consultation and Traffic Management Orders will be subject to agreement with the Cabinet Member for Environment and Street Scene.
- 2.9 The expenditure of £125,000, and the programme for Bus Priority for 2009/10. The schemes and associated consultation and Traffic Management Orders will be subject to agreement with the Cabinet Member for Environment and Street Scene.
- 2.10 The expenditure of £60,000, for Streets for People for 2009/10
- 2.11 The expenditure of £284,000 and programme for School Travel Plans for 2009/10
- 2.12 The expenditure of £5,000, the programme and schemes for Travel Awareness for 2009/10
- 2.13 The expenditure of £10,000 for Noise Mapping
- 2.14 There were no funds allocated for the following programme areas: Local Area Accessibility, Bridge Assessment & Strengthening, Town Centres, Station Access Improvements, Freight, Controlled Parking Zones, Route Strategies, and Regeneration.
- 2.15 The submission of reports to Transport for London based upon the information contained within this Report.
- 2.16 That the decision on how to spend the £100,000 allocation referred to in para. 4.3 is delegated to the Cabinet Member for Environment and Street Scene.

3. BACKGROUND

- 3.1 Following approval by Cabinet in May 2008, the Council submitted, on the 12th June 2008, its Local Implementation Plan Annual Progress Report (APR) 2009/10 – 2011/12 to the Mayor of London via Transport for London (TfL). The LIP (APR) presents the Council's plan for transport in Enfield and forms part of its larger vision of how the environment of the Borough can be maintained and improved.
- 3.2 The advent of approved Local Implementation Plans (LIPs) heralded the introduction of a new framework within which TfL provides financial assistance to the boroughs. TfL considers that each LIP should provide both the policy and delivery justification for applications for funding from boroughs and, therefore, supply the basis on which TfL allocates annual funding. This is supported by the TfL Investment Programme and Business Plan, which themselves are under-pinned by TfL access to agreed longer-term funding.
- 3.3 The LIP process enables boroughs to plan their transport projects, related expenditure and therefore their financial requirements for longer than the previous annual basis. It also allows TfL to plan more effectively for borough expenditure both in terms of its own business planning process and its submission to Government Spending Reviews. This should give boroughs more financial certainty on which to base work programmes and enable boroughs better to demonstrate valuable contributions to improving London's transport infrastructure and service provision.
- 3.4 These changes will benefit boroughs and TfL in reducing the time and resources previously dedicated to the annual Borough Spending Plan, thereby, enabling time to be spent more productively in implementing LIPs.
- 3.5 Boroughs were strongly encouraged only to apply for funding of those proposals that are contained in LIPs and which have been identified as due for implementation in the relevant year, i.e. 2009/10. It is no longer appropriate to apply for funding for large numbers of proposals or amounts without the LIP context made explicit

4. LOCAL IMPLEMENTATION PLAN FUNDING FOR 2009/10

- 4.1 On the 20th November 2008 the Mayor announced the Local Implementation Plan funding for 2009/10 of £168 million for London authorities, an increase of £7million over the level of allocation for 2008/09. In addition, the proportion of funds allocated for the subsequent years 2010/11 and 2011/12 has been increased to ensure that the boroughs and partnerships have confidence in planning and delivering their programmes over the next two years.
- 4.2 Continuing the approach employed in the previous years, TfL managers of the respective LIP programmes have assessed Boroughs' funding applications based on the criteria set out within the LIP APR Guidance 2009/10 – 2010/11, which had been issued to the boroughs by TfL in early 2008. Allocations for Principal Road Renewal, Bridge Assessment and Strengthening, Area Based

Schemes, Road Safety and Bus Priority schemes continue to be strongly influenced by the application of needs-based considerations. These transport areas together account for around 60% of funds being allocated. Therefore, the total amount allocated to a Borough is strongly influenced by the local need for such work.

- 4.3 In addition, for the first time, TfL have allocated £100,000 to Enfield (and all other boroughs) to expend under its own decision, for example to expand an existing scheme or initiate new transport projects. This has not been allocated against any programme and can be spent as the Council wishes providing that the scheme(s) remain in accordance with the Mayor's Transport priorities. This allocation has arisen from a transitional arrangement for 2009/10 agreed through the LIP Funding Reform Group.
- 4.4 The way that LIP funding is allocated is expected to change for 2010/11, with a move towards a formulae approach to determine allocations for most programme areas. This will provide Boroughs with a greater flexibility to decide locally how to invest to meet the transport objectives of both the Council and the Mayor.
- 4.5 In addition, the Mayor will be consulting on the next version of his transport strategy (MTS2) later this year. This is a key document for the Borough that not only shapes London's transport policies, but also provides a framework for future funding priorities. Officers will be responding to this consultation to ensure that MTS2 properly deals with key local transport issues, such as access to health care and the provision of transport to support Place Shaping initiatives.

5. ENFIELD'S LOCAL IMPLEMENTATION PLAN FUNDING FOR 2009/10

- 5.1 Enfield has been allocated £2.688m for 2009/10 compared with £2.395m allocated for 2008/09 at the same time last year. The funding under each main transport heading is set out in Table 1, which also shows the bid and the equivalent original allocation for 2008/09.

Table 1: Enfield's LIP Funding from TfL compared to Enfield's request for 2009/10 and Allocation for 2008/09 (*)

Topic Code and Description		Enfield's Allocation (£k)	Funding Requested from TfL (£k)	Original Allocation (£K) (*)
		2009/10	2009/10	2008/09
Infrastructure				
RO	Principal Road Renewal	860	1880	877
BR	Bridge Assessment and Strengthening	0 (*)	774	0
Road Safety				

Topic Code and Description		Enfield's Allocation (£k)	Funding Requested from TfL (£k)	Original Allocation (£K) (*)
		2009/10	2009/10	2008/09
LSS	Local Safety Schemes	472	605	423
ZO	20mph Zones	300	400	150
ETP	Education, Training and Publicity	25	55	25
Walking and Cycling				
W	Walking	190	320	100
CS	Cycling LCN+	165	975 (by the Lead Borough)	230
CS	Cycling Non LCN+	115	485	75
Bus Stop Accessibility				
BSA	Bus Stop Accessibility	77	100	120
Bus Priority				
BP	Bus Priority	125	180	130
Area Based Schemes				
TC	Town Centres	0	20	0
SfP	Streets for People	60	632	60
IT	Station Access	0	75	0
School Travel Plans and Travel Awareness				
STP	School Travel Plans	284	479	140
WTP	Work Travel Plans	0	0	0
TA	Travel Awareness	5	7	5
FRACA				
FS	Freight	0	0	0
RP	Regeneration and Access Corridors	0	300	0
ENV	Environment-Noise Mapping	10	90	0
PC	Controlled Parking Zones	0	355	0
AS	Local Area Accessibility	0	120	60

Topic Code and Description		Enfield's Allocation (£k)	Funding Requested from TfL (£k)	Original Allocation (£K) (*)
		2009/10	2009/10	2008/09
CF	Core Funding	0	0	0
PI	Parallel-Initiatives-Route Strategies	0	35	0
Total		2688	7887	2395

(*) The allocations indicated for 2009/10 are allocations at start of year 2009/10; these are subject to additional allocations and transfers across transport areas by agreement with TfL during the course of the year.

5.2 Enfield also receives additional funding through its participation in partnership with other boroughs. Enfield is part of the North London Transport Forum and is the lead borough of the forum, which has been allocated £600,000 for 2009/10.

5.3 Where appropriate, funding allocation commitments have been given for 2010/11 and 2011/12. These forward-year commitments relate to those schemes that are satisfactorily developed and are recognised as taking more than one year to complete. For Enfield, the announcement in November 2008 also included some spending commitments for the subsequent years 2010/11 and 2011/12 as follows:

1. Leisure Cycle Routes - £50,000 (consisting of £25,000 in each of the two years 2010/11 and 2011/12)
2. School Travel Plans - £ 84,000 in 2010/11

5.4 All the works will be co-ordinated with the Borough Capital Programme for Highway, Traffic and Parking Schemes for 2009/10 to minimise disruption and inconvenience to the public and maximise the impact of the improvements. In addition, all lighting works will be undertaken in line with the PFI for street lighting in Enfield.

6. PROGRAMME OF WORKS FOR 2009/10

6.1 Table 2 shows what approvals are given within the Report and the details will be used in submitting future reports to TfL on the proposed programme of works in Enfield for 2009/10.

6.2 Financial approval allows expenditure to be spent on the programme and schemes associated with the area of work. Programme approval gives approval for expenditure to be incurred and work to be undertaken on the complete programme of activities. Scheme approval gives approval for

expenditure to be incurred on individual schemes and for implementation without further approvals unless indicated.

- 6.3 As a result of introducing the LIP funding process, there is no need for a baseline approval process as required under the previous BSP process. In general, provisional approval for schemes in 2009/10 is being given at the same time as making the LIP funding announcement; this is because, other than in very exceptional cases, the proposals are extracted from those submitted already within the LIP. However, in recognition of the reality that schemes often evolve, boroughs and partnerships needing to change or update the relevant LIP proposal can do so by sending amended forms. Forms received will be checked and then sent to the TfL Programme Manager for review and approval, if required.
- 6.4 LIP (APR) Guidance reminded Boroughs of the matters to which TfL will have regard in providing financial assistance and those conditions, which attach to the provision of financial assistance. Boroughs should continue to comply with the criteria in LIP (APR) Guidance especially for schemes where removal or alteration of infrastructure is being contemplated (see paragraph 6.8).
- 6.5 TfL has worked with London Council officers to ensure a greater integration of traffic signals programming with the LIP funding process for 2009/10. As a result, provisional signal slot allocations by programme have been given for Enfield where LIP funding is being provided for this purpose. Boroughs and partnerships are requested to follow up these indicative slots by submitting the necessary Scheme Request Form, associated traffic data and finance (works / purchase order document) to the Programme Manager responsible for the particular LIP area.
- 6.6 TfL have stated the following in regard to possible substantial removal or modification of highways infrastructure:
- In circumstances where the original reasons for and benefits envisaged by any recent installation of new highway infrastructure continue to apply, TfL considers that there are generally better things to do with available funds for transport improvements than substantially to remove or modify such existing infrastructure.
 - However, TfL does recognise that there might be circumstances in which the removal or modification of such infrastructure may be appropriate. It would be helpful to TfL for boroughs to communicate such intention early to the relevant part/s of TfL in situations where it is proposed substantially to remove or modify existing infrastructure (i.e. where the effect of such removal or modification may change traffic patterns or movements appreciably).
 - In addition, TfL requests that all proposed unusual, difficult or extensive removals or modifications of highway infrastructure be notified to Borough Partnerships by the borough. The following considerations might usefully be borne in mind:
 - Where TfL has paid for or contributed to the cost of installation of highway infrastructure which is subsequently substantially removed

or modified by a borough without the approval of TfL, TfL reserves the right to reclaim from the borough the total amount of any such financial assistance.

- Even if TfL has not paid for or contributed to the cost of a particular scheme, TfL endeavours to give consideration to all substantial removals of and modifications to highway infrastructure to ensure that these are conducive to the achievement of TfL objectives. If TfL considers such objectives are not being addressed by a borough, it may decide not to provide or to limit future financial assistance to the borough.
- Highway infrastructure removal or modification on a significant scale may potentially impair or preclude a borough from complying with or delivering against (as the case may be): (a) its LIP; (b) the Mayor's statutory targets; and (c) policies and proposals contained in the Mayor's Transport Strategy.
- Where a borough fails or is likely to fail satisfactorily to implement a LIP, the Mayor may step in on behalf of a borough and take such steps as are necessary to achieve compliance with the LIP. Any reasonable expenses incurred by the Mayor in taking such steps, may be recovered by the Mayor, from the borough in question.
- TfL recognises that there might be particular bus lanes or other highway infrastructure where it may be appropriate that these be removed or modified. For example, where there has been a significant lapse of time since the date of original installation, modification to a traffic pattern etc.
- Such removal and/or modification should be developed and implemented as part of an evidence-based and considered approach to highway management and, at least in principle, should be contained in a proposal within a borough LIP.
- Reviews as described above should consider all road users and comply with the Network Management Duty and accompanying requirements.

6.7 The Network Management Duty (NMD) obliges Local Traffic Authorities to take all practicable steps to secure the expeditious movement of traffic, including pedestrians, on the authority's road network, and facilitating the movement of traffic on other authorities' networks. A Strategic Road Network (SRN) exists for this purpose in London. The process by which schemes and works impacting on the SRN or TLRN are notified to TfL is set out in NMD Guidance distributed to boroughs. Boroughs are strongly advised to discuss proposals (schemes and works) and notification requirements with their Network Assurance Team (NAT) Assessment Manager at an early stage.

Table 2: Enfield's LIP Programme for 2009/10, Approvals Given and Programme of Works

Topic Code and Description		Approvals Given/Programme of Works
Infrastructure		
RO	Principal Road Renewal	Financial, programme and scheme approval – funding of £ 1,880,000 was

Topic Code and Description		Approvals Given/Programme of Works
		requested for seven schemes but funding of only £860,000 was received for three schemes; no further approvals required for the three schemes for which requested allocations have been given. See below. Note: TfL state that Principal Road Renewal Schemes are expected to deliver like for like facilities (e.g. red bus lanes, cycle facilities etc.).
BR	Bridge Assessment and Strengthening	{Funding of £ 774,000 was requested for seven schemes but no funding has yet been finally determined through the LOBEG system}
Road Safety		
LSS	Local Safety Schemes	Financial, programme and scheme approval – funding of £ 605,000 was requested for nineteen schemes but funding of only £472,000 was received for sixteen schemes. Details of individual schemes will be agreed with Cabinet Member prior to consultation See below
ZO	20mph Zones	Financial, programme and scheme approval – funding of £ 400,000 was requested for two schemes but funding of only £ 300,000 was received for both schemes - details of individual scheme will be agreed with Cabinet Member prior to consultation £100,000 – Chesterfield School and £200,000 for Salisbury School (in each case, £50,000 less than requested). See below.
ETP	Education, Training and Publicity	Financial, programme and scheme approval – funding of £55,000 was requested for four types of work but funding of only £ 25,000 was received only for two schemes - no further approvals required. These schemes support the achievement of the casualty reduction in the Council's LAA. In Car Safety Advice Service - £ 15,000 Theatre in safety education - £ 10,000. See below
Walking and Cycling		
W	Walking	Financial approval – funding of £ 320,000 was requested for four projects but funding

Topic Code and Description		Approvals Given/Programme of Works
		of only £ 190,000 was received only for two projects - for Enfield Town Key Walking Routes and Walking Street Audits; approval of the programme and schemes will be the subject of a further Report. See below (<i>& Allocations through North London Transport Forum bids for 2009~10</i>)
CS	Cycling LCN+	Financial, programme and scheme approval – The lead borough (L.B.CAMDEN) applied for funding of £975,000 for completion of thirteen projects in Enfield but only funding of £165,000 was allocated only for two schemes - details of schemes will be agreed with Cabinet Member prior to consultation – See below
CS	Cycling Non LCN+	Financial, programme and scheme approval – no further approvals required £ 60,000 has been allocated for Cycle Training as requested. £ 15,000 has been allocated for Cycle Parking against a request for £25,000 £ 40,000 has been allocated for Leisure Cycle Routes - this was well below the requested amount of £400,000. See below
Bus Stop Accessibility		
BSA	Bus Stop Accessibility	Financial and programme approval – details of individual schemes will be agreed with Cabinet Member prior to consultation. Improvements at bus stops - £30,000 allocated as requested Tackling localised bus stop accessibility problem areas - £30,000 as requested Bus stop access at hospitals - £17,000 allocated against a request for £ 40,000 See below
Bus Priority		

Topic Code and Description		Approvals Given/Programme of Works
BP	Bus Priority	<p>Financial, and programme – details of individual schemes will be agreed with Cabinet Member prior to consultation. Funding of £ 180,000 for seven items were requested; only funding of £125,000 for six items only, as follows has been allocated:</p> <p>a. Bus Priority in town centers- £50,000 b. Fore Street Bus Lanes - £10,000 c. Fore Street traffic signals - £ 30,000 d. Review of Traffic Islands - £10,000 e. Southbury Road Bus gate - £ 10,000 f. Borough Administration - £ 15,000</p> <p>See below</p>
Area Based Schemes		
TC	Town Centres	Funding of £ 20,000 was requested for initial phase work for a scheme in Southgate. No funding has been allocated in the November announcement, but staged proposals will be considered by TfL, throughout the financial year.
SfP	Streets for People	Funding was requested for starting a scheme in Ponders End and to continue the scheme in Lytchet Way. Financial approval of £60,000 has been allocated for the completion of the scheme design in Lytchet Way, which has been in progress - approval of the schemes will be the subject of a further Report.
IT	Station Access	Funding was requested to improve the station access at Ponders End. No funding has been allocated in the November announcement but staged proposals will be considered by TfL throughout the financial year.
School Travel Plans and Travel Awareness		
STP	School Travel Plans	<p>Against a request for £ 479,000, only funding of £ 284,000 has been allocated as follows for:</p> <p>St Georges School, Freezywater - £ 50,000 Winchmore Hill Secondary - £ 40,000</p> <p>STP Coordination work - £ 27,000</p>

Topic Code and Description		Approvals Given/Programme of Works
		<p>Walk on Wednesdays - £ 45,000</p> <p>Theatre in education - £ 20,000</p> <p>STP activities –Small Grants - £ 30,000</p> <p>Walk to School week – £ 5,000</p> <p>Independent school Grant – £ 20,000</p> <p>Generic Activities (*) - £ 47,000</p> <p>(*) These are – Training, supply cover, Promotion & feasibility studies)</p> <p>Funding of £ 47,000 for generic activities, £27,000 for the coordination work in relation to the development work has been approved.</p> <p>All further approvals will be the subject of a further Report.</p> <p>Note: In accordance with Guidance, no funding for implementation measures will be released by TfL until a copy of the approved School Travel Plan has been submitted to the Regional School Travel Adviser for quality assurance and approval in line with DfES / DfT policy. The plan must be no more than 12 months old. Where engineering measures are proposed, a copy of the scheme drawing must also be submitted prior to release of TfL implementation funding. Named Schools - Where specific schools are not yet named for implementation measures (including non-engineering measures), the names will be required as part of the baseline submission, or within a bi-monthly report, prior to the commitment of TfL funding for the scheme.</p>
WTP	Work Travel Plans	Not Applicable
TA	Travel Awareness	<p>Funding of £ 7,000 was requested for two schemes but funding of £ 5,000 was received only for one scheme- NATIONAL BIKE WEEK. Financial, programme and scheme approval – no further approvals required.</p>

Topic Code and Description		Approvals Given/Programme of Works
FRACA		
FS	Freight	Not applicable
RP	Regeneration and Access Corridors	Funding of £ 300,000 was requested for three areas - Central Leaside Business Area, Enfield Town and North East Enfield Area but no funding has been allocated
AQ	Environment	Funding of £ 90,000 was requested for three Environmental schemes; but one scheme was allocated funding – Noise Mappings & Action Planning: £10,000
PC	Controlled Parking Zones	Funding of £ 355,000 was requested for five potential schemes but no funding has been allocated
AS	Local Area Accessibility	Funding of £ 120,000 was requested for three schemes but no funding was allocated.
PI	Parallel Initiatives	Funding of £ 35,000 was requested for ROUTE A110 SOUTHBURY ROAD but no funding has been allocated

**Allocations for London Borough Of Enfield
2009/10 LIP Settlement - November 2008**

Scheme Name	Allocation (£k)	Commitment (£k)		3 year total
	2009/10	2010/11	2011/12	
Principal Road Renewal	RO			
A110 Church Street EN2 – Gentleman’s Row	450	-	-	450
A105 London Road EN2 – Cecil Road to Southbury Road	110	-	-	110
A1005 The Ridgeway EN2 – Hadley Road to Royal Chase Hotel	300	-	-	300
RO - Amount of Funding Committed £k	860	-	-	860
Local Safety Schemes	LSS			
Silver Street / West Way	20	-	-	20
Baker Street – Section to cover adjacent schools	20	-	-	20
Fore Street / Claremont Street	10	-	-	10
The Ridgeway between Botany Bay and Oak Avenue	25	-	-	25
The Bourne / Bourne Hill	10	-	-	10
Anti-skid surfacing mass action	80	-	-	80
Bramley Road / Enfield Road Route Study	30	-	-	30
Meridian Way between Angel Lock and Picketts Lock	20	-	-	20
Double Yellow Lines at junctions – mass	80	-	-	80
Green Lanes near Vicars Moor Lane	30	-	-	30
North-South Route Meridian Way Junction	20	-	-	20
Carterhatch Lane between The Approach and A10	40	-	-	40

East Lodge Lane	2	-	-	2
Review of Road Safety around schools	25	-	-	25
Preparation of future LSS applications.	20	-	-	20
Design of future LSS programmes.	40	-	-	40
LSS - Amount of Funding Committed £k	472	-	-	472
20mph zones	ZO			
Chesterfield School	100	-	-	100
Salisbury School	200	-	-	200
ZO - Amount of Funding Committed £k	300	-	-	300
Education Training & Publicity Schemes	ETP			
In Car Safety Advice Centre	15	-	-	15
Theatre in Education	10	-	-	10
ETP - Amount of Funding Committed £k	25	-	-	25
Walking	W			
Enfield Town Walking Route	150	-	-	150
Walking Street Audits	40	-	-	40
W - Amount of Funding Committed £k	190	-	-	190
Cycling Non LCN+ schemes	CS			
Cycle Training	30	-	-	30
Cycle Training Co-ordinator	30	-	-	30
Cycle Parking	15	-	-	15
Leisure Cycle Routes	40	25	25	90

CS - Amount of Funding Committed £k	115	25	25	165
Cycling LCN+	LCN			
Link 53 – Cat Hill Roundabout	50	-	-	50
Link 53 – Enfield Town Centre – Church St	115	-	-	115
LCN - Amount of Funding Committed £k	165	-	-	165
Bus Stop Accessibility	BSA			
Improvements at bus stops	30	-	-	30
Tackle localised bus stop accessibility problems	30	-	-	30
Bus stop access at hospitals	17	-	-	17
BSA - Amount of Funding Committed £k	77	-	-	77
Bus Priority	BP			
Bus Priority in town centres	50	-	-	50
Fore Street bus lanes	10	-	-	10
Traffic Signals at Fore Street	30	-	-	30
Review of traffic islands borough wide	10	-	-	10
Southbury Road bus gate	10	-	-	10
Borough Administration	15	-	-	15
BP - Amount of Funding Committed £k	125	-	-	125
Streets for People	SfP			
Lytchett Way SfP -Completion of Scheme design	60	-	-	60
SfP - Amount of Funding Committed £k	60	-	-	60
School Travel Plans	STP			

STP Development - Training	10	10	-	20
STP Development - Supply Cover	12	12	-	24
STP Development - Promotion	5	5	-	10
STP Development - STP Coordination	27	27	-	54
STP Development - Feasibility and Design	20	30	-	50
STP Implementation: Theatre In Education	20	-	-	20
STP Implementation - Small Grants	30	-	-	30
WOW	45	-	-	45
Walk to School week	5	-	-	5
St Georges Freezywater School	50	-	-	50
Winchmore Hill Secondary School	40	-	-	40
Independent Schools Grant	20	-	-	20
STP - Amount of Funding Committed £k	284	84	-	368
Travel Awareness	TA			
NATIONAL BIKE WEEK	5	-	-	5
TA - Amount of Funding Committed £k	5	-	-	5
Environment	ENV			
Noise Mapping & Action Planning	10	-	-	10
ENV - Amount of Funding Committed £k	10	-	-	10
AMOUNT OF FUNDING COMMITTED BOROUGH TOTAL £k (ALL SCHEMES)	2,688	109	25	2,822

7. ALTERNATIVE OPTIONS CONSIDERED

None. The LIP is a statutory requirement arising from GLA Act 1999.

8. REASONS FOR RECOMMENDATIONS

- 8.1 This Report gives details of the settlement for transport related spending within the Local Implementation Plan (LIP) for 2009/10 and outlines the implications for the Council's programme of transport schemes. It seeks the necessary financial and other approvals so that work can start in April 2009.

9. COMMENTS OF THE DIRECTOR OF FINANCE AND CORPORATE RESOURCES AND OTHER DEPARTMENTS

9.1 Finance Comments

- 9.1.1 TfL provides financial assistance to boroughs, sub-regional partnerships and cross-borough initiatives for transport related projects and/or proposals under the GLA Act S159.
- 9.1.2 Expenditure, once approved by Transport for London, will be fully funded by means of direct grant; hence no costs fall on the Council. TfL direct funding, against invoice claim statements, replaced the previous system of Supplementary Credit Approvals (SCA) during 2001/2002.
- 9.1.3 The release of funds by TfL is based on a process that records the progress of works against approved spending profiles. TfL pay against certified claims that can be submitted as soon as expenditure is incurred, ensuring that the Council benefits from prompt reimbursement of any expenditure.
- 9.1.4 Under current arrangements, delegated authority is given to Boroughs to move funds within transport areas subject to specified limits between areas. Under-spends occurring during a financial year are normally returned to TfL, and there is no presumption given that funding not required in a particular year can be carried forward. TfL will issue guidance on the financial process and monitoring for 2009/2010
- 9.1.5 The Guidance issued by TfL reminded Boroughs of the matters that TfL should have regard in providing financial assistance. TfL have reported that, to date, there has been no need to employ the repayment powers outlined. Whilst it is not envisaged that TfL will wish to use its powers unless circumstances demand it, Boroughs should continue to have regard to the criteria TfL will consider in allocating financial assistance.

9.2 Legal Comments

- 9.2.1 The Mayor's Transport Strategy provides the framework for the development of Local Implementation Plans (LIPs) by London Boroughs; it also provides the basis for the assessment of grant applications.
- 9.2.2 Under the Greater London Authority Act 1999 (GLA Act) S145, each London Borough Council shall prepare a Local Implementation Plan (LIP) containing its proposals for implementing the Mayor's Transport Strategy (MTS). The

Mayor's LIP Guidance and Transport Strategy Implementation Targets, both first published in July 2004, provide the framework for common content and pace of delivery within which each LIP has been prepared. The targets arise from the GLA Act section 41(9).

9.2.3 Under the Greater London Authority Act 1999, the Mayor is empowered, through TfL, to provide grants to London Boroughs to assist with the implementation of the Transport Strategy. TfL are charged with responsibility of ensuring that the key rationale for allocating grants is the delivery of the Mayor's Transport Strategy.

9.2.4 The generic matters to which TfL will have regard in allocating financial assistance and the generic conditions that will apply to any such assistance are:

- Under section 159 the GLA Act 1999, financial assistance provided by TfL must be for a purpose which in TfL's opinion is conducive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within Greater London.
- In order to ensure this purpose is met TfL may have regard to the following matters when exercising its functions under section 159:
 - (a) Any financial assistance previously given
 - (b) The use made by the authority of such assistance
- Conditions - Section 159 (6) of the Act also allows TfL to impose conditions on any financial assistance it provides and in specified circumstances to require repayment. Other more detailed conditions may be imposed that relate to particular projects.

9.3 Risk Management Implications

There are none.

10. PERFORMANCE MANAGEMENT IMPLICATIONS

10.1 The programme of work will assist in Objective 1b and 1c by improvements to roads, footways and street lighting and BVPI99 in terms of reducing the number of road accidents casualties, particularly the number of children KSI in road traffic accidents.

11. COMMUNITY IMPLICATIONS

11.1 Community implications are entirely positive except perhaps for the unavoidable temporary disruption, which may be caused in the construction phase of schemes; these are however, minimised under the relevant legislation which apply. The benefits to the community are:

- Significant improvements to the road network condition
- Significant improvements to road safety
- Encouragement of walking and cycling in a safer environment
- Improved accessibility and priority for buses
- Improved street environment

- Distinct encouragement to walk and cycle to school through improved safety
- Increase in accessibility for disabled people

11.2 All of the programmes in this report have had funding allocated and have been approved by Transport for London under the Local Implementation Plan (LIP) approval process; a key element of the assessment and approval of the LIP, by TfL was in relation to **Chapter 4 " Equality Impact Assessment "** of the submitted LIP - which had to demonstrate that the proposals had positive impact. In Chapter 4, it was demonstrated that the impact of Enfield's LIP proposals was positive. Examples of this positive impact are: Choice of schools for implementation of school travel plans, choice of areas for street environment improvements, improved accessibility for disabled people and bus stop accessibility.

12. PUTTING ENFIELD FIRST

Seeking to address the transport issues of Enfield is consistent with 'Putting Enfield First'.

AIM 1: A cleaner, greener, sustainable Enfield

- 1b) Make Enfield a better, safer place by improving roads, pavements and streetlights
- 1d) Work with TfL and our North London partners to improve transport links and traffic flow

AIM 3: A safer Enfield

- 3a) Work with partners to reduce crime and anti-social behaviour and respond to the fear of crime
- 3b) Work with partners to promote public safety by the use of CCTV, reduce environmental crime and improve safety on the roads and in the home
- 3c) Enable local people to play a part in improving community safety in their neighbourhoods

13. MEMBER WARD CONSULTATION

Ward Members have not been informed of the submission of this matter under delegated action because of the Borough wide nature of the content.

Background Papers

- The Mayor's Transport Strategy for London, Greater London Authority - July 2001
- Local Implementation Plan Guidance, Transport for London - July 2004
- Enfield's Final Local Implementation Plan –Approved by the Mayor of London in October 2007
- LIP Reporting and Funding Submission Guidance 2009/10 – 2010/11 – Transport for London – February 2008

- Enfield's Local Implementation Plan Annual Progress Report 2009/10 to 2010/11 - June 2008
- Letter from Transport for London of 20th November 2008– LIP Funding 2009/10