



## **ADVANCED PUBLICATION OF REPORTS**

This publication gives five clear working days' notice of the decisions listed below.

These decisions are due to be signed by individual Cabinet Members  
and operational key decision makers.

Once signed all decisions will be published on the Council's  
Publication of Decisions List.

- 1. LOCAL IMPLEMENTATION PLAN PROGRAMME 2019/20 (Pages 1 - 16)**

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**MUNICIPAL YEAR 2019/2020 REPORT NO.****ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY****PORTFOLIO DECISION OF:**

Cllr Guney Dogan  
Cabinet Member for Environment

**REPORT OF:**

Executive Director - Place

<b>Agenda – Part: 1</b>	<b>KD Num: 4905</b>
<b>Subject: Local Implementation Plan Programme 2019/20</b>	
<b>Wards: All</b>	

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**1. EXECUTIVE SUMMARY**

Following the approval of Enfield Transport Plan, incorporating the Local Implementation Plan 3 (LIP3), the Council is now in the position to commence delivery of a programme of work (the outline of which was included in the LIP3) using £2.684m of Transport for London funding. This report sets out details of the schemes to be delivered under previously agreed programme areas.

**2. RECOMMENDATIONS**

- 2.1 To agree the schemes set out in Appendix 1 to be progressed using Enfield's Local Implementation Plan funding allocation for 2019/20.
- 2.2 To delegate authority to the Director of Environment and Operational Services, in consultation with the Cabinet Member for Environment, to change allocations and schemes where this offers best value and still delivers against both regional and local priorities.

**3. BACKGROUND**

- 3.1 A Local Implementation Plan (LIP) is a statutory document, prepared under Section 145 of the Greater London Authority (GLA) Act 1999, which sets out how a London borough proposes to implement the London Mayor's Transport Strategy (MTS) in the borough locally. A LIP must contain the borough's proposals for implementing the MTS in its area. Once a borough's LIP has been approved by the Mayor of London, the borough can then access Transport for London (TfL) LIP funding.

- 3.2 A draft of Enfield's Transport Plan (ETP), including Enfield's Third Local Implementation Plan (LIP3), was approved by Cabinet in October 2018 under Key Decision Number 4707. Authority to agree and submit the final draft of the ETP / LIP3 for Mayoral approval was delegated to the Cabinet Member for Environment.
- 3.3 The final draft of the ETP / LIP3 was subsequently agreed under Key Decision Number 4825 and then submitted for Mayoral approval in February 2019. This document included an outline programme of work to be delivered using TfL LIP funding:

<b>Programme Area</b>	<b>Proposals</b>	<b>Allocation (£,000s)</b>
Bus Stop Accessibility	Highway works to provide level access to bus stops.	50
Signage Decluttering	Removal of street furniture and signs which obstruct pedestrians and cyclists, distract road users or use non-essential lit elements.	30
Delivering Air Quality Improvements	Delivery of the statutory Air Quality Action Plan and Mayor's Air Quality Fund projects.	41
Air Quality Monitoring	Support for 3 static air quality monitoring stations and mobile monitoring.	15
Cycle Enfield Quieter Neighbourhoods and Quietways	Delivery of Quieter Neighbourhoods and Quietway with the current programme being: <ul style="list-style-type: none"> <li>• Quietway Links 3, 5 and 7.</li> <li>• Work on 6 Quieter Neighbourhoods.</li> <li>• School Streets.</li> <li>• Neighbourhood connectors.</li> </ul>	1,560
Cycle Enfield Supporting Measures	Programme made up of: <ul style="list-style-type: none"> <li>• Supporting measures including cycle parking mini-hubs, festivals and community events and cycling events for specific target groups, e.g. over 50s.</li> <li>• Monitoring of uptake of cycling.</li> <li>• Delivery of the Cycle Enfield wayfinding strategy.</li> </ul>	140
Cycle Parking	Installation of cycle hangars and Sheffield stands or equivalent.	54
Cycle Training	Provision of Bikeability nationally accredited cycle training to adults and children.	175
Cycling Promotion	Promotion and marketing activities to highlight ongoing cycling support activities (as distinct from Cycle Enfield specific activities).	27

Programme Area	Proposals	Allocation (£,000s)
Cycling Support Activities	Projects which support people to cycle: <ul style="list-style-type: none"> <li>• Dr Bike sessions.</li> <li>• Cycle maintenance classes.</li> <li>• Guided rides.</li> </ul>	50
Safer Freight	Implementing the Enfield Safer Freight & Fleet Action Plan including: <ul style="list-style-type: none"> <li>• Promotion of the Freight Operator Recognition Scheme.</li> <li>• Exchanging Places events.</li> <li>• CPC Safe Urban Driver Training.</li> </ul>	10
Road Safety Schemes	Schemes will be identified following work in 2018/19 to identify priority interventions.	150
Junction Protection	Design and delivery of schemes which ensure emergency access is unobstructed.	50
Programme, Project and Scheme Development	Areas of work identified include: <ul style="list-style-type: none"> <li>• Delivering Healthy Streets at a local level.</li> <li>• Design and implementation of parking controls to make most efficient use of limited kerbside space.</li> <li>• Developing an approach to car clubs.</li> <li>• Electric vehicle charging infrastructure.</li> </ul>	138
Safe and Sustainable School Travel	School travel planning, in school road safety activities and the identification of physical measures to support modal shift and reduce the highway impact of schools on local areas.	60
School Travel Measures	Design and delivery of physical measures around schools to encourage walking and cycling.	34

3.4 The ETP / LIP3 was granted Mayoral approval in April 2019 which means the Council is now eligible for £2.684m in TfL LIP funding for 2019/20. In order to complete this process and guarantee TfL LIP funding, the Council is required to agree a detailed programme of work.

#### 4. Local Implementation Plan Programme with Schemes

4.1 The programme and schemes proposed for 2019/20 are set out in Appendix 1.

4.2 Given these schemes will be funded by TfL LIP, they must deliver against the priorities set out in the MTS and the objectives included in the ETP / LIP3.

4.3 The programme and schemes can be subject to change, often in response to unforeseen factors when schemes are being delivered. It is worth noting that LIP funding can usually only be spent in year; it cannot be carried into the next year. This means that allocations can be moved to ensure full utilisation

of funding is achieved. To facilitate this, it is recommended that the Director of Environment and Operational Services be delegated authority to change allocations and schemes where this offers best value and still delivers against both regional and local priorities.

- 4.4 To make sure that there is appropriate political oversight of the programme and schemes, including performance and significant changes, the intention is that regular updates on progress, including any performance highlights / concerns and changes to programme, are provided to the Cabinet Member for Environment.
- 4.5 It should be noted that for some schemes the funding allocations and / or outputs are indicative. This is because until the ETP / LIP3 was agreed, they were not developed to stage where costs and outputs have been confirmed. These will be picked up in an update at the end of Quarter 1.

## 5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 None. The Council is required to provide a detailed programme of work with supporting schemes in order to utilise £2.684m of Local Implementation Plan Funding which has been allocated to Enfield for 2019/20.

## 6. REASONS FOR RECOMMENDATIONS

Recommendation	Reason
The Cabinet Member for Environment to agree the schemes to be progressed using Enfield's Local Implementation Plan funding allocation for 2019/20.	To make sure that there is appropriate political oversight of the programme and schemes, prior to delivery commencing.
The Cabinet Member for Environment to delegate authority to officers to change allocations and schemes where this offers best value and still delivers against both regional and local priorities	The programme and schemes can be subject to change, often in response to unforeseen factors when schemes are being delivered. In addition, LIP funding can usually only be spent in year so allocations might need to be moved to ensure full utilisation of funding is achieved. To ensure there is a political oversight of this, quarterly updates will be provided to the Cabinet Member for Environment.

## 7. COMMENTS FROM OTHER DEPARTMENTS

### 7.1 Financial Implications

- 7.1.1 Expenditure, once approved by TfL, is fully funded by means of direct grant; hence no costs fall on the Council.

7.1.2 Delivery of the full Cycle Enfield programme is contingent on LIP funding.

## 7.2 Legal Implications

7.2.1 The MTS provides the framework for the development of LIPs by London Boroughs; it also provides the basis for the assessment and approval of annual grant applications.

7.2.2 Section 145 of the GLA Act 1999, states that London local authorities must prepare LIP's containing their proposals for the implementation of the MTS in their areas.

7.2.3 Under the GLA Act 1999, The Mayor of London 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 MTS as agreed though the borough's approved LIP.

## 7.3 Property Implications

7.3.1 There are no property implications at this stage on the Enfield Transport Plan.

7.3.2 When individual schemes are identified specific property implications will be provided.

## 8 KEY RISKS

8.1 The key risks relating to delivery of the LIP programme are identified in the table below, along with associated mitigation measures.

Risk Category	Comments/Mitigation
<b>Strategic</b>	<p><b>Risk:</b> There is a significant change in regional or local priorities and / or funding allocations</p> <p><b>Mitigation:</b> There is an opportunity to make changes to the schemes and funding allocations in order to respond to unforeseen circumstances and changing priorities. The LIP funding from TfL to the Council is committed for the current financial year.</p>
<b>Financial</b>	<p><b>Risk:</b> TfL will not provide grant funding for local transport schemes without detailed programme of schemes</p> <p><b>Mitigation:</b> Agree detailed programme of schemes internally and with TfL</p>
<b>Reputational</b>	<p><b>Risk:</b> The Council does not deliver schemes and / or fully utilise time bound LIP funding</p> <p><b>Mitigation:</b> There will be robust programme and project</p>

Risk Category	Comments/Mitigation
	management as well as regular political engagement. In addition there is an opportunity to make changes to the schemes and funding allocations in order to respond to unforeseen circumstances and changing priorities
<b>Regulatory</b>	<p><b>Risk:</b> Failure to comply with statutory requirements.</p> <p><b>Mitigation:</b> The detailed programme of schemes, once agreed, will meet TfL requirements</p>

## 9 IMPACT ON COUNCIL PRIORITIES – CREATING A LIFETIME OF OPPORTUNITIES IN ENFIELD

### 9.1 Good homes in well-connected neighbourhoods

9.1.1 The proposed LIP activities represent vital investment in the improvement and renewal of the transport infrastructure, particularly supporting regeneration and environmental enhancements with clear beneficial impact on climate change. The LIP is also informed by and supports the LDF Core Strategy and associated evolving Local Plan. LIP schemes and activities will contribute positively towards the delivery of good homes, improving the connectivity of existing neighbourhoods.

### 9.2 Sustain strong and healthy communities

9.2.1 The impact of LIP proposals are positive on disability groups, disadvantaged groups and disadvantaged areas. Particular elements of work related to the improvement and promotion of sustainable modes of travel will enhance the cohesion of communities. Several LIP projects and programmes have emphasis on community engagement and safety. The consultation process carried out for new schemes allows the representation and input of all interest groups.

9.2.2 The policies, programmes and initiatives contained within the ETP will help us improve the ease in which we travel in the borough, encourage sustainable and active travel helping us to manage environmental problems related to congestion, local air quality, reduce our impact on climate change and improve health, safety and accessibility for all in our communities.

### 9.3 Build our local economy to create a thriving place

9.3.1 The evolving Local Plan is the overall strategic plan for Enfield, setting out an integrated economic, environmental, transport and social framework for the development of Enfield over future years. The Local Plan will set out the framework for the development and use of land in Enfield, linking in improvements to infrastructure (especially transport); setting out proposals for implementation, coordination and resourcing. The ETP and its proposals, will support the Local Plan helping to ensure that Enfield reaches its full economic



potential; supporting local businesses, attracting investment; increasing jobs and business growth; supporting and empowering the voluntary and community sector; whilst building strong and sustainable futures for our residents, the environment and the economy as a whole.

- 9.3.2 Several of the objectives contained in the ETP will help enhance people's ability to reach their full potential by improving accessibility for sustainable modes of transport making it easier for people access opportunities in Enfield and further afield.

## **10 EQUALITIES IMPACT IMPLICATIONS**

- 10.1 Given the scale of the ETP / LIP3 and associated funding, it has required the preparation of an Equality Impact Assessment (EqIA). The EqIA examined the proposed strategy, socio-demographic data gathered in relation to the LIP and the available information on the outcomes of the policies. Based on this, and using professional judgement, it identified several disproportionate impacts that may occur on Equalities Groups because of the implementation of the proposed strategy.

- 10.2 The key beneficial impacts relate to:

10.2.1 Measures to encourage active travel, particularly to and from schools, will benefit people in many of the protected groups. The health benefits to many older and/or disabled people with respiratory illnesses will be greater than for the general population. Similarly, children and young people are particularly vulnerable to air pollution as their respiratory systems are still developing, and therefore also will benefit disproportionately. The health benefits for children from greater participation in active travel also will be greater than for the general population.

10.2.2 Actions to improve air quality are likely to benefit older and/or disabled people with respiratory illnesses more than for the general population. Similarly, children and young people also will benefit disproportionately.

10.2.3 Managing growing demand for on-street parking may benefit some of the protected groups, especially where they are afforded greater priority in parking allocations.

10.2.4 Older people, children and disabled people are more vulnerable road users, and will disproportionately benefit from improvements in road safety.

10.2.5 Policies to improve the reliability and accessibility of public transport will benefit protected groups with a greater reliance on public transport than the public at large to a disproportionate extent.

- 10.3 The EqIA identified that there may be an adverse impact on people on lower income due to increases in parking charges as part of policies to manage on-street parking. This will need to be assessed further to understand the actual impact (including whether proposed charges are significant in terms of the overall running costs of a private car), particularly given that low income groups are less likely to own a car, with any potential mitigation balanced

against the wider aims of the LIP3 including the intention to reduce health inequalities.

- 10.4 It should be noted that in drafting the ETP and LIP3, reducing inequality has been at the core with a focus on health outcomes.
- 10.5 The ETP / LIP3 looks extensively at Enfield's key challenges and considers what role transport can play in addressing them. What is apparent is that there are serious health inequalities across the borough and that promoting safe, sustainable and active travel can go some way to addressing these. For these reasons the strategic priorities focus on health:
  - 10.5.1 Making active travel the natural choice, particularly for those trips less than 2km in length
  - 10.5.2 Making more school trips safe, sustainable and healthy
  - 10.5.3 Reducing the impact of private vehicles on our streets
  - 10.5.4 Making the public transport network more reliable, accessible and the natural choice for longer trips
  - 10.5.5 Maintaining our assets for the benefit of the public.
- 10.6 It should also be noted that existing larger scale programmes, including Cycle Enfield, have been subject to strategic equality impacts assessments, while individual schemes and interventions take account of equality impacts as part of their development and delivery lifecycles.

## **11 PERFORMANCE AND DATA IMPLICATIONS**

- 11.1 Providing a detailed programme of work is a condition of LIP transport expenditure grants which are in the order of £2.5+ million annually. The continued availability of the funds into the future from 2019 onwards is legally dependent on having an approved LIP by 31<sup>st</sup> March 2019. The removal of LIP funding will very directly and detrimentally affect the delivery of transport initiatives and schemes on street. The negative impact will be substantial and fall on all sections of residents and visitors. Enfield's LIP activities will have clear and direct bearing upon on other services as the programmes aid regeneration, improve public health and contribute to the wider aims and goals of other departments.

## **12 HEALTH AND SAFETY IMPLICATIONS**

- 12.1 There are no direct health and safety complications from the LIP. Individual schemes implemented through LIP funding may need to be subject to Health and safety considerations through individual scheme level reports as appropriate.

## **13 PUBLIC HEALTH IMPLICATIONS**

- 13.1 Transport is one of the fundamental determinants of health; it may be health-damaging or health promoting. The LIP programme and schemes as outlined here will make transport in Enfield much more health-promoting by increasing physical activity and reducing the health costs of motorised transport. It will

increase physical activity by making this part of everyday life e.g. walking or cycling as a normal, everyday transport mode. Achieving a modal shift towards active travel will also reduce the health damaging effects of motorised transport e.g. road traffic injuries, air pollution, community segregation and noise. Such is the effect of physical activity upon health that it has been calculated that a modal shift to levels of active transport in The Netherlands would save the NHS £17 billion per year. This would be achieved through savings in treating Type 2 diabetes, heart disease, stroke, some cancers, musculo-skeletal disease and dementia. Improving the walking and cycle infrastructure would also be likely to positively impact upon health inequalities as income or wealth would become a less significant factor in a person's ability to travel within the borough e.g. access to employment, healthcare, social networks etc.

- 13.2 Reducing obesity is a priority for Enfield, as outlined in the Borough's Health and Wellbeing Strategy. 61.4% of adults are classified as overweight or obese (ALS, 2016). Data for academic years 2014/15 to 2016/17 shows that the average prevalence of excess weight in year 6 pupils is 41.5%. This is significantly higher than London (37.9%) and England (33.87%) averages. If left unchanged, this situation will lead to serious health complications later in life, such as diabetes, heart disease and cancers.
- 13.3 Creating an environment where people actively choose to walk and cycle as part of everyday life can have a significant impact on public health and has the potential to reduce health inequalities. It is an essential component of a strategic approach to increasing physical activity and may be more cost-effective than other initiatives that promote exercise, sport and active leisure pursuits.
- 13.4 Increased walking and cycling offers many other advantages including cleaner air, less noise, more connected neighbourhoods, less stress and fear, and fewer road traffic injuries.
- 13.5 More walking and cycling also has the potential to achieve related policy objectives:
- 13.5.1 Supports local businesses and promotes vibrant town centres
  - 13.5.2 Provides a high-quality, appealing public realm
  - 13.5.3 Reduces road danger and noise
  - 13.5.4 Increases the number of people of all ages out on the streets, making public spaces seem more welcoming and providing opportunities for social interaction and children's play
  - 13.5.5 Provides an opportunity for everyone, including people with impairments, to exercise and enjoy the outdoor environment
- 13.6 There is an extensive evidence base for effective action on active travel. The most relevant review has been conducted by BICE, looking specifically at local measures to promote active transport<sup>1</sup>.

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<sup>1</sup> National Institute for Health and Care Excellence. Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation. London 2012.

13.7 Overall the programme and schemes proposed will help us improve the ease in which we travel in the borough, encourage sustainable and active travel helping us to manage environmental problems related to congestion, local air quality, reduce our impact on climate change and improve health, safety and accessibility for all in our communities. This supports Public Health's efforts to embed Health in all Policies across the Council.

**Background Papers**

None.

## APPENDIX 1 – LIP Schemes to be Delivered in 2019/20

### Cycle Enfield

Programme Scheme	LIP (£,000s)	Deliverables
<b>Cycle Enfield Quieter Neighbourhoods and Quietways</b>	<b>1560</b>	
Enfield Town to Ponders End	200	Complete engagement and design
Haselbury Link	200	Implementation of route
Palmers Green to Edmonton	200	Completion of route
Firs Lane QN	200	Engagement, design & implementation
Lower Edmonton QN	200	
Bush Hill QN	200	
Warwick & Brownlow QN	200	
School Streets.	40	School Streets Strategy developed and agreed
	120	School Streets selection and implementation pilot - 1 school street put in place
<b>Cycle Enfield Supporting Measures</b>	<b>140</b>	
Cycle parking mini-hubs	22	Cycling mini-hub at Turkey Street
	22	Cycling mini-hub at Arnos Grove
	22	Cycling mini-hub at Enfield Lock
	22	Cycling mini-hub at Winchmore Hill
Festivals and community events	5	Attend Palmers Green Festival
Cycling events for specific target groups, e.g. over 50s	4	Breeze women only rides - 8 per annum
	4	Over 50s guided rides
	4	All faiths guided rides
Monitoring of uptake of cycling.	5	Monthly monitoring of cycle counters
Delivery of the Cycle Enfield wayfinding strategy.	10	Winchmore Hill pilot completed and assessed
	20	Signage introduced on Cycle Enfield Routes

### Local Transport Fund

Programme Scheme	LIP (£,000s)	Deliverables
<b>Local Transport Fund</b>	<b>100</b>	
Local Transport Fund	100	Principal road maintenance and renewal schemes including in locations which complement Cycle Enfield.

## Neighbourhoods and Supporting Measures

Programme Scheme	LIP (£,000s)	Deliverables
<b>Air quality improvements</b>	<b>41</b>	
Delivering air quality improvements	31	Support delivery of MAQF projects including: Anti-Idling Action Days and Enforcement Bowes Primary Air Quality Audit Recommendations Development Site Monitoring Officer
	10	Deliver green walls at 2 schools
<b>Air Quality Monitoring</b>	<b>15</b>	
Air Quality Monitoring	15	Maintenance and monitoring of 3 fixed stations as well as mobile monitoring activities
<b>Bus stop accessibility</b>	<b>50</b>	
BSA at Powys Lane	10	Design and deliver accessibility scheme at 2 bus stops
BSA at The Ridgeway / Botany Bay	10	Design and deliver accessibility scheme at bus stop(s)
BSA Nightingale Road / St Marys	10	
BSA Wilbury Way	10	
BSA Powys Lane NB at Junction with Forestdale Drive	10	
<b>Cycle parking on-street</b>	<b>54</b>	
Bike Hangars	40	Install 15 bike hangars
Sheffield Stands	14	Install over 50 Sheffield stands
<b>Cycling promotion</b>	<b>27</b>	
Cycling promotion	12	Online marketing for example Facebook
	15	Printing and publication costs for maps and leaflets
<b>Cycling support</b>	<b>50</b>	
Dr Bike sessions	40	Deliver at least 100 Dr Bike sessions
Cycle maintenance classes	6	Deliver 10 cycle maintenance classes
Guided rides	4	Provide 12 guided rides
<b>Cycle training</b>	<b>175</b>	
Cycle training	21	Level 1 – 380 Adults trained
	64	Level 1 – 1,261 Young people trained

<b>Programme Scheme</b>	<b>LIP (£,000s)</b>	<b>Deliverables</b>
	4	Level 2 – 70 Adults trained
	83	Level 2 – 1,049 Young people trained
	1	Level 3 – 30 Adults trained
	2	Level 3 – 30 Young people trained
<b>Junction protection</b>	<b>50</b>	
Junction protection at Chapel Street EN2	3	Junction protection markings designed and installed
Junction protection at Allandale Road EN3	3	
Junction protection at Derby Road EN3	3	
Junction protection at Sandhurst Road EN3	3	
Junction protection at Mottingham Road EN3	3	
Junction protection at Livingstone Road N13	3	
Junction protection at Moffat Road N13	3	
Junction protection Batch 1 in EN2	15	
Junction protection Batch 2 in N13	14	
<b>Programme, Project and Scheme Development</b>	<b>138</b>	
Car club policy development and implementation	5	Research and develop local car club policy including for grey fleet vehicles
Healthy Streets approach including how to deliver at a local level	10	Mainstream approaches to undertaking Healthy Streets audits on the go
Improving access to the public transport network including station access feasibility work	15	Undertake station and hidden interchange audits
Local implementation plan management and monitoring	5	Manage and monitor LIP including submission of Proforma A and C as well as regular meetings with TfL
Healthier, More Accessible and Safer Streets Scheme in Upton / Raynham Area	30	Undertake Phase 2 of work which will involve local consultation on options and delivery of early interventions
Parking control pilots and implementation	18	Ongoing programme to introduce parking controls which encourage the use of sustainable travel

<b>Programme Scheme</b>	<b>LIP (£,000s)</b>	<b>Deliverables</b>
Implement parking controls and sustainable travel interventions in Bowes Road area	20	Delivery of scheme which includes parking controls to deter park and ride as well as 9 cycle hangars
Parking policy development and implementation	25	Develop parking policy which best manages limited kerbside space and encourage the use of sustainable travel options
Walking action plan	10	Develop walking action plan to promote increase in walking activity
<b>Reducing signage clutter - Lit Asset removal</b>	<b>30</b>	
Reducing signage clutter - Lit Asset removal	30	Removal of distracting and light polluting lit assets at Montagu Road N9, Bourne Hill N13, Old park Ridings N21, Queen Anne's Place EN1, Melling Drive EN1, Unity Road EN3, Gladbeck Way EN2, Bagshot Road EN1
<b>Road Safety Schemes</b>	<b>150</b>	
Road Safety Schemes prioritisation and Vision Zero Action Plan	10	Complete road safety prioritisation exercise and prepare Vision Zero Action Plan
Road Safety Schemes Delivery	70	Design and deliver at least 2 road safety improvement project as identified from prioritisation assessment
Road Safety Scheme Delivery - Ponders End	10	Complete Ponders End junction safety and walking scheme
Road Safety Schemes Programme Development	10	Undertake initial design work to inform programme for 2020/21
Road Safety Schemes School Crossing Patrol Mitigation	50	Audit and deliver improvement measures at up to 11 school crossings
<b>Safer freight</b>	<b>10</b>	
Exchanging Places Sessions	1	4 Exchanging Places sessions delivered
Safer Urban Driving Course	8	8 SUDs courses delivered
Safer freight Action Plan	1	Review Safer Freight Action Plan including linking to Vision Zero Action Plan
<b>Safe, sustainable and active school travel including school travel planning support</b>	<b>60</b>	
Support schools to become STARS accredited	20	95% of STARS gold, silver and bronze accredited school remain so



<b>Programme Scheme</b>	<b>LIP (£,000s)</b>	<b>Deliverables</b>
Support Schools to improve STARS accreditation	20	85% of STARS gold schools remain so
School Streets identification and engagement	9	2 schools to be identified with at least one scheme implemented
Safe Drive Stay Alive	7	Around 2,000 Year 12 students attend this partnership event for young drivers and passengers
Youth Travel Ambassadors	2	Students from secondary schools are invited to take up the YTA scheme. Students come up with campaigns to spread travel awareness messages and increase active travel.
Junior Citizens	2	Year 6 children are invited to attend a transition programme. Over 4 weeks over 2,000 students are given road safety and active travel information to help them with their journeys.
<b>School travel measures</b>	<b>34</b>	
Grants for schools	19	25 schools take up grant for sustainable travel activities and infrastructure
Larger safe, sustainable and active measures in schools	5	Support delivery of interventions at 2 schools
Supporting school expansion projects	10	Deliver at least 1 scheme

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