

MUNICIPAL YEAR 2014/2015 – REPORT NO. 52

MEETING TITLE AND DATE:
Cabinet 17th September 2014

REPORT OF:
Director – Regeneration and Environment

Agenda – Part: 1

Item: 9

Subject: Enfield’s Local Implementation Plan (LIP) Spending Proposals for 2015/16

Wards: ALL

Key Decision No: 3969

Cabinet Member consulted: Cllr. Chris Bond

Contact officer and telephone number:

David Taylor – 020 8379 3576

E mail - david.b.taylor@enfield.gov.uk

1. EXECUTIVE SUMMARY

The report outlines Enfield’s proposals for spending the £4.277 million 2015/16 grant funding provided by Transport for London (TfL) to help implement the Mayor’s Transport Strategy. The expenditure proposals have to be submitted by 3 October 2014 for approval by TfL.

2. RECOMMENDATIONS

To approve:

- 2.1 The expenditure proposals for 2015/16 outlined in Tables 1 to 6 (Appendix 1) for submission to Transport for London and for these proposals to be implemented, subject to no alternations being made to the allocation or programmes by Transport for London.
- 2.2 Delegation of authority to the Cabinet Member for Environment and Community Safety to make any changes necessary to the programme should there be any change to the allocation from TfL or for any other operational reason.

3. BACKGROUND

3.1 The Mayor's Transport Strategy (MTS) has six high-level goals:

- support economic development and population growth
- enhance the quality of life for all Londoners
- improve the safety and security of all Londoners
- improve transport opportunities for all Londoners
- reduce transport's contribution to climate change and improve its resilience
- support delivery of the London 2012 Olympic and Paralympic Games and its legacy

3.2 All London Boroughs were required to submit their Local Implementation Plans (LIP) to Transport for London (TfL) setting out how they would help deliver the above goals and their associated outcomes. The Council's second LIP was approved by the Mayor of London in January 2012.

3.3 The LIP sets out three main Programmes of Investment:

3.3.1 **Corridors, Neighbourhood and Supporting Measures programmes** – holistic or area-based interventions, including bus priority and accessibility, cycling, walking, safety measures, 20 mph zones and limits, freight, regeneration, environment, accessibility and controlled parking zones. The programmes also include expenditure on cycle parking, cycle training, shared space, reduction of clutter and electric vehicle charging points, school and workplace travel plans, behavioural change, education, training and publicity.

3.3.2 **Maintenance programmes** – bridge strengthening and assessment, and principal road renewal.

3.3.3 **Major Schemes** – interventions generally costing more than £1 m over the whole life of the project.

3.4 Funding allocations for the Corridors Neighbourhoods & Supporting Measures programmes are derived using needs based formulae applied across all London Boroughs. Allocations for the Maintenance programme are derived using a system of engineering assessment of maintenance needs applied across all London Boroughs.

3.5 Major Schemes funding is subject to a three step bidding process with submissions only normally considered for projects costing more than £1m in total over the whole life of the project, such as the current Ponders End Major Scheme. A total fund of £26 million has been assigned by TfL for 2015/16 for Major Schemes across London.

- 3.6 In addition to the above programmes, TfL have allocated £100k per borough for use on Local Transport projects to be determined by the borough.

4. ENFIELD'S LOCAL IMPLEMENTATION PLAN (LIP) FUNDING ALLOCATION FOR 2015/16

- 4.1 The table below sets out the Council's overall allocations for 2015/16 for each Programme of Investment

| Programme | Value |
|---|-------------------|
| Neighbourhoods, Corridors & Supporting Measures | £2,969,000 |
| Principal Road Maintenance | £1,208,000 |
| Local Transport Fund | £100,000 |
| Total | £4,277,000 |

- 4.2 Tables 1 to 6 below provide more detail about the specific expenditure proposals for each of the Programmes of Investment.
- 4.3 The council has an on-going Major Scheme in Ponders End. In addition, a Step 1 bid will be submitted in September 2014 for a further scheme to improve both access to and the setting of the six stations in Enfield that will become part of the London Overground network from May 2015 (Silver Street, Edmonton Green, Bush Hill Park, Enfield Town, Southbury and Turkey Street).
- 4.4 Table 6 highlights that a further £25,000 will be sought from TfL in 2015/16 to develop an additional Major Scheme for Edmonton Green, aimed at improving the bus link to Meridian Water as well as enhancing the public realm and interchange arrangements. A further £200,000 is sought to enable proposals to be developed to improve the public realm around the six stations due to become part of the London Overground network in May 2015 (Silver Street, Edmonton Green, Bush Hill Park, Enfield Town, Southbury and Turkey Street).

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 Constraints on proposals

- 5.1.1 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 2015/16 proposed in this report are essentially constrained within two determinants:

- Firstly, the submission is constrained by the allocations announced, by TfL in the Local Implementation Plan (LIP) Annual Spending Submission Guidance for 2015/16 in May 2014.

- 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 2015/16, 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 and by virtue of the fact that Enfield's LIP has now been approved by the Mayor of London.

5.1.2 The proposals contained in this report satisfy these two constraints and were informed by the consultation process detailed below.

5.2 Consultation

5.2.1 Enfield's LIP priorities have emerged from a well structured process of consultation through the Enfield Transport Users' Group (ETUG) and the Public Transport Consultative Group (PTCG). In all relevant situations, the individual schemes will also be subject to a comprehensive consultation on the details of the design and on the implementation.

5.2.2 The Council also 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.

5.2.3 Improved public health is a key priority for both the council and the Mayor and several of the spending proposals have been developed in conjunction with the Public Health Team to promote active travel via the greater use of walking and cycling.

5.2.4 A number 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 an important issue in the borough, both in terms of congestion, road safety, and health. Several of the elements of the proposed programme have therefore been developed following engagement with local schools.

5.2.5 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, including the Police, Fire Brigade, 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.

6. REASONS FOR RECOMMENDATIONS

The recommendations are seeking the necessary approvals that will enable Enfield's Local Implementation Plan (LIP) funding proposals for 2015/16 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 2015/16.

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

7.1 Financial Implications

7.1.1 The Local Implementation Plan (LIP) Proposed Funding Allocations for 2015/16 (Table 1 – 6) is as follows:

| | |
|--------|--|
| Table1 | Corridors & Neighbourhoods: £2,569,000 |
| Table2 | Supporting Measures: £400,000 |
| Table3 | Local Transport Funding: £100,000 |
| Table4 | Maintenance Principal Roads: £1,208,000 |
| Table5 | Maintenance – Bridges (Not Yet Announced): |
| Table6 | Major Schemes – (Not Yet Announced) |

7.1.2 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 expenditure is incurred, ensuring that the Council benefits from prompt reimbursement of any expenditure.

7.1.3 TfL is keen to ensure that schemes delivered using LIP financial assistance maximise opportunities for efficiencies. Accordingly TfL expects to see LOHAC (London Highways Alliance Contracts) used for LIP funded schemes where these offer better value for money than individual borough contracts.

7.1.4 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.

7.1.5 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.

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 provide the

framework for common content and pace of delivery within which each LIP has been prepared. The targets arise from provisions in 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:

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.

7.2.5 The recommendations contained in this report are within the Council's powers and duties.

7.3 Property Implications

There are no identifiable property implications arising directly from the LIP proposals, however, as individual schemes progress, there may be an opportunity for specific input in respect of the Council's land and property portfolio.

8. KEY RISKS

No significant risks have been identified. The LIP is a statutory requirement and the submission of the Council's proposals for 2015/16 is required in order to have the approved funding released to Enfield by TfL for scheme expenditure in 2015/16.

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 will specifically support growth.

9.3 Strong Communities

The delivery of many of the proposed schemes will involve working closely with the local community to deliver successful schemes that respond to local needs

10. EQUALITIES IMPACT IMPLICATIONS

10.1 Boroughs have a duty under current race, disability and gender legislation to carry out an EQIA of their LIP. This should identify whether or not (and to what extent) a LIP has an impact (positive or negative) on a particular equality target group, or whether any adverse impacts identified have been appropriately mitigated. The Disability Discrimination Act 2005 specifically requires local authorities to promote equality for disabled people, and to have regard to the needs of disabled people, both in developing and implementing plans. The general duty under the new Equality Act 2010 also requires authorities to assess the impact of relevant proposals on all disadvantaged groups, and the proposed consultation around transport issues will inform this work.

10.2 In developing the workstreams in Enfield's approved LIP, an Equality Impact Assessment had been undertaken to ensure that the proposals presented do not discriminate against equality groups and that equality is promoted whenever possible.

10.3 The proposals within this report are directly derived from the Local Implementation Plan which has already been approved by TfL. That approved LIP was subjected to a comprehensive EQIA (Chapter 1 & Appendix 1 of Enfield's approved LIP).

11. PERFORMANCE MANAGEMENT IMPLICATIONS

11.1 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

11.2 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.

11.3 In addition, funding is targeted at the attainment of three further local improvement targets set out in the LIP:

- Reliability of bus services
- Improved bus stop accessibility
- Provision of cycle training

12. HEALTH AND SAFETY IMPLICATIONS

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.

13. HR IMPLICATIONS

There are no identifiable H R implications arising from these proposals.

14. PUBLIC HEALTH IMPLICATIONS

The proposals positively contribute to the health and well-being of the public by encouraging walking and cycling, promoting road safety and improving air quality.

Background Papers

None.

Appendix 1

Local Implementation Plan (LIP) Funding Allocations and Expenditure Proposals for 2015/16

TABLES 1 - 6

TABLE 1: TRANSPORT FUNDING THEME: CORRIDORS & NEIGHBOURHOODS – ALLOCATION: £2,569,000

| SCHEME NAME | SCHEME DESCRIPTION | Proposed LIP expenditure (£ 000's) |
|--|---|------------------------------------|
| WALKING & CYCLING | | 350 |
| Edmonton - Enfield Town Quietway | Completion of a cycle route using low trafficked roads or traffic free paths and including improved crossings of main roads. | 50 |
| The Ridgeway to Hadley Wood Greenway | Implementation of a pedestrian and cycle path as part of the route linking NCR 1 and NCR 12 | 300 |
| ROAD SAFETY | | 1100 |
| Road Safety Schemes to identified though recommended Technical & Economic Criteria | Borough wide analysis of personal injury collision data is being carried out to identify locations for treatment. Appropriate safety schemes will then be designed, consulted on and implemented. The programme will consist of one major route scheme and 3-4 junction treatments. | 100 |
| Quieter Neighbourhoods | Implementation of six zones around Connaught Gardens; Fox Lane; Wolves Lane; Fernleigh Road; Haselbury Road & Main Avenue. Also design and consultation on a further four-six zones | 750 |
| School Travel Measures | Physical measure to encourage walking and cycling to school | 100 |
| Junction Protection | Restrictions to maintain junction safety | 50 |
| Pedestrian crossing improvements | Measures to enhance safety of pedestrian crossings | 100 |
| BUS RELIABILITY & ACCESSIBILITY | | 150 |
| Bus Stop Accessibility | Ongoing programme to make all bus stops in Enfield accessible. | 100 |
| Reducing Delays to Buses | Programme of measures to reduce delays on key bus routes | 50 |
| | | |
| LOCAL TRAFFIC & ENVIRONMENTAL SCHEMES | | 100 |
| Local Traffic Schemes | Investigation and implementation of measures to reduce the impact of traffic in local areas. | 100 |
| FUTURE CORRIDORS AND NEIGHBOURHOOD SCHEMES | | 200 |
| Schemes for 2016/17 | Investigation and design of traffic, road | 200 |

| SCHEME NAME | SCHEME DESCRIPTION | Proposed LIP expenditure (£ 000's) |
|--|--|------------------------------------|
| & 2017/18 | safety & environmental improvement schemes for implementation in future years. | |
| CORRIDOR IMPROVEMENTS & TRAFFIC SIGNS REVIEW | | 470 |
| Reducing Clutter – traffic signs review | Application of new traffic signs policy aimed at reducing street clutter. | 100 |
| Legible London | Implementation of additional Legible London signs | 75 |
| Regeneration Initiatives | Highway alterations to facilitate regeneration of Meridian Water, North-East Enfield and other key growth areas. | 295 |
| RIGHTS of WAY IMPROVEMENTS | | 24 |
| Rights of Way Improvement Plan | Implementation of improvements to Enfield's rights of way network, including the London Loop strategic walking route | 24 |
| AIR QUALITY & TRAFFIC | | 75 |
| | Maintain & monitor at 12 monitoring sites and various local projects to improve air quality. | 75 |
| SMOOTHING TRAFFIC & CLIMATE CHANGE MITIGATION | | 100 |
| | Tree planting and measures to smooth traffic on key routes. | 100 |

TABLE 2: TRANSPORT FUNDING THEME: SUPPORTING MEASURES – ALLOCATION: £400,000

| WORK CATEGORY | WORK CONTENT | COST (000's) |
|---|---|--------------|
| ROAD SAFETY – EDUCATION , TRAINING & PUBLICITY | | 120 |
| In Car Safety Advice Service | Provision training & advice on correct child restraints to people carrying child passengers | 10 |
| 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 |
| Safe Drive Stay Alive | Theatre based drama aimed at year 12 students. | 35 |
| Road Safety – Public Engagement | Engagement with the public in priority areas of Road Safety – Concentrating on areas of deprivation, language difficulties and areas identified as priority for accident prevention; provision of theatre based education; interventions through community events | 35 |
| Enforcement Project | Targeted enforcement aimed at excessive speeds, seat belt non-use and mobile phone use whilst driving | 20 |
| SCHOOLS TRAVEL PLANS | | 5 |
| STP Development - Training | Training of school staff in writing, reviewing and promoting STP | 5 |
| CYCLE TRAINING | | 100 |
| Cycle Training | Provision of Bikeability nationally accredited cycle training to adults and children. | 100 |
| ACCESSIBILITY for IMPAIRED USERS | | 30 |
| Shopmobility | Support for Shopmobility service for impaired shoppers | 30 |
| SMARTER TRAVEL CHOICES | | 145 |
| Travel Awareness | Co-ordination of travel awareness – development of joint initiatives with adjoining boroughs and Support, Implementation and development of Car Club schemes | 75 |
| Promotion of environmental awareness and Cycling | Projects, publicity & promotion of Travel Awareness initiatives and promotion and support for cycling through the Biking Boroughs Action Plan activities | 70 |

TABLE 3: TRANSPORT FUNDING THEME: LOCAL TRANSPORT FUNDING – ALLOCATION: £100,000

| GENERAL TYPES OF WORK | COST (000's) |
|--|-----------------|
| Local transport projects to be identified in 2015/16 | 100 |

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.

TABLE 4 – TRANSPORT FUNDING THEME: MAINTENANCE – PRINCIPAL ROADS - ALLOCATION: £1,208,000

It is 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 £1.4 million. This will allow TfL to allocate further funding if residual funds become available.

| SCHEME LOCATION | PROPOSED WORKS | LENGTH (m) | AREA (m ²) | COST (£ 000s) |
|---|------------------------|------------|------------------------|---------------|
| A111 Cockfosters Road (Coombehurst Close to Lancaster Avenue) | 40 & 100mm resurfacing | 1140 | 9260 | 260 |
| A1055 Mollison Avenue (Bilton Way to Ordnance Road) | 40mm resurfacing | 1050 | 11800 | 300 |
| A110 Bramley Road (Merryhills Drive to Lowther Drive) | 40mm resurfacing | 330 | 2930 | 110 |
| A1005 The Ridgeway (Lavender Hill to Oak Avenue) | 100mm resurfacing | 665 | 5510 | 220 |
| A1055 Bullsmoor Lane (Hertford Road to Windward Close) | 40mm resurfacing | 400 | 3000 | 120 |
| A1003 & A1110 Betstyle Circus | 40mm resurfacing | 370 | 4920 | 180 |

| SCHEME LOCATION | PROPOSED WORKS | LENGTH (m) | AREA (m ²) | COST (£ 000s) |
|---|-------------------|------------|------------------------|---------------|
| A105 Bulls Cross | 40mm resurfacing | 725 | 4820 | 150 |
| A1010 Fore Street junction with Claremont Street and Grove Street | 100mm resurfacing | 100 | 1000 | 60 |
| TOTAL | | | | 1,400 |

TABLE 5 – TRANSPORT FUNDING THEME: MAINTENANCE – BRIDGES (ACTUAL ALLOCATION NOT YET ANNOUNCED)

| LOCATION | WORK CONTENT | COST (£ 000's) |
|---|---|----------------|
| Lea Valley Road / Low Level Line | Structural Maintenance | 165 |
| Lea Valley Road / Thames Water Access Road | Structural Maintenance | 160 |
| Wharf Road / Lea Navigation | Structural Maintenance | 175 |
| Wharf Road / River Lea | Structural Maintenance | 190 |
| 1. Rays Road 2. Victoria Road 3. Ordnance Road | Structural Assessment Of Three Culverts | 50 |
| Proposals to be submitted by Enfield to value of £550k. Allocations will be calculated & determined through LOBEG assessment system later in the year 2015/16 | | |

TABLE 6 – TRANSPORT FUNDING THEME: MAJOR SCHEMES – (ALLOCATION NOT YET ANNOUNCED)

| MAJOR SCHEME | WORK CONTENT | LIP CONTRIBUTION SOUGHT in 2015/16 (£000's) |
|---|--|---|
| 1. EDMONTON GREEN | <p>Development of Step 1 submission for a Major Scheme to improve the bus link between Edmonton Green and Meridian Water; to enhance the public realm around Edmonton Green; and to improve access to both Edmonton Green train and bus stations through measures such as:</p> <ul style="list-style-type: none"> • A dedicated bus link between Edmonton Green and Meridian Water • Area wide Increase in accessibility including stations • Additional parking controls • High quality landscaping and cycle parking facilities • Tree planting and lighting improvements • Traffic management & safety measures and traffic signal upgrade • Improved cycling and pedestrian connections <p>Allocations by TfL will be based on the applications received across London through a three step application procedure. Funding in 2015/16 will facilitate a Step 2 submission, i.e. preparation of detailed design, estimate and consultation. The value of the Step 3 submission (implementation) could be in the order of £2m+.</p> | 25 |
| 2. LONDON OVERGROUND STATION IMPROVEMENTS | <p>A Step 1 proposal is being submitted in September 2014 seeking Major Scheme funding to develop a scheme to improve the environment and public realm around the six stations due to become part of the London Overground network in May 2015, particularly Bush Hill Park and Turkey Street. Funding in 2015/16 will enable a Step 2 submission to be developed, including detailed proposals for each station.</p> | 200 |

Notes:

TfL have allocated Enfield up to £1.2m in 2015/16 to enable the on-going Major Scheme in Ponders End