

MUNICIPAL YEAR 2011/2012 REPORT NO. 80

MEETING TITLE AND DATE:

CABINET

14th SEPTEMBER 2011

REPORT OF:

Director - Environment

Contact Officer:

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Agenda – Part: 1

Item 12

Subject:

Enfield's Local Implementation Plan (LIP)
Proposals Submission Report for 2012-13

KD No: 3330

Wards: All

Cabinet Members Consulted: Cllr Chris
Bond

1. EXECUTIVE SUMMARY

The report outlines Enfield's Local Implementation Plan (LIP) Proposals for 2012-13, which describe the Council's plan for expenditure of LIP grant funding, from Transport for London, allocated to Enfield for 2012-13. The expenditure proposals have to be submitted to Transport for London (TfL) by the 30th September 2011.

2. RECOMMENDATIONS

To approve:

- 2.1 The expenditure proposals for 2012 -13 outlined in TABLES 2 to 7 in principle.
- 2.2 Delegation of authority to the Cabinet Member for Environment to approve the final version of Enfield's Local Implementation Plan (LIP) proposals for 2012-13, for submission to Transport for London by 30th September 2011.

3. BACKGROUND

- 3.1 All London Boroughs, including Enfield, were required to submit their Local Implementation Plans (LIP) to Transport for London (TfL) for assessment prior to approval by the Mayor of London.
- 3.2 Each Borough's LIP covers proposals to implement the Transport Strategy of the Mayor of London, locally within the area of each borough. 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 (Background Paper 1) and the associated annual funding requirements.
- 3.3 The way that TfL allocates funds to the Boroughs was improved and simplified into a new system as a result of a review, in which Enfield played a key role. The new system, which is based substantially on the application of agreed needs based formulae for calculating allocations rather than the previous bidding system, came into effect from 2010 -11 and saw Enfield receive a substantially higher settlement than would otherwise have been the case .
- 3.4 In May 2011, TfL produced its "LIP FUNDING NOTIFICATION PAPER 2012-13" (Background Paper 2). The purpose of that paper was to confirm the available LIP funding for the three annual periods to 2013-14 and to provide specific information on issues of relevance to the 2012-13 annual spending submission. The key points, emphasised by TfL to the London Boroughs, are as follows:
- 3.4.1 The Corridors , Neighbourhoods and Smarter Travel programmes, (which had been defined as three separate programme themes in the the new system of funding introduced in 2010-11) have been combined into a single transport programme theme called "Corridors, Neighbourhoods and Supporting Measures " . This results in four main LIP programme themes which are defined for funding purposes in 2012-13 as:
- A. **Corridors , Neighbourhoods & Supporting Measures**
 - B. **Local Transport**
 - C. **Maintenance (Bridges and Principal Roads)**
 - D. **Major Schemes**
- 3.4.2 Funding allocations for the transport theme **(A)-Corridors Neighbourhoods & Supporting Measures**, are derived using needs based formulae applied across all London Boroughs.
- 3.4.3 For Transport theme **(B)-Local Transport** , TfL have allocated £100k per borough for use on Local Transport Projects to be determined by the borough.
- 3.4.4 Funding allocations for the transport theme **(C)-Maintenance (Bridges and Principal Roads)**, are derived using a system of engineering assessment of maintenance needs applied across all London Boroughs.

- 3.4.5 In Transport theme **(D)-Major Schemes**, there are no changes to the way in which Major Schemes funding is allocated. Major Schemes submissions will only normally be considered for projects costing more than £1m in total over the whole life of the project. The funding allocations will be on the basis of the three step procedure through which boroughs apply for Major Scheme funding , from a total fund of £ 28 million that has been assigned by TfL for 2012-13 for London as a whole. Applications can be initiated by a borough at any time of
- 3.5 The notification paper produced by TfL in May 2011 sets out:
- The context for LIP funding in 2012-13
 - The timetable for the funding process
 - The way in which the LIP funding allocations for 2012-13 have been calculated
 - The information TfL requires from boroughs in order to confirm the funding to be allocated to each borough
 - Financial, audit and other issues of which boroughs should be aware in planning and delivering their programmes of schemes for 2012-13.
- 3.6 TfL has also announced the calculated indicative allocations for each borough for LIP expenditure in 2013-14. These indicative allocations are to enable boroughs to have a perspective on available resources but are not to be considered as guaranteed at present.

4. ENFIELD'S LOCAL IMPLEMENTATION PLAN (LIP) FUNDING ALLOCATION for 2012-13

ENFIELD'S LIP ALLOCATIONS 2012-13

- 4.1 Enfield has gained very significantly from the changes to the annual LIP funding process, which was first instituted in May 2009. Enfield was, of all the boroughs, the 'highest relative gainer' from the change. It is anticipated that when the allocations for all of the Transport Programme Themes are announced in November 2011, Enfield's total allocation for 2012-13 will be in excess of £ 5 m.
- 4.2 The new submission process is also appreciably less bureaucratic and affords opportunities to implement transport schemes more according to Enfield's priorities determined by elected members.
- 4.3 TABLE 1 gives the LIP funding allocations for Enfield announced by TfL in May 2011. TABLES 2 to 7 give the expenditure proposals for submission to TfL in September 2011.
- 4.4 The final version of Enfield's Local Implementation Plan (LIP) Funding Proposals Report for 2012-13 will be placed in the Members Library and Group Offices.

5. ALTERNATIVE OPTIONS CONSIDERED (and CONSULTATION)

Constraints on proposals

- 5.1 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 submissions for 2012 -13 proposed in this report are essentially constrained within two quite restrictive determinants:
- Firstly, the submission is constrained by the allocations announced, by TfL in the LIP funding notification paper 2012-13, in May 2011.
 - 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. For 2012-13, this adequacy of Enfield's proposals, from the perspective of the Mayor's Transport Strategy (MTS 2), is secured by following the "Guidance on Developing the Second Local Implementation Plans – May 2010 " issued by TfL (Background Paper 3).
- 5.2 Accordingly, the proposals contained in this report were all determined to satisfy these two constraints and were informed by the consultation process detailed below.

Consultation

- 5.3 Enfield's proposals have emerged from an extensive and well structured process of consultation.
- 5.4 A key element of the structured process of consultation is the Enfield Transport Users Group (ETUG) which is facilitated and serviced by the Council but is totally independent of the Council. It meets regularly four times a year and discusses advocates and campaigns for transport improvements in the borough. Officers from the Traffic and Transportation service and from other services attend regularly. The ETUG brings together varied interest groups, including disability action groups, residents' associations and senior citizens groups, concerned with transport in and around Enfield.
- 5.5 Another key aspect of the consultation process is the Public Transport Consultative Group (PTCG). This too is facilitated and serviced by the Council to bring together regularly, all parties concerned with provision and security of public transport. It includes a permanent group of elected members. The PTCG is closely linked to the ETUG with representatives of the ETUG regularly attending the PTCG.

- 5.6 The Council consults regularly with local cyclists through the Enfield Cycle Forum. This meeting is hosted by officers and is held four times a year. In addition officers and cyclists are in contact on an ad hoc basis to discuss developing issues.
- 5.7 The specific issues pertaining to access to health care are addressed through consultation with the health providers. Officers attend meetings of the Barnet, Enfield and Haringey Health Transport Working Group. The Enfield Transport Users' Group is also independently represented at these meetings. The work of this group has appreciably influenced the proposals .
- 5.8 The above process has very significantly influenced the choice and nature of proposals being put forward in this report.
- 5.9 A significant proportion of the proposals in this report have been identified and developed through the consultation structure in place with regard to School Transport. School related transport is a core segment of the transport issues in Enfield and the consultation structure is very well established bringing together all parties concerned with promoting road safety and sustainable modes of travel to schools. The proposals have also been significantly influenced by consultation with transport working parties in individual schools.
- 5.10 In order to seek ways to ensure the Road Safety targets are met, a Partnership of organisations directly involved in Road Safety in Enfield has been established; this includes the Police, Fire Brigade, Highway Agency, TfL and the Council. The Partnership has identified road safety projects and initiatives, which are taking place and identified opportunities for co-operation and co-ordination of activities related to the achievement of the casualty reduction targets. The proposals in this report are also significantly influenced by this process of consultation.

6. REASONS FOR RECOMMENDATIONS

The recommendations are seeking the necessary approvals that will enable Enfield's Local Implementation Plan (LIP) funding proposals for 2012-13 to be submitted to Transport for London. This submission of the proposals to TfL is essential in order to obtain release of the allocated funds ready for expenditure in the financial year .

7. COMMENTS OF THE DIRECTOR OF FINANCE, RESOURCES AND CUSTOMER SERVICES AND OTHER DEPARTMENTS

7.1 Finance Comments

- 7.1.1 TfL provides financial assistance to boroughs, for transport related projects and/or proposals under the GLA Act S159.
- 7.1.2 Expenditure, once approved by Transport for London, will be fully funded by means of direct grant; hence no costs fall on the Council.

- 7.1.3 The release of funds by TfL is based on a process that records the progress of works against approved spending profiles. TfL pay against certified claims that can be submitted as soon as expenditure is incurred, ensuring that the Council benefits from prompt reimbursement of any expenditure.
- 7.1.4 Under current arrangements, delegated authority is given to Boroughs to move funds within transport areas or, subject to limits between areas. 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. TfL will issue guidance on the financial process and monitoring for 2012-13.
- 7.1.5 The Guidance issued by TfL reminded Boroughs of the matters that TfL should have regard to in providing financial assistance. TfL have reported that, to date, there has been no need to employ the repayment powers outlined. Whilst it is not envisaged that TfL will wish to use its powers unless circumstances demand it, Boroughs should continue to have regard to the criteria TfL will consider in allocating financial assistance.

7.2 Legal implications

- 7.2.1 The Mayor's Transport Strategy (MTS2) 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.
- 7.2.2 Under the Greater London Authority Act 1999 (GLA Act) Section 145, each London Borough Council shall prepare a Local Implementation Plan (LIP) containing its proposals for implementing the MTS2. The Mayor's LIP Guidance and Transport Strategy Implementation Targets, both first published in July 2004, provide the framework for common content and pace of delivery within which each LIP has been prepared. The targets arise from the GLA Act Section 41(9).
- 7.2.3 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 MTS2.
- 7.2.4 The generic matters to which TfL will have regard in allocating financial assistance and the generic conditions that will apply to any such assistance are:
- Under Section 159 the GLA Act, financial assistance provided by TfL must be for a purpose which in TfL's opinion is conducive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within Greater London.
 - In order to ensure this purpose is met, TfL may have regard to the following matters when exercising its functions under Section 159:
 - (a) Any financial assistance previously given
 - (b) The use made by the authority of such assistance
 - Conditions - Section 159 (6) of the 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.

8. Key Risks

No significant risks have been identified. The LIP is a statutory requirement and the submission of the Council's proposals for 2012-13 is required in order to have the approved funding released to Enfield by TfL.

Submission of the Local Implementation Plan will help mitigate the following risks:

- Non-compliance with statute;
- Non-release of allocated funds;
- Non-completion of designated projects.

There is potential risk in the event of an underspend that funding would have to be repaid to TfL and so this would need to be carefully monitored. Overall, this initiative provides an opportunity to deliver key schemes that are fully funded by direct grant from TfL.

9. IMPACT ON COUNCIL PRIORITIES

9.1 Fairness for All

The Council's plans for expenditure of grant funding from Transport for London will, if approved by TfL, result in a wide range of schemes and improvements to the transport infrastructure in the borough that will benefit all members of the community (whether pedestrians or road vehicle users) through increased accessibility, safer travel, improved signage, better road surfaces, and better education for school children.

9.2 Growth and Sustainability

The schemes proposed within the Corridors ,Neighbourhoods and Supporting Measures funding stream (please see Table 2 & 3) will specifically support growth and sustainability by directly contributing towards the following Council commitments:

- To restrict speeds in residential roads near schools to 20 mph zones
- To invest in and encourage cycling

9.3 Strong Communities

The delivery of many of the proposed schemes, particularly the 20mph zones and CPZ schemes, will involve working closely with the local community to deliver successful schemes that respond to local needs.

10. EQUALITY IMPACT ASSESSMENT

The proposals within this report are directly derived from the Draft Local Implementation Plan which has already been submitted to TfL. That draft LIP was subjected to a comprehensive EQIA (Chapter 1 & APPENDIX 1 of Enfield's Draft LIP - Background Paper 4)

11. PERFORMANCE MANAGEMENT IMPLICATIONS

Work undertaken within the Neighbourhoods, Corridors and Supporting Measures funding stream contributes directly towards the attainment of four of the five core Statutory Performance Indicators defined by the Mayor and are required by the Mayor, of all London Boroughs to pursue:

- Increased share of non-car modes including cycling and walking levels
- Bus reliability improvements
- Road casualty reductions
- Reduced CO₂ emissions from ground based transport

Work undertaken within the Maintenance funding stream (roads & bridges) contributes directly towards the attainment of one of the five core Statutory Performance Indicators defined by the Mayor and are required by the Mayor, of all London Boroughs to pursue - Highway Asset Condition Improvement.

In addition, the work within this funding stream will contribute significantly towards the attainment of three further improvement targets that the Council has proposed, as locally identified targets, to pursue in the draft Local Implementation:

- Reliability of service on two bus routes 191 and 259
- Improved bus stop accessibility
- Provision of cycle training

The proposed programme of works has been designed to help improve all of the above indicators.

12. HEALTH AND SAFETY IMPLICATIONS

Several of the proposed schemes are designed to help reduce road casualties and congestion in the borough . Where relevant, schemes will also be subject to independent Safety Audits to ensure that they do not have an adverse effect on road safety. In addition, many of the schemes also fall within the scope of the Construction, Design and Management Regulations to ensure that schemes are built safely.

Many of the items of work undertaken will have positive effects on improvements in Air Quality and the encouragement of healthier modal choice in travel.

Background Papers

1. The Mayor's Transport Strategy for London, Greater London Authority, May 2010.
2. LIP Funding Notification Paper 2012-13 Transport for London, May 2011.
3. Guidance on Developing the Second Local Implementation Plans, Greater London Authority, May 2010.
4. Enfield's Draft Local Implementation Plan –December 2010

TABLE 1
LIP Funding Allocations for Enfield Announced by TfL in May 2011

TRANSPORT FUNDING THEME	GENERAL COMPONENT ACTIVITIES WITHIN THEME	20120-13 ALLOCATION
A 1. CORRIDORS & NEIGHBOURHOODS	Local Safety Schemes	£ 2,669,000 (Note 1)
	Walking	
	Cycle Routes & Parking	
	Greenway Cycle Routes	
	Cycling –Promotion & Training	
	Bus Route Improvements	
	Bus Stop Accessibility	
	20 mph Zones	
	Freight	
	Regeneration	
	Air Quality & Noise	
	CPZs & Parking Controls	
	Accessibility	
	School Travel Modal Shift	
	Climate Change mitigation	
A 2. SUPPORTING MEASURES	Travel & Safety Awareness	£ 450,000 (Note 1)
	Car Clubs	
	Cycle Training	
	Workplace Travel Plans	
	Promotion & Publicity Events	
	Smarter Travel	
B. LOCAL TRANSPORT FUND	Preliminary Investigations	£ 100,000 (Note 2)
	Feasibility Studies	
	Specific Local Improvements	
C 1. MAINTENANCE -ROADS	Principal Roads	£ 1,043,000 (Note 3)
C 2. MAINTENANCE - BRIDGES	Bridges	(Note 4)
D . MAJOR SCHEMES	Area Wide Significant Improvements	(Note 5)

Note 1: The Needs Based Formulaic funding applies only to the Transport Funding Themes of – CORRIDORS & NEIGHBOURHOODS and SUPPORTING MEASURES. The formulae were developed by the LIP Process Reform Group in which Enfield was represented and actively participated.

Note 2: Each Borough is allocated an ‘unassigned amount’ of £100,000 for spending on ‘Any Locally Identified Transport Need’ so long as the expenditure is consistent with the priorities of the Mayor’s Transport Strategy.

Note 3: The allocations for Principal Roads Maintenance, to individual Boroughs, have been calculated from the results of Road Condition Surveys across London and

applying the data to distribute TfL's funds available for Principal Roads Renewal in each financial year.

Note 4: The funding has not yet been allocated .The funding for bridges will continue to be based on the existing system of engineering priority assessment through LOBEG. Boroughs put forward proposals to LOBEG and funding allocations to Boroughs will directly reflect LOBEG assigned priorities across London as a whole, when proposals from all London Boroughs have been assessed.

Note 5: The funding has not yet been allocated .The funding process for Major (Area Based) Schemes remains unchanged. The Three-Step application procedure will continue to apply. Each individual Major Scheme assessment and allocation will, in essence, be determined on the merits of the proposed scheme relative to other applications from across London competing for a total fund of the order of £28 million allocated by TfL for Borough applications for Major Area Based Schemes funding across London in 2012 -13.

TABLES 2 - 7

Enfield's Local Implementation Plan (LIP) Funding Allocations and Expenditure Proposals for 2012-13

TABLE 2 : TRANSPORT FUNDING THEME: CORRIDORS & NEIGHBOURHOODS - Allocation £ 2,669,000

SCHEME NAME	SCHEME DESCRIPTION	Proposed expenditure (£ 000's)
WALKING & CYCLING GREENWAYS		
Hilly Fields Greenway	Provide a cycle and walking route passing through and connecting parks and green areas as well as using low trafficked routes to avoid busier roads.	250
Grovelands Park – Arnos Park Greenway	As above	170
Enfield Playing Fields- Brimsdown Greenway	As above	220
The Ridgeway – Hadley Wood Greenway	As above –Preliminary investigation & design	20
Arnos Park – Bounds Green	As above –Preliminary investigation & design	20
ROAD SAFETY		
Green Lanes / Bourne Hill / Hedge Lane	Design , consultation & implementation of appropriate safety improvements	100
Meridian Way / Picketts Lock Lane	As above	50
Ordinance Road / Hertford Road	As above	50
Meridian Way / Leaside Road	As above	50
Mollison Avenue / Ordnance Road	As above	50
Lancaster Road	As above	160
Junction protection	As above	50
BUS RELIABILITY & ACCESSIBILITY		
Bus stop accessibility		100
191 bus route improvements		150

A1010 corridor improvements		250
Reducing delays on bus routes		60
SCHOOL 20 mph ZONES		550
St Paul's Primary School and Keble Primary School		150
Southgate School		100
St Anne's High School		50
Eastfield Primary School and Albany School		75
Freezywater St George's Primary School and Aylands School		75
Firs Farm Primary School		100
PARKING CONTROL & ACCESS		50
Bush Hill Park CPZ review		25
Grange Park CPZ review		25
CORRIDOR INVESTIGATIONS		54
Upper Lee Valley	Investigation & development of proposals for future years in Central Leeds, NCR area in South West Enfield	54
RIGHTS of WAY IMPROVEMENT PLAN		15
	Maps, information , Lighting and improvements for impaired users	15
INFRASTRUCTURE for ELECTRIC VEHICLE CHARGING		50
	Site audits , Advice & Installations	50
AIR QUALITY & TRAFFIC		50
	Maintain & Monitor at 12 monitoring sites Fuel efficiency increase of own fleet	50
SMOOTHING TRAFFIC & CLIMATE CHANGE MITIGATION		150
	Planting of trees & smoothing traffic flow	150

TABLE 3 : TRANSPORT FUNDING THEME: SUPPORTING MEASURES - Allocation £ 450,000

WORK CATEGORY	WORK CONTENT	COST (000's)
ROAD SAFETY – EDUCATION , TRAINING & PUBLICITY		
In Car Safety Advice Service	Provision of free "Try Before You Buy" service providing training & advice on correct child restraints to people carrying child passengers	10
Theatre in Education	Provision of road safety theatre in education productions to junior and senior schools	20
Junior Road Safety Officers in Schools – Road Rangers	Development of a Road Rangers project in schools to enable children to take a lead promoting road safety and travel awareness to their peers.	20
School Crossing Patrols	Review and re-targeting of SCP service to help address child pedestrian casualties	50
Safe Drive Stay Alive	Provision of theatre based education project for Year 12 pupils by Enfield Road safety Partnership	35
TRAVEL CHOICES		
Enfield Festival of Cycling	Bike Week Festival and other Bike Week related events promoting all aspects of cycling	10
Car Clubs	Support, Implementation and development of Car Club scheme	15
SCHOOLS TRAVEL PLANS		
STP Development - Training	Training of school staff in writing, reviewing and promoting STP	5
CYCLE TRAINING		
Cycle Training	Provision of Bikeability nationally accredited cycle training to adults and children.	100
ACCESSIBILITY for IMPAIRED USERS		
Shopmobility	Support for Shopmobility service for impaired shoppers	65

WORK CATEGORY	WORK CONTENT	COST (000's)
SMARTER TRAVEL		
Travel awareness	Co-ordination of travel awareness – development of joint initiatives with adjoining boroughs	60
Promotion	Projects, publicity & promotion of Travel Awareness initiatives	60

TABLE 4 : TRANSPORT FUNDING THEME: LOCAL TRANSPORT FUNDING - Allocation £ 100,000

GENERAL TYPES OF WORK	COST (000's)
Preliminary Investigations	20
Feasibility Studies	20
Specific Local Improvements	60

Each Borough is allocated an 'unassigned amount' of £100,000 for spending on 'Any Locally Identified Transport Need' so long as the expenditure is consistent with the priorities of the Mayor's Transport Strategy. There is no requirement to submit explicit proposals, to TfL, regarding the expenditure of this allocation of £100,000. It is considered better to formulate specific proposals for the expenditure of this allocation, later in the year, for approval by the cabinet member. The £100,000 can then be used to take account of any concerns and issues that arise in the light of progress of other proposals described in this report.

TABLE 5 – TRANSPORT FUNDING THEME: MAINTENANCE – ROADS - Allocation £ 1,043,000

TfL have announced the indicative funding, likely to be available for Principal Roads Maintenance in 2012-13. This indicative funding level for Enfield in 2012-13 is £ 1,043,000. However, it is also suggested by TfL that authorities may submit proposals for about 20% above the announced indicative allocations to allow for possible reserve schemes. In Enfield, this would be of the order £ 1260. This will allow TfL to allocate further funding if residual funds become available.

PROGRAMME OF WORKS FOR PRINCIPAL ROAD MAINTENANCE 2012 to 2013

SCHEME LOCATION	PROPOSED WORKS	LENGTH (m)	AREA (m ²)	COST	WARD	PRIORITY
A1005 The Ridgeway (Chase Hotel to East Lodge Lane)	Partial Reconstruction	1,200	9000	630k	Chase	1
A1055 Mollison Avenue junction with Millmarsh Lane	Resurfacing	320	2370	120K	Enfield Highway	2
A1010 The Broadway (The Green to Smythe Close)	Resurfacing	210	1580	80K	Edmonton Green	3
A111 Cockfosters Road (Chalk Lane to entrance to Trent Park)	Resurfacing	280	2110	110K	Cockfosters	4
A110 Southbury Road (Clive Road to Percival Road)	Resurfacing	220	1770	110K	Southbury	5
A110 Slades Hill EN2 (Windmill Gardens to Chase Ridings)	Resurfacing	320	2380	120K	Highlands	6
A1010 Hertford Road (Northfield Road to Southfield Road)	Resurfacing	120	920	50K	Ponders End	7
A105 Village Road and Ridge Avenue junction.	Resurfacing	80	650	40K	Grange	8
TOTALS		2750	20780	1,260k		

	Road safety measures Reduce Street clutter	
	LIP CONTRIBUTION TO BE SOUGHT TO VALUE OF £ 600 . ALLOCATIONS BY TfL WILL BE BASED ON THE APPLICATIONS RECEIVED ACROSS LONDON THROUGH THE THREE STEP APPLICATION PROCEDURE	600