



## **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. PROGRAMME FOR TRANSPORT FOR LONDON LOCAL IMPLEMENTATION PLAN FUNDING IN 2021/22 (Pages 1 - 18)**

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**London Borough of Enfield****Portfolio Report**

**Report of:** **Doug Wilkinson, Director of Environment & Operational Services**

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**Subject:** **Programme for Transport for London Local Implementation Plan funding in 2021/22**

**Cabinet Member:** **Cllr Guney Dogan, Cabinet Member for Environment and Sustainability**

**Executive Director:** **Sarah Cary, Place**

**Ward:** **All**

**Key Decision:** **KD 5301**

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**Purpose of Report**

1. This report sets out the programme for utilising funding from Transport for London (TfL) to deliver the Mayor's Transport Strategy outcomes within Enfield. Authority for agreeing this programme was set out in KD5172 which was approved by Cabinet in September 2020.
2. Following discussions with TfL it has been assumed that the funding allocation will be the same as originally indicated for previous years. However, at this time funding has only been confirmed from 1<sup>st</sup> April 2021 to 28<sup>th</sup> May 2021.
3. Therefore, this report sets out both an interim programme for the period to 28<sup>th</sup> May 2021 as well as an indicative programme for 2021/22 based on previous years, which alongside the main LIP funding, also includes indicative allocations for bus priority and liveable neighbourhoods.

**Proposal(s)**

4. As per the delegated authority set out in KD5172, Cabinet Member for Environment and Sustainability, in consultation with the Director of Environment and Operational Services, agrees the interim programme for the period from 1<sup>st</sup> April 2021 to 28<sup>th</sup> May 2021 as set out in Appendix A and the indicative programme for the 2021/22 funding year as set out in Appendix B.
5. The Cabinet Member for Environment and Sustainability agrees to delegate authority to officers to change programmes, allocations and schemes where this offers best value and still delivers against regional and local priorities. This will include reducing funding where income is lower than expected, as well as utilising additional funding should it become available.

### **Reason for Proposal(s)**

6. The proposals will enable the Council to secure an estimated £2.684m of TfL grant funding for 2021/22 and to make changes to the programme to reflect actual funding available and make sure it is successfully utilised.
7. It should be noted that flexibility is being sought in respect of both reducing and increasing funding. For the latter, the intention is that this will allow officers to respond effectively to short term opportunities for securing additional funding.

### **Relevance to the Council's Plan**

8. Good homes in well-connected neighbourhoods

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 Council's Core Strategy and new Local Plan, which is under development. LIP schemes and activities will contribute positively towards the delivery of good homes, improving the connectivity of existing neighbourhoods.

9. Safe, healthy and confident communities

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 areas of work have an emphasis on community engagement and safety. The consultation process carried out for new schemes allows the representation and input of all interest groups.

The schemes and initiatives contained within the LIP programme 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.

10. An economy that works for everyone

Several of the schemes and initiatives contained in the LIP programme will help enhance people's ability to reach their full potential by improving accessibility for sustainable modes of transport making it easier for people to access opportunities in Enfield and further afield. Those on lower incomes are less likely to own a private car so the programmes and schemes in the LIP will support them to travel for work and leisure.

### **Background**

11. In September 2020, under Key Decision number 5172, the Council's Cabinet agreed to:

- A. An outline programme for utilising funding from Transport for London to deliver the Mayor's Transport Strategy outcomes within Enfield and for these this programme to be implemented, subject to the completion of all necessary statutory procedures.
- B. Delegate authority to the Cabinet Member for Environment and Sustainability to agree details of the programme in consultation with the Director of Environment and Operational Services.
12. This report follows on from KD5172 and, following substantial delivery of the 2020/21 programme, sets out the proposed 2021/22 programme for utilising funding from Transport for London (TfL) to deliver the Mayor's Transport Strategy outcomes within Enfield. The new programme delivers against the key priorities and outcomes identified in the Council's current Local Implementation Plan (LIP) which was adopted in 2019.
13. It should be noted that the Council must submit details of its specific 2021/22 spending proposals for approval by TfL before LIP funding can be released.
14. Usually the level of LIP funding is confirmed in the December prior to the April when delivery starts. However, due to the impact of Covid-19 on TfL's finances, they have been reliant upon short term DfT funding support, with the latest settlement being a deal which runs until 28<sup>th</sup> May 2021.
15. Whilst the final level of LIP funding for 2021/22 is still to be confirmed, following the publication of LIP guidance by TfL and subsequent discussions, the overall funding allocations have been assumed to be the same as for previous years:

<b>Programme Area with Description</b>	<b>Allocation (£000's)</b>
<p><i>Corridors, Neighbourhoods and Supporting Measures</i></p> <p>This is annual funding which must be spent on projects which deliver the Mayor's Transport Strategy (MTS). The per borough allocation is based on a formula which takes into account factors such as air quality and population. A significant amount of the allocation supports delivery of the Healthy Streets programme.</p>	2,584
<p><i>Local Transport Fund</i></p> <p>This funding can be used for local transport schemes which are local priorities broadly meet the Mayor's Transport Strategy outcomes.</p>	100

16. It should be noted that, if necessary, the programme can be altered to reflect any increase or reduction in funding.

17. Given the current position, the proposed approach to the 2021/22 programme is set out:

- Appendix A – Short term programme to utilise £427k (£411k for Corridors, Neighbourhoods and Supporting Measures and £16k for Local Transport Fund work) of interim funding from 1<sup>st</sup> April to 28<sup>th</sup> May 2021. TfL guidance is that this funding can only be used to deliver activities which will be completed in the funding window. This limits the overall scope to smaller scheme delivery, annual subscriptions which are due and design work for larger schemes.
- Appendix B – Overarching programme based on forecast full TfL funding allocation. This will need to be altered following the delivery of the interim funding programme so at this point in time is indicative.

18. There are also likely to be programme areas which will receive separate TfL funding which is still to be defined:

- Bus Priority – Enfield has been successful in delivering a programme of related works over recent years and there is a pipeline of projects already prepared for 2021/22.
- Liveable Neighbourhoods – A updated submission is being prepared in respect of an ongoing scheme in Enfield Town.

Indicative details for these have also been included in Appendix B so that funding can be utilised should it be made available by TfL.

### **Main Considerations for the Council**

19. Below are set out implications in respect of:

- Safeguarding – None identified.
- Public Health – Positive.
- Equalities – Mainly positive with one potential negative impact which can be assessed and mitigated if necessary.
- Environment and climate change – Overall positive with negative implications offset by carbon reduction benefits.
- Financial – Positive.
- Legal – Neutral as they confirm the proposals are within the Council's powers and duties.

### **Safeguarding Implications**

20. None identified.

### **Public Health Implications**

21. 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.

22. 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 higher than London (37.9%) and England (33.87%) averages. If left unchanged, this will lead to serious health complications later in life, such as diabetes, heart disease and cancers.
23. 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.
24. 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.
25. 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.
26. There is an extensive evidence base for effective action on active travel. The most relevant review has been conducted by the National Institute for Health and Care Excellence, looking specifically at local measures to promote active transport<sup>1</sup>.
27. 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

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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.

accessibility for all in our communities. This supports Public Health's efforts to embed Health in all Policies across the Council.

### **Equalities Impact of the Proposal**

28. The Council's Local Implementation Plan 3 (LIP) was supported by 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.

29. 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.

30. 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 LIP including the intention to reduce health inequalities.

### **Environmental and Climate Change Considerations**

31. The table below provides an overview of environmental and climate change considerations.

<b>Consideration</b>	<b>Impact of Proposals</b>
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Energy consumption in delivering service	Neutral  There are no changes proposed to the current service delivery arrangements.
Measures to reduce carbon emissions	Positive  Transport generates a significant amount of greenhouse gas emissions (39% of Enfield's CO2 emissions in 2018). The proposals will allow funding to be used to deliver programmes and schemes which: <ul style="list-style-type: none"> <li>• Encourage active travel.</li> <li>• Reduce private vehicle trips.</li> <li>• Support switching to low emission vehicles.</li> </ul>
Environmental management	Neutral  The main impact will be in the construction of new projects and the resultant embedded carbon. Consideration will be given to using recycled materials and providing green and blue infrastructure features.  However, the main offset will be a forecast reduction in the use of private vehicles as noted above.
Climate change mitigation	Neutral  There is no expectation that long term contracts will be entered into.  Where possible schemes will be delivered using approaches and materials which mitigate long term climate change impacts. This will include providing green and blue infrastructure features.

### Risks that may arise if the proposed decision and related work is not taken

32. Several risks have been identified:

Risk Category	Risks
<b>Strategic</b>	The Council cannot deliver elements of its Climate Action Plan including: <ul style="list-style-type: none"> <li>- Increasing active and sustainable travel.</li> <li>- Increasing electric vehicles charging provision.</li> </ul>
<b>Financial Reputational</b>	Not agreeing a programme and making an annual spending submission will mean the Council cannot access a significant source of funding. This will also impact on the Council's reputation as one which can successfully deliver large programmes and schemes, potentially jeopardising future funding.

## Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks

33. Several risks have been identified:

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> Funding utilisation starts from 1<sup>st</sup> April 2021 so, should there be a change in funding allocation or regional priorities, 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>Financial</b>	<p><b>Risk:</b> Not agreeing a programme and making an annual spending submission will mean the Council cannot access a significant source of funding.</p> <p><b>Mitigation:</b> Agree programme and make annual spending submission to 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> As outlined the LIP programme, once agreed, will meet statutory requirements</p>

### Financial Implications

34. Expenditure (once approved by Transport for London) will be fully funded by means of direct grant from TfL. The funding arrangements are governed through the TfL Borough Portal and no costs fall on the Council. The release of funds by TfL is based on a process that records the progress of works against approved spending profiles. TfL makes payments against certified claims as soon as costs are incurred, ensuring the Council benefits from prompt reimbursement.

35. LIP financial assistance is provided by TfL under Section 159 of the GLA Act 1999. The funding is provided to support local transport improvements that accord with the Mayor's Transport Strategy Goals and Outcomes.
36. Use of the funding for purposes other than those for which it is provided may result in TfL requiring repayment of any funding already provided and/or withholding provision of further funding. TfL also retains the right to carry out random or specific audits in respect of the financial assistance provided.
37. Under current arrangements, delegated authority is given to boroughs to move funds within transport areas or, subject to limits between areas, subject to approval by TfL. Underspends 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.
38. It should be noted that the Covid-19 crisis has had a significant immediate and ongoing impact on TfL's finances, in particular a significant reduction in revenue. For 2021/22, TfL will be reliant on direct Government support (which was withdrawn in 2018/19) and it is uncertain whether they will return to being self-financing in the near to mid-term. This could have a material impact on the level of funding available for the LIP programme. However, a key element of TfL's Covid-19 recovery plan was enabling the boroughs to deliver local schemes, which recognises their importance as delivery agents for wider transport priorities. Therefore, the assumption is that funding for boroughs to continue delivering programmes and schemes will remain a priority for the Mayor and TfL.

### **Legal Implications**

39. The current Mayor's Transport Strategy (MTS3) 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.
40. Section 144(2) of the GLA Act allows the Mayor to issue guidance as to the implementation of the MTS to any London borough council, all of which are required to have regard to the guidance in exercising any function. The guidance typically has as its focus the preparation of the LIPs by the boroughs.
41. The functions relevant to the preparation of the LIP guidance were delegated to TfL pursuant to section 38 of the GLA Act by MD2081. Approval of the final version of the LIP guidance for publication is reserved to the Mayor.
42. The requirements for a LIP are set out in section 145. In addition to containing the borough's proposals for the implementation of the MTS in its area, the LIP shall include a timetable for implementing the different proposals in the plan and the date by which all proposals will be implemented.
43. When approving a LIP, the Mayor must ensure that it is consistent with the MTS, that the proposals that it contains are adequate and that the timetable for implementation and the deadline by which the proposals are to be implemented is adequate. The LIP Guidance has been drafted so as to assist

the boroughs with complying with the statutory requirements and the criteria against which the Mayor is required to assess a LIP. If LIPs are produced which do not meet the statutory requirements, the Mayor may use his powers of direction in ss 147 and 150 and may even step in and produce the LIP himself although the purpose of the LIP Guidance is to avoid such scenarios.

44. Under the GLA Act, 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 MTS3.

45. 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, 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:
  - Any financial assistance previously given
  - The use made by the authority of such assistance
- Conditions - Section 159 (6) of the GLA 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.

46. The proposals contained in this Report are within the Council's powers and duties.

### **Workforce Implications**

47. None identified.

### **Property Implications**

48. No immediate property implications arise as a result of this report, however the programme outlined in this report is subject to scheme development and related consultation work which is when any property implications from the programme would be picked up.

### **Other Implications**

49. None identified.

### **Options Considered**

50. None - The Council is required to submit a programme of work with supporting schemes in order to access any Local Implementation Plan Funding which might be allocated to Enfield for 2021/22. Therefore, a compliant submission is being proposed.

51. When considering the proposals, it should be noted that the Local Implementation Plan (LIP) is a statutory document arising from the GLA Act 1999. Each borough's LIP covers proposals to implement the Transport Strategy of the Mayor of London (MTS), locally within the area of each borough. Therefore, the proposals in this report are essentially constrained within two determinants:

- Firstly, the submission is constrained by TfL's Local Implementation Plan (LIP) Annual Spending Submission Guidance.
- Secondly, to meet the adequacy test required for Mayoral approval (GLA Act section 146(3.b)), each LIP sets out the proposals for implementing the Mayor's Transport Strategy. The adequacy of Enfield's proposals, from the perspective of the Mayor's Transport Strategy (MTS 3), is secured by virtue of the fact that Enfield's LIP has now been approved by the Mayor of London.

## **Conclusions**

52. This report sets out the programme for utilising funding from Transport for London to deliver the Mayor's Transport Strategy outcomes within Enfield. It seeks Cabinet Member approval for this programme and delegation of authority for changes to the programme to make sure funding is utilised.

53. By agreeing these proposals the Council will be able to access and use third party funding (with the amount of still to be determined) which can be used to deliver programmes and schemes which will have beneficial impacts on public health and climate change.

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**Date of report: 24/04/2021**

## **Appendices:**

Appendix A – London Borough of Enfield Local Implementation Plan Short Term Programme 01/04/21 to 28/05/21

Appendix B - London Borough of Enfield Local Implementation Plan Programme 2021/22

**Background Papers: None.**

## Appendix A – London Borough of Enfield Local Implementation Plan Short Term Programme 01/04/21 to 28/05/21

Schemes	(£,000s)	Description
<b>A) Healthy Routes and Neighbourhoods</b>	<b>312</b>	
Walking & cycling improvement projects which extend the active travel network	36	Exploration of further schemes for development across the borough and candidates for feasibility studies. Desktop evaluation of Mini Holland schemes and consideration of further work to add value
Liveable Neighbourhoods LIP alignment	50	Enfield town continued Project Management, design and engagement.
Quieter Neighbourhood delivery	69	Continued analysis of Fox Lane and Bowes scheme engagement responses and monitoring/analysis of monitoring metrics. Project and Programme management, continued engagement with public. Development of Connaught Gardens P2.
Angel Edmonton Healthy Streets	73	Continuation of identification, development and installation of greening and infrastructure in Angel Edmonton area
Cycle Parking delivery	36	Assessment of further areas for cycle parking, development of new online process for requesting a hangar, supplementation of school streets with parking.
School Streets delivery	18	Further engagement with schools, development of approval reports and adjustment to experimental schemes currently in place.
Access to bikes	12	Planning of bike access events and services. Booking of Dr Bike, Bike Markets.
Wayfinding & monitoring	6	Assessments of technical capabilities and solutions, planning of 21/22 wayfinding programme.
Community Engagement & Events	12	Planning of events programme, website updates, programme wide engagement and supporting material

<b>Schemes</b>	<b>(£,000s)</b>	<b>Description</b>
<b>B) Neighbourhoods and Supporting Measures</b>	<b>99</b>	
<b>Accessibility</b>	<b>8</b>	
- Junction protection	8	Design of first tranche of junction protection measures to improve road safety and ensure that emergency vehicle access is unobstructed.
<b>Cycle Training</b>	<b>10</b>	
- Cycle training	10	Delivery of initial programme of cycle training for adults and children
<b>Delivering and Monitoring Air Quality Improvements</b>	<b>22</b>	
- Air quality improvements	7	Development and delivery of initial programme of air quality projects
- Design and delivery of electric vehicle charging	15	Continued delivery of on-street EV charge points
<b>Encouraging Active and Sustainable Travel while Reducing Impact of Private Vehicles</b>	<b>19</b>	
- Future programme and scheme development.	6	Development of initial programme of active travel schemes
- Design and implementation of parking controls to make most efficient use of limited kerbside space.	6	Commence development of parking policy aimed at better management of kerbside space and encourage the use of sustainable travel options.
- Support schools to be STARS accredited.	7	Continue working with schools to maintain/improve STARS accreditation
<b>Vision Zero Initiatives</b>	<b>40</b>	
- Design and delivery of road safety schemes at priority locations	40	Completion of Carterhatch Lane and development of scheme for Station Road N11
<b>C) Local Transport Fund</b>	<b>16</b>	Support delivery of Quieter Neighbourhoods

## Appendix B – London Borough of Enfield Local Implementation Plan Indicative Programme 2021/22

Schemes	KD5001 (£,000s)	KD5301 (£,000s)	Change (£,000s)	Description including Significant Changes
<b>Healthy Routes and Neighbourhoods Delivery</b>	<b>1,600</b>	<b>1,690</b>	<b>90</b>	
Walking & cycling improvement projects which extend the active travel network	250	250	0	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	290	90	This contribution will support delivery and bid development of Liveable Neighbourhood schemes. Increase reflects anticipated delivery of Enfield Town, starting in 2021/22.
Quieter Neighbourhood delivery	400	400	0	Continuation of Quieter Neighbourhood programme, consolidating current projects and conducting engagement on future phases.
Angel Edmonton Healthy Streets	150	150	0	Healthy Streets interventions in the Angel Edmonton area, aligning with key regeneration projects.
Cycle Parking delivery	145	145	0	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	140	0	Consolidation of existing experimental school streets & development of at least two new schemes.
Access to bikes	170	170	0	Access to bikes including second hand bike markets, progression of a Borough bike share project, Dr Bike sessions and cycle maintenance classes. Increased funding reflects amalgamation of activity in one area.
Wayfinding & monitoring	45	45	0	Delivery of new wayfinding to promote different aspects of the active travel network, along with monitoring of overall network use.
Community Engagement & Events	100	100	0	Non infrastructure project specific community events and engagement including active travel promotions, annual summer bike ride, annual inter faith bike rides and support to

Schemes	KD5001 (£,000s)	KD5301 (£,000s)	Change (£,000s)	Description including Significant Changes
				community walking & cycling groups.
<b>Neighbourhoods and Supporting Measures</b>				
<b>Accessibility</b>	<b>125</b>	<b>100</b>	<b>-25</b>	
Bus Stop Accessibility	40	25	-15	Design and deliver accessibility schemes at 4 bus stops. This has been reduced to reflect current programme.
Improving access to the public transport network.	25	25	0	Station and hidden interchange audits and development of an access action plan.
Junction protection	60	50	-10	Junction protection markings designed and installed. Reduction reflects delivery in previous years.
<b>Cycle Training</b>	<b>250</b>	<b>125</b>	<b>-125</b>	
Cycle training	250	125	-125	Levels 1, 2 and 3 training for Adults and Children. Used to support delivery of up to 2,500 places for school pupils. This is a reduction on the usual level of 5,000 spaces which reflects the impact of Covid-19 on in-school delivery.
<b>Delivering and Monitoring Air Quality Improvements</b>	<b>140</b>	<b>280</b>	<b>140</b>	
Air quality improvements	40	40	0	Support delivery of MAQF projects including: Anti-Idling Action Days and Enforcement Non Mobile Machinery Monitoring Officer
Air quality projects	10	10	0	Support for specific projects including match funding for bids.
Air Quality Monitoring	15	15	0	Maintenance and monitoring of 3 fixed stations as well as mobile monitoring activities
Design and delivery of electric vehicle charging	75	175	100	Delivery of rapid and slow chargers including match funding for Government funding. Increase reflects availability of external funding and increased delivery via lamp column chargers.

Schemes	KD5001 (£,000s)	KD5301 (£,000s)	Change (£,000s)	Description including Significant Changes
<b>Encouraging Active and Sustainable Travel while Reducing Impact of Private Vehicles</b>	<b>239</b>	<b>214</b>	<b>-25</b>	
Future programme and scheme development.	44	44	0	Allocation to support the development and implementation of future programme and related schemes.
Bid preparation.	15	15	0	Prepare bids for additional funding sources such as Liveable Neighbourhoods
Design and implementation of parking controls to make most efficient use of limited kerbside space.	125	125	0	Develop parking policy and implement parking controls which best manage limited kerbside space and encourage the use of sustainable travel options with related pilots.
Healthy Streets approach including how to deliver at a local level.	25	0	-25	Mainstream approaches to undertaking Healthy Streets audits on the go. This will be addressed as part of the ongoing Healthy Streets programme.
Increasing car club provision.	30	30	0	Assessment of car club potential and implementation of new approach.
	<b>80</b>	<b>65</b>	<b>-15</b>	
Support schools to become STARS accredited.	20	20	0	95% of STARS accredited school remain so
Support Schools to improve STARS accreditation.	20	20	0	5 Schools improve STARS accreditation
Delivery of events and supporting activities as well as safe, sustainable and active school travel interventions in schools.	40	25	-15	Support for successor to Safe Drive, Stay Alive, Youth Travel Ambassadors and Junior Citizens. Support for schools to implement sustainable travel activities and infrastructure. Has been reduced to reflect impact of Covid-19 on delivering and investment in school streets.
<b>Vision Zero Initiatives</b>	<b>150</b>	<b>150</b>	<b>0</b>	

<b>Schemes</b>	<b>KD5001 (£,000s)</b>	<b>KD5301 (£,000s)</b>	<b>Change (£,000s)</b>	<b>Description including Significant Changes</b>
Design and delivery of road safety schemes at priority locations	140	140	0	Priority locations have been identified and will be taken forward subject to feasibility and detailed design: <ul style="list-style-type: none"> <li>• Green Lanes north and south of the A406.</li> <li>• Station Road, N11</li> <li>• Church Street at Edmonton Green.</li> </ul>
Safer freight actions including training	10	10	0	4 Exchanging Places sessions delivered 10 SUDs courses delivered Review Safer Freight Action Plan including linking to Vision Zero Action Plan
<b>Local Transport Fund</b>	<b>100</b>	<b>100</b>	<b>0</b>	
Local Transport Fund	100	100	0	Schemes which address local priorities and the broad outcomes of the MTS. In the absence of Principal Road Maintenance Funding this will be focused on supporting renewal of key routes, particularly where they are aligned with Healthy Streets investment.
<b>Bus Priority</b>	<b>n/a</b>	<b>300</b>	<b>300</b>	
Bus Priority	n/a	300	300	Indicative allocation based on previous years. A range of schemes have been identified with details of those being taken forward subject to agreement with TfL.
<b>Liveable Neighbourhoods</b>	<b>n/a</b>	<b>1,000</b>	<b>1,000</b>	
Liveable Neighbourhoods	n/a	1,000	1,000	Indicative allocation to support development and delivery of Enfield Town liveable neighbourhood. Details will be confirmed following the submission of an update scheme to TfL.

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