



## **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 AND BUS PRIORITY SCHEMES FOR  
2020/21 (Pages 1 - 14)**

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**MUNICIPAL YEAR 2019/2020 REPORT NO. PL 19/186 P****ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY****PORTFOLIO DECISION OF:**

Cllr Guney Dogan  
Cabinet Member for Environment  
and Sustainability

**REPORT OF:** Doug Wilkinson  
Director of Environment and Operational  
Services

<b>Agenda – Part:</b>	<b>KD Num: KD5112</b>
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<b>Subject: Local Implementation Plan and Bus Priority Schemes for 2020/21</b>
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<b>Wards: All</b>
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Contact officer and telephone number: Dominic Millen, 020 8379 3398

Email: [dominic.millen@enfield.gov.uk](mailto:dominic.millen@enfield.gov.uk)

**1. EXECUTIVE SUMMARY**

- 1.1 Following the confirmation of 2020/21 Local Implementation Plan funding from TfL and substantial delivery of the 2019/20 programme, this report sets out details of the schemes to be delivered under programme areas previously agreed by Cabinet in November 2019.
- 1.2 It also sets out an indicative programme for Bus Priority schemes which are subject to funding being secured from Transport for London.

**2. RECOMMENDATIONS**

- 2.1 The Cabinet Member for Environment to note and comment on the proposed schemes to be delivered in 2020/21.
- 2.2 The Cabinet Member for Environment to note that quarterly updates on scheme delivery will be provided.
- 2.3 The Cabinet Member for Environment agrees the schemes to be progressed using Enfield's Local Implementation Plan funding allocation for 2020/21 and the proposed Bus Priority programme for 2020/21.
- 2.4 The Cabinet Member for Environment to delegate authority to officers to change programmes, allocations and schemes where this offers best value and still delivers against 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 The Council's current LIP (as part of the wider Enfield Transport Plan) was granted Mayoral approval in April 2019 which means the Council is eligible for £2.684 million in TfL LIP funding for 2020/21. In order to complete this process and guarantee TfL LIP funding, the Council is required to agree a detailed programme of work. The main elements of this are Corridors and Supporting Measures, Healthy Routes and Neighbourhoods (Cycle Enfield) and the Local Transport Fund.
- 3.3 The wider TfL LIP funding programme also includes Cycle Enfield and Liveable Neighbourhoods so these are reflected in this report for the sake of completeness, although are subject to different governance arrangement to the other elements.
- 3.4 As well as LIP funding, the Council can receive additional funding under TfL's Bus Priority (BP) programme; in 2019/20 this will be in the region of £185k. This report also sets out the proposed BP programme for 2020/21, which will be delivered subject to confirmation of funding from TfL.

### 4. Local Implementation Plan and Bus Priority Programmes with Schemes

- 4.1 The programmes and schemes proposed for 2020/21 are:

Programme Scheme	LIP (£,000s)	Deliverables
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#### Bus Priority

Bus Priority	390	
Cockfosters Road	85	Interventions to reduce impact of traffic congestion on bus services
Fore Street South of A406	160	Interventions to reduce journey time delays and improve road safety
Route 456 Enabling Works	35	Works to facilitate introduction of new bus route
Route 307 Improvements	70	Range of minor works to reduce bus journey time delays
Route 121 Improvements	40	Range of minor works to reduce bus journey time delays

<b>Programme Scheme</b>	<b>LIP (£,000s)</b>	<b>Deliverables</b>
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### Healthy Routes and Neighbourhoods

<b>Healthy Routes and Neighbourhoods Delivery</b>	<b>1,600</b>	
Walking & cycling improvement projects which extend the active travel network	250	Future feasibility designs along with the delivery of improvements to create a link from A1010 South to North Middlesex Hospital and other smaller scale interventions.
Liveable Neighbourhoods LIP alignment	200	This contribution would support delivery and bid development of Liveable Neighbourhood schemes.
Quieter Neighbourhood delivery	400	Continuation of Quieter Neighbourhood programme phases as captured on the Council website.
Angel Edmonton Healthy Streets	200	Indicative funding for the delivery of Healthy Streets interventions in the Angel Edmonton area.
Cycle Parking delivery	145	Expansion of the cycle parking provision across the Borough, to include cycle stands, residential cycle hangars, mini hubs and parklets at key destinations.
School Streets delivery	140	To include engagement and delivery of 3 school streets across the Borough.
Access to bikes	120	To include second hand bike markets and progression of a Borough bike share project.
Wayfinding & monitoring	45	Delivery of new wayfinding to promote different aspects of the active travel network, along with monitoring of overall network use.
Community Engagement & Events	100	Non infrastructure project specific community events and engagement including active travel promotions, annual summer bike ride, annual inter faith bike rides and support to community walking & cycling groups.

### Liveable Neighbourhoods

<b>Liveable Neighbourhoods</b>	<b>1,000</b>	
Enfield Town	1,000	Design and consultation on Enfield Town Liveable Neighbourhood.

<b>Programme Scheme</b>	<b>LIP (£,000s)</b>	<b>Deliverables</b>
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### Local Transport Fund

<b>Local Transport Fund</b>	<b>100</b>	
Local Transport Fund	100	Principal road maintenance and renewal schemes which support Healthy Routes and Neighbourhoods programme.

### Neighbourhoods and Supporting Measures

<b>Air quality improvements</b>	<b>60</b>	
Delivering air quality improvements	50	Support delivery of MAQF projects including: Anti-Idling Action Days and Enforcement Non Mobile Machinery Monitoring Officer
Delivering air quality improvements	10	Deliver green walls at a school
<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>40</b>	
BSA at Powys Lane	30	Design and deliver accessibility schemes at 2 bus stops
BSA Nightingale Road / St Marys	10	Design and deliver accessibility scheme at bus stop
<b>Cycling promotion and Supporting Activities</b>	<b>75</b>	
Cycling promotion	15	Design and development of campaigns and materials
Cycling promotion	10	Printing and publication costs for maps and leaflets
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>250</b>	
<b>Cycle training</b>		
Cycle training	250	Levels 1, 2 and 3 training for Adults and Children. Majority of funding used to support delivery of up to 5,000 places for school pupils across Enfield.

<b>Programme Scheme</b>	<b>LIP (£,000s)</b>	<b>Deliverables</b>
<b>Electric Vehicle Charging</b>	<b>100</b>	
Design and delivery of electric vehicle charging	100	Delivery of fast and rapid chargers including match funding for Go Ultra Low City Scheme
<b>Junction protection</b>	<b>60</b>	
Junction protection	60	Junction protection markings designed and installed
<b>Programme, Project and Scheme Development</b>	<b>134</b>	
Bid preparation	10	Prepare bids for additional funding sources such as Liveable Neighbourhoods
Healthier, More Accessible and Safer Streets Scheme in Upton / Raynham Area	44	Consultation, design and delivery of parking controls and related early interventions
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	25	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
Parking policy development and pilot schemes	40	Develop parking policy which best manages limited kerbside space and encourage the use of sustainable travel options with related pilots
<b>Reducing signage clutter - Lit Asset removal</b>	<b>20</b>	
Reducing signage clutter - Lit Asset removal	20	Removal of distracting and light polluting lit assets at locations to be identified using updated asset register
<b>Vision Zero Initiatives</b>	<b>140</b>	
Design and delivery of road safety schemes at priority locations	140	Priority locations have been identified and will be taken forward subject to feasibility and detailed design: <ul style="list-style-type: none"> <li>• Hertford Road north of Bullsmoor Lane.</li> <li>• Green Lanes north and south of the A406.</li> <li>• Station Road in Southgate to junction with A406.</li> <li>• Carterhatch Lane from A10 to Hertford Road.</li> <li>• Church Street at Edmonton Green.</li> </ul>

<b>Programme Scheme</b>	<b>LIP (£,000s)</b>	<b>Deliverables</b>
<b>Safer freight</b>	<b>10</b>	
Exchanging Places Sessions	1	4 Exchanging Places sessions delivered
Safer Urban Driving Course	8	10 SUDs courses delivered
Safer freight Action Plan	1	Review Safer Freight Action Plan including linking to Vision Zero Action Plan
<b>School Travel Planning and Road Safety</b>	<b>50</b>	
Support schools to become STARS accredited	20	95% of STARS accredited school remain so
Support Schools to improve STARS accreditation	20	5 Schools improve STARS accreditation
Road Safety Courses	6	Support for successor to Safe Drive, Stay Alive
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 3,000 students are given road safety and active travel information to help them with their journeys.
<b>School travel measures</b>	<b>30</b>	
Grants for schools	19	25 schools take up grant for sustainable travel activities and infrastructure
Larger safe, sustainable and active measures in schools	11	Support delivery of interventions at 2 or more schools

4.2 Given these schemes will be funded by TfL, they must deliver against the outcomes set out in the Mayor's Transport Strategy (MTS):

More trips should be made by active and sustainable modes.

- London's streets will be healthy and more Londoners will travel actively.
- London's streets will be safe and secure.
- London's streets will be used more efficiently and have less traffic on them.
- London's streets will be clean and green.
- The public transport network will meet the needs of a growing London.
- Public transport will be safe, affordable and accessible to all.
- Journeys by public transport will be pleasant, fast and reliable.
- Active, efficient and sustainable travel will be the best options in new developments.
- Transport investment will unlock the delivery of new homes and jobs.

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 authority for changes to the programme and schemes be delegated to officers.

- 4.4 To make sure that there is appropriate political oversight of the programme and schemes, including performance and significant changes, it is recommended that quarterly updates on progress 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 they have not been developed to a stage where costs and outputs can be confirmed. The intention is that these will be picked up in the quarterly update as set out above.

## 5. ALTERNATIVE OPTIONS CONSIDERED

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 2020/21.

## 6. REASONS FOR RECOMMENDATIONS

Recommendation	Reason
The Cabinet Member for Environment to note and comment on the proposed schemes to be delivered in 2020/21.	The outline programme has been agreed under KD5001. However, this report sets out details of the proposed schemes to be delivered so the Cabinet Member for Environment and Sustainability can comment on them.
The Cabinet Member for Environment and Sustainability to note that quarterly updates on scheme delivery will be provided.	To make sure that there is appropriate political oversight of the programme and schemes, including performance and significant changes.
The Cabinet Member for Environment to agree the schemes to be progressed using Enfield's Local Implementation Plan funding allocation for 2020/21.	To make sure that there is appropriate political oversight of the programme and schemes, prior to delivery commencing.

<p>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</p>	<p>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 it is also recommended that quarterly updates are provided to the Cabinet Member for Environment.</p>
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## **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 and supporting documents which detail 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 through the borough's approved LIP.

### **7.3 Property Implications**

7.3.1 There are no property implications at this stage on the proposed schemes.

7.3.2 When individual schemes are brought forward specific property implications will be considered.

## **8 KEY RISKS**

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 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</p>
<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 The Council has three key strategic aims, which are integral to the delivery of Council services. These are **Good homes in well-connected neighbourhoods, Sustain strong and healthy communities and Build our local economy to create a thriving place**. This report sets out programmes and projects which will contribute towards the achievement of these aims and the new Corporate Plan.

9.2 The Council is also committed to going carbon neutral by 2030. The provision of high quality active and sustainable transport infrastructure and related support to encourage mode shift, will have a beneficial impact in terms of reducing the emissions from road transport. In 2017, Greenhouse Gas (GHG) emissions from road transport made up around a fifth of the UK's total GHG emissions.

### 9.3 Good homes in well-connected neighbourhoods

9.3.1 The proposed LIP programme represents 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 programme 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.

#### **9.4 Sustain strong and healthy communities**

- 9.4.1 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 an emphasis on community engagement and safety. The engagement process carried out for new schemes allows the representation and input of all interest groups.
- 9.4.2 The LIP falls within the scope of the Strategic Environmental Assessment Directive and an Environmental Report has been undertaken to assess the implications of the LIP prior to its submission for Mayoral approval in February 2019. The SEA concludes that no significant adverse environmental effects will result from the implementation of the Transport Plan and LIP in Enfield.

#### **9.5 Build our local economy to create a thriving place**

- 9.5.1 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 proposed LIP schemes, 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.
- 9.5.2 The majority of the proposed LIP schemes 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 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:
- 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.

- 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.
- Managing growing demand for on-street parking may benefit some of the protected groups, especially where they are afforded greater priority in parking allocations.
- Older people, children and disabled people are more vulnerable road users, and will disproportionately benefit from improvements in road safety.
- 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 EqlA 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. Outside of the EqlA process, potential impacts on disabled people have been identified in relation to car parking provision and changes to the street scene. These will be mitigated by existing provisions for blue badge holders to park where other drivers cannot, while street scene changes will be assessed on a scheme by scheme basis as noted below.

10.4 Given the proposed LIP programme flows from the ETP, it does not seem reasonable or appropriate to provide a separate EQiA. 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 In terms of performance, not securing LIP funding would 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. Delivery of Enfield's LIP programme will have clear and direct bearing on other services as it aids regeneration, improve public health and contribute to the wider aims and goals of other departments.

11.2 In terms of data, the most likely implication is a need for up to date information when designing schemes and then post delivery monitoring. These requirements should be included in the project management for each scheme.

## **12 HEALTH AND SAFETY IMPLICATIONS**

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:
- Supports local businesses and promotes vibrant town centres
  - Provides a high-quality, appealing public realm
  - Reduces road danger and noise
  - 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
  - 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>.
- 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.

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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.

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