

MUNICIPAL YEAR 2015/2016 REPORT NO.

**ACTION TO BE TAKEN UNDER
DELEGATED AUTHORITY**

PORTFOLIO DECISION OF:
Cabinet Member for Environment

REPORT OF:
Director - Environment

Agenda – Part: 1	KD Num:
Subject: Minor Amendment, CONTRACT AWARD Passenger Transport, Vehicles & Ancillary Transport Services	
Wards:	ALL

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1. EXECUTIVE SUMMARY

- 1.1 This report identifies an administrative error in a previous report approved on 22nd April 2014 ("the previous report") that needs to be amended to enable the authority to contract with the correct legal entity.
- 1.2 The previous report recommended the appointment of a contractor and the wrong name was used in the previous report.
- 1.3 The procurement documentation contained the correct information and therefore this amendment is simply to rectify the administrative error in the Portfolio report.
- 1.4 The authority needs to note this error and amend the previous decision in favour of the correct legal entities.

2. RECOMMENDATIONS

- 2.1 That the administrative errors in the previous DAR be noted, and;
- 2.2 The administrative errors be addressed by amending the decision such that the award is made in favour of the correct legal entity.

3. BACKGROUND

- 3.1 In April 2014, the authority considered a report on the procurement of 'Education Transport, Vehicles & Ancillary Transport Services' (ENV 13 132 Part 1 & 2) and resolved to contract with a number of companies to provide these services.
- 3.2 It has subsequently come to light that there was an error in Part 2 of the report, where the names of two contractors were incorrectly reported. A subsequent report approved on 3rd September 2014 amended the error regarding one of the contractors (ENV 14 61 Part 1 and 2) and this report seeks to correct the error regarding the second contractor.
- 3.3 Whilst the procurement exercise has used the correct company name in all the technical components, the error in the DAR means that the relevant contract cannot be signed by the Authority.

4. ALTERNATIVE OPTIONS CONSIDERED

None

5. REASONS FOR RECOMMENDATIONS

The award of contracts for the provision of the service is essential to complete the procurement process. Contracts need to be in place to ensure the service can continue to operate efficiently.

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

6.1 Financial Implications

There are no financial implications as a result of this report; this report is to note the previous errors and the administrative errors be addressed by amending the decision such that the award is made in favour of the correct legal entity.

6.2 Legal Implications

- 6.2.1 The error was an administrative error that has no impact on the procurement process as the Council evaluated the correct legal entity in the process. The powers contained in the previous report approved on 22nd April 2014 will apply to this report.

6.2.2 The recommendations in this report will enable the Council to sign the contract awarded. The Contract is in a form approved by the Assistant Director, Legal Services and Governance.

6.3 Property Implications

None

7. KEY RISKS

Failure to resolve the error in the previous DAR will result in elements of the procurement being flawed. This will mean one of the main contractors will be unable to provide the services required.

8. IMPACT ON COUNCIL PRIORITIES

8.1 Fairness for All

The proposal does not change the nature of any service to customers and is therefore neutral in this regard. However the proposal provides the opportunity to sustain services within the current budget.

8.2 Growth and Sustainability

The proposal does not change the nature of any service to customers and is therefore neutral in this regard. However the proposal provides the opportunity to sustain services within the current budget.

8.3 Strong Communities

The proposal does not change the nature of any service to customers and is therefore neutral in this regard. However the proposal provides the opportunity to sustain services within the current budget.

9. EQUALITY IMPACT IMPLICATIONS

The proposal does not change the nature of any service to customers and is therefore neutral in this regard. However the proposal provides the opportunity to sustain services within the current budget.

10. PERFORMANCE MANAGEMENT IMPLICATIONS

None

11. HEALTH AND SAFETY IMPLICATIONS

None

12. PUBLIC HEALTH IMPLICATIONS

Background Papers

None

MUNICIPAL YEAR 2015/2016 REPORT NO.

**ACTION TO BE TAKEN UNDER
DELEGATED AUTHORITY:**

REPORT OF:

Director of Finance,
Resources and
Customer Services.

**OPERATIONAL
DECISION OF:**

Director of Finance, Resources & Customer Services in conjunction with
the Cabinet Member for Finance

Contact officer and telephone number:

Mohammed Lais – 0208 379 4004 email:mohammed.lais@enfield.gov.uk

Agenda – Part: 1	Item: -
Subject: Civic Centre Leasing	
Wards: All	
Key Decision No: - 4095	
Cabinet Member consulted: - Councillor Andrew Stafford	

1. EXECUTIVE SUMMARY

- 1.1 This report concerns the leasing of the 10th floor, A Block at the Council's Civic Centre in Enfield Town, EN1
- 1.2 Approval is required to grant a lease for a 10 year term with five yearly upward only rent reviews.
- 1.3 The tenant is a world class health public health body and has chosen Enfield as a place to relocate their back office functions in preference to other London Boroughs.

2. RECOMMENDATIONS

- 2.1 To approve the grant of a 10 year lease to the lessee noted in Part II of this report.

3. BACKGROUND

- 3.1** This report concerns the leasing of part of the Civic Centre to a World Class Public Health Body as part of the Council's on-going commitment to work in a collaborative partnership with organisations that support the whole Borough.
- 3.2** The impact of the economic downturn and further austerity measures now predicted means all of the public sector needs to find radical new solutions to not only deliver better value for money, but also better local services more tailored to local needs.
- 3.3** 'Total Place' is an initiative that looks at how a whole area approach to public services which can lead to better services at less cost. The initiative launched in 2010 and seeks to identify and avoid overlap between organisations delivering a step change in both service improvement and efficiency at the local level.
- 3.4** A number of London based Health Bodies have already chosen to co-locate with Local Authorities in a shared accommodation arrangement. With the national drive for closer integration between health, social and general care being ever present, the option for such a move to promote closer working relationships between Health Bodies and Local Authorities is evident.
- 3.5** The intended lessee contacted the Council late in 2014 and discussed various accommodation opportunities that could present themselves within Enfield over the coming months. After guiding them through open market opportunities it was clearly evident that there would be no suitable space within the Borough for them.
- 3.6** After careful consideration, the Council offered accommodation within the Civic Centre, namely the 10th floor of the Civic Centre - A Block, also known as 'The Tower' as an option to co-locate.
- 3.7** The 10th floor space has been recently refurbished to a high standard as part of the 5 year rolling Civic Centre refurbishment programme and includes all new fixtures, fittings, furniture and IT equipment.
- 3.8** The length of the lease is 10 years with five yearly rent reviews and the lease is contracted out of the Landlord and Tenant Act 1954. The rent is an all-inclusive market rate comparable with recent lettings in the area. This will include

an element of service charge, business rates and rent apportioned and attributed to the 10th floor.

- 3.9** The letting represented an opportunity for the Health Body to source the market for a more competitive accommodation offer and then consider the option of co-locating with Enfield Council at the Civic Centre with all the perceived benefits in doing so.
- 3.10** The letting represents a coup for Officers as other Local Authorities were also keen to offer accommodation, however the world class health body chose the London Borough of Enfield as its base due to its transportation connectivity, Council offer and numerous other efficiencies that can be taken advantage of by working in partnership with the Local Authority.
- 3.11** High-level costings provided by Strategic Property Services to the prospective tenant suggest that a shared accommodation option offers the best chance to reduce existing accommodation expenditure in the short term for both parties. Once co-located, further opportunities exist for efficiencies which may be explored including the consolidation and sharing of resources in an attempt to create economies of scale, reduce duplication and eliminate waste.
- 3.12** The economic benefits for the wider Enfield Town will be evident in the months to come. Businesses such as cafes, restaurants and retail outlets will benefit from the increase in footfall and trade.
- 3.13** As New Ways of Working (NWW) embeds within Enfield's working practices, demand for the amount of office accommodation we need continues to reduce. Audits of workspace within the Civic Centre, show that our office space remains underutilised despite operating at our current 7:10 desk to staff ratio.
- 3.14** Opportunities for remote and home working continue to increase as our managers use of performance management techniques improves, staff recognise the benefits in relation to their work/life balance and as the IT we supply (including the delivery of the Mobile Working programme) complements our working practices.
- 3.15** The Council are now confident that we can further improve our utilisation of office accommodation by moving to a 6:10 desk to staff ratio throughout the Civic Centre. With this in place and a number of associated office moves, a floor

within the Tower could swiftly be readied for occupation for a co-located partner.

- 3.16 Prior to sending out an offer to the Lessee, an internal high level rental was assessed as an all-inclusive rate to guide officers with its offer and to ensure the Council obtains best value.
- 3.17 The leasing of a floor within the Civic Centre without the need to Market the opportunity conforms to the Property Procedure Rules (PPR's). These 'off market' transactions are subject to justification for such a letting as being in the best interest of the Council and written advice, including a market valuation, from an external Registered Valuer should be obtained.
- 3.18 The content of this report should justify that the letting is in the best interest of the Council and the Council have obtained best value under consideration of s123 of the Local Government Act 1972.
- 3.19 Subsequently, GVA were instructed to carry out a rental assessment of the 10th floor and level of service charge per square foot to be levied, their advice confirmed the Council's internal valuation was justified and correct.

4. ALTERNATIVE OPTIONS CONSIDERED

- 4.1 Not to grant a lease to the Health Body will be a missed opportunity for both organisations as it would undoubtedly will lead to greater efficiencies on both sides of the fence and a closer collaborative working approach to solve the Boroughs needs.

5. REASONS FOR RECOMMENDATIONS

- 5.1 It is recommended that the lease be granted to the Lessee for a term of ten years for the reasons stated within the body of this report.

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

6.1 Financial Implications

See Part 2 Report

6.2 Legal Implications

- 6.2.1 Under section 1 of the Localism Act 2011 the Council has a legal power to enter into the proposed lease.
- 6.2.2 The letting needs to be on the best terms reasonably obtainable, as per the requirements of section 123 of the Local Government Act 1972.
- 6.2.3 As the proposed tenancy is to be contracted out of the Landlord and Tenant Act 1954 this will give the Council the option of resuming possession of the premises at the end of the lease if so required.
- 6.2.4 The lease should be in a form approved by the Assistant Director (Legal and Governance Services).

6.3 Property Implications

- 6.3.1 As included within the report.
- 6.3.2 The letting has been undertaken in compliance with the PPR's.
- 6.3.3 The tenant is to be granted a lease outside of the Landlord & Tenant Act (1954) for a term of 10 years with five yearly upward only rent reviews/RPI. The Lease is on a Full Internal Repairing Only basis. Insurance will be collected by way of a rechargeable premium at the end of each year.
- 6.3.4 This means that it is the tenant's responsibility to maintain the internal condition of the Property from structural slab to structural slab over the next 10 years. A full photographic condition survey will be appended to the lease.
- 6.3.5 A full inventory of fixtures, fittings and equipment (FF&E) is included and will be appended to the lease. All responsibility for the malfunction or repair of any equipment the tenant will contact the Council and a like for like replacement will be fitted at cost.

7. KEY RISKS

- 7.1 Not agreeing to the new lease will result in the loss of income to the Council and a beneficial longer term working relationship.

8. IMPACT ON COUNCIL PRIORITIES

8.1 Fairness for All

The leasing of the Civic Centre will enable closer working relationships with health bodies across the spectrum within the Borough, allowing for more strategic delivery that will benefit all residents within the Borough.

8.2 Growth and Sustainability

The letting will increase the lunchtime and evening trade to businesses within Enfield Town adding to growth, much required investment and increase footfall numbers within Enfield Town.

The longer term goal for both the Council and the health body is to provide services that will sustain the viability of business models moving forward. This will add value by utilising cross collaborative techniques and working better together which, in turn will lead to efficiencies for both parties.

8.3 Strong Communities

The letting will enable stronger community relationships as the Civic Centre will become a more central hub for all of the Borough's Service delivery.

9. EQUALITIES IMPACT IMPLICATIONS

9.1 It is not relevant to carry out an equality impact assessment for this proposal to award the lease as the health body is a public body and they are required to avoid discrimination within their organisation and in their dealing with all members of the community.

10. PERFORMANCE MANAGEMENT IMPLICATIONS

Strategic Property Services (SPS) will act as landlord; monitor the lease covenants and performance of the tenant. SPS will also have regular meetings with the tenants and advise them of changes through the Civic Working User Group.

11. HEALTH AND SAFETY IMPLICATIONS

The new tenants will receive an induction together with a welcome pack which will have all the health and safety considerations.

12. PUBLIC HEALTH IMPLICATIONS

Not applicable.



MUNICIPAL YEAR 2015/2016 REPORT NO.

ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

PORTFOLIO DECISION OF:
Cabinet Member for Environment

REPORT OF:
Director - Environment

Agenda – Part: 1	KD Num: KD 4107
Subject: Local Implementation Plan Programme and Borough Cycle Programme 2015/16 – Amendments to Proposed Schemes and Measures	
Wards: All	

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1. EXECUTIVE SUMMARY

- 1.1 This report seeks approval to amend the Local Implementation Plan (LIP) programme 2015/16 agreed in the September 2014 report “Enfield’s Local Implementation Plan (LIP) Spending Proposals for 2015/16”.
- 1.2 Specifically it amends traffic schemes under the Corridors, Neighbourhoods & Supporting Measures and Local Transport programmes and Ponders End Major Scheme.
- 1.3 It also outlines the Council’s proposals for spending the £176,000 of Borough Cycle Programme funding allocated to Enfield by Transport for London (TfL).

2. RECOMMENDATIONS

- 2.1 To agree the revised Corridors, Neighbourhoods & Supporting Measures and Local Transport programmes and Ponders End Major Scheme detailed in appendix A of this report. To also agree the Borough Cycle Programme (BCP) detailed in appendix B of this report.
- 2.2 To agree that any future minor changes to the 2015/16 LIP or BCP programmes, amounting to less than 10% of the overall allocation, can be approved by officers in consultation with the Cabinet Member for Environment.

3. BACKGROUND

- 3.1 The Council's programme for 2015/16 of LIP funded schemes was set out in the report "Enfield's Local Implementation Plan (LIP) Spending Proposals for 2015/16" (report No. 14/21, key decision No. 3969). This report was approved by the Cabinet on 17 September 2014. This report included schemes and measures under the headings Corridors, Neighbourhoods & Supporting Measures and Local Transport programmes and Ponders End Major Scheme. Each of these schemes was allocated funding by Transport for London based on a budget estimate provided by officers in July 2014.
- 3.2 Since July 2014 officers have refined the programme and this report seeks approval for amendments to the LIP programme. The amendments are based on the design work and developments that have taken place since July 2014.
- 3.3 The Council has also been allocated £176,000 of funding by TfL for its Borough Cycling Programme.

4. PROPOSALS

- 4.1 It is proposed to amend the Corridors, Neighbourhoods & Supporting Measures and Local Transport programmes and Ponders End Major Scheme to that detailed in the tables in appendix A. It is also proposed to spend our Borough Cycle Programme allocation as detailed in appendix B.
- 4.2 Appendix A is based on tables in the September 2014 report and shows all the schemes and measures originally proposed for 2015/16. Where it is proposed to change the allocation for a scheme the new figure has been highlighted in yellow, together with some explanatory text. Appendix A also shows schemes new to the 2015/16 programme.
- 4.3 Appendix B is based upon the BCP allocations awarded to the Council by TfL following our bid for funding. No changes to this programme are currently proposed.
- 4.4 The most significant change to the programme relates to Greenway schemes (see first page of Appendix A). £928k has been added to this area of work to accelerate implementation of these schemes in line with our Cycle Enfield programme. £404k of this funding has come from our allocation for Road Safety measures. However £400k of this reallocation has come from the Quieter Neighbourhoods programme which recent experience has indicated is less costly than originally thought. It should also be noted that our Cycle Enfield main road proposals are expected to result in significant casualty reduction, not just for cyclists but for all road users.
- 4.5 A new addition to the Road Safety programme is DIY Church Street. This scheme is aimed at improving pedestrian safety and accessibility across and along Church Street, Edmonton. We have been working with sustainable transport charity Sustrans on this scheme and they have been carrying out an

innovative and successful consultation exercise in 2014/15. £150k has been allocated to implement the resultant scheme.

- 4.6 Officers have also successfully negotiated with TfL on some additional funding for the 2015/16 LIP programme. A second tranche of £125k for Bus Stop Accessibility work has been awarded. We have also been allowed to carry over funding from 2014/15 for three schemes totalling £147k.

5. ALTERNATIVE OPTIONS CONSIDERED

Do nothing – If the programme agreed in the September 2014 report is not amended it will result in the funding allocation from Transport for London being poorly used, and Enfield Council failing to realise the benefit of the schemes listed in appendices A and B.

6. REASONS FOR RECOMMENDATIONS

Approving the amendment of these programmes will allow the Council to realise the benefit of the schemes listed in appendices A and B.

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

7.1 Financial Implications

- 7.1.1 The table below (Local Implementation Plan (LIP) Funding Allocations for 2015/16 Appendix A and B) sets out the Enfield Council's overall TFL Allocations for 2015/16. Appendix A and B of this report provide further details of the specific proposed schemes.

15/16 TFL Programme	15/16 TFL Allocation
CORRIDORS & NEIGHBOURHOODS	£2,496,000
SUPPORTING MEASURES	£473,000
LOCAL TRANSPORT FUNDING	£100,000
MAJOR SCHEMES (Ponders End)	£1,550,000
MAJOR SCHEMES (London Overground Station Improvements)	£100,000
Borough Cycle Programme (BCP)	£176,000
Grand Total	£4,895,000

- 7.1.2 Expenditure once approved by Transport For London; it will be fully funded by means of direct grant from TFL; governed through the TFL Borough Portal, hence no costs fall on Enfield 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 provides financial assistance to boroughs, for transport related projects and/or proposals under the GLA Act S159 1999. 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.

7.1.4 The funding is provided to support local transport improvements that accord with the Mayor's Transport Strategy Goals and Outcomes. 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 Under Section 39 Road Traffic Act 1988 the Council has duties to promote road safety, to monitor road traffic accident locations and to take measures to prevent such accidents. This includes the improvement of roads and the movement of road traffic. The proposed safety schemes within appendices A and B are in accordance with the discharge of those duties.

7.2.2 The recommendations contained within the report are in accordance with the Council's powers and duties as the Highway Authority.

7.3 Property Implications

None.

8. KEY RISKS

No significant risks have been identified.

9. IMPACT ON COUNCIL PRIORITIES

9.1 Fairness for All

Extensive consultation will be undertaken on many of the schemes listed in appendices A and B to ensure that the views of all stakeholders have been taken into account in a fair and consistent way.

9.2 Growth and Sustainability

Most of the schemes in appendices A and B will improve safety for pedestrians and cyclists. This in turn will encourage people to walk or cycle

and hence support the aim of encouraging the use of more sustainable means of travel.

9.3 Strong Communities

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

10. EQUALITY 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 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. The amendments to the LIP programme recommended in this report maintain this position.

11. PERFORMANCE MANAGEMENT IMPLICATIONS

11.1 The Neighbourhoods, Corridors and Supporting Measures funding stream contributes directly to four of the five core performance indicators defined by the Mayor:

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

11.2 In addition, the Council's Local Implementation Plan has also proposed local indicators relating to:

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

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

11.4 Finally the proposed programme meets a number of the aims in the Council's Business Plan. In particular Aim 2.6, (Reduced number of casualties on

Enfield's road), and Aim 2.5, (Improved sustainability of transport and reduce its impact on the borough – Introduce cycle lanes to link Enfield's network to the London Greenway), are addressed by this programme.

12. HEALTH AND SAFETY IMPLICATIONS

The schemes in appendices A and B will improve road safety.

13. PUBLIC HEALTH IMPLICATIONS

The Corridors, Neighbourhoods and Supporting Measures programme will improve public health in a number of ways. Some of the main ones are:

- Greenways will encourage walking and cycling. Physical activity reduces the risk of mortality and all long-term conditions by 20-40%
- Safety schemes and Quieter Neighbourhoods will reduce road casualties. By reducing the perception of road danger they will also encourage walking and cycling.
- Bus schemes will encourage the use of public transport and reduce car use and thereby reduce air pollution. Air pollution is estimated to cause over 170 deaths per year in Enfield.
- The Smarter Travel programme will encourage sustainable travel and thereby reduce air pollution.

Background Papers

Appendix A

Local Implementation Plan (LIP) Funding Allocations for 2015/16 - TABLES 1 - 4

TABLE 1: TRANSPORT FUNDING THEME: CORRIDORS & NEIGHBOURHOODS – ALLOCATION: £2,768,000 (includes £125k BSA 2nd Tranche and £147k carry over from 2014/15).

SCHEME NAME	SCHEME DESCRIPTION	Current LIP allocation (£ 000's)	Proposed LIP allocation (£ 000's)
WALKING & CYCLING		350	1278
Edmonton - Enfield Town Quietway	Completion of a cycle route using low trafficked roads or traffic free paths and including improved crossings of main roads. Increase in allocation follows detailed review of Cycle Enfield programme.	50	550
The Ridgeway Greenway Crossing	Implementation of a pedestrian and cycle crossing on The Ridgeway as part of the route linking NCR 1 and NCR 12. Funding carried over from 2014/15.	0	74
The Ridgeway to Hadley Wood Greenway	Implementation of a pedestrian and cycle path as part of the route linking NCR 1 and NCR 12. Increase follows preparation of more detailed estimate. Additional funding will also be required in 2016/17.	300	357
Prince of Wales Greenway	Implementation of a pedestrian and cycle path. Funding carried over from 2014/15.	0	27
Enfield Town to Ponders End Greenway	Implementation of a pedestrian and cycle path. Addition of this scheme to the LIP programme follows detailed review of Cycle Enfield programme.	0	150
Town Park Greenway	Implementation of a pedestrian and cycle path. Addition of this scheme to the LIP programme follows detailed review of Cycle Enfield programme.	0	100

SCHEME NAME	SCHEME DESCRIPTION	Current LIP allocation (£ 000's)	Proposed LIP allocation (£ 000's)
Bush Hill Greenway	Implementation of a pedestrian and cycle path. Addition of this scheme to the LIP programme follows detailed review of Cycle Enfield programme.	0	20
ROAD SAFETY		1100	696
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 3-4 junction treatments. Decrease is compensated for by the collision reduction expected through the Cycle Enfield project.	100	50
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 zones. Quieter Neighbourhoods programme has been broken down into its constituent schemes (see below). Overall allocation has decreased to £350k. Decrease is in line with experience gained on Quieter Neighbourhood consultation carried out in 2014/15.	750	0
Connaught Gardens area Quieter Neighbourhood	Design, consultation and implementation of Quieter Neighbourhood. New scheme.	0	45
Fox Lane area Quieter Neighbourhood	Design, consultation and implementation of Quieter Neighbourhood. New scheme.	0	45
Wolves Lane area Quieter Neighbourhood	Design, consultation and implementation of Quieter Neighbourhood. New scheme.	0	45
Fernleigh Road area Quieter Neighbourhood	Design, consultation and implementation of Quieter Neighbourhood. New scheme.	0	45
Haselbury Road area Quieter Neighbourhood	Design, consultation and implementation of Quieter Neighbourhood. New scheme.	0	45
Main Avenue area Quieter Neighbourhood	Design, consultation and implementation of Quieter Neighbourhood. New scheme.	0	45

SCHEME NAME	SCHEME DESCRIPTION	Current LIP allocation (£ 000's)	Proposed LIP allocation (£ 000's)
Forty Hill area Quieter Neighbourhood	Design and consultation of Quieter Neighbourhood. New scheme.	0	15
Scotland Green Road area Quieter Neighbourhood	Design and consultation of Quieter Neighbourhood. New scheme.	0	15
Galliard Road area Quieter Neighbourhood	Design and consultation of Quieter Neighbourhood. New scheme.	0	15
Firs Lane area Quieter Neighbourhood	Design and consultation of Quieter Neighbourhood. New scheme.	0	15
Avenue Road area Quieter Neighbourhood	Design and consultation of Quieter Neighbourhood. New scheme.	0	10
Brookdale area Quieter Neighbourhood	Design and consultation of Quieter Neighbourhood. New scheme.	0	10
DIY Church Street	Implementation of DIY Street scheme developed with Sustrans. Addition of this scheme to the LIP programme follows detailed review of Cycle Enfield programme.	0	150
School Travel Measures	Physical measure to encourage walking and cycling to school. Decrease reflects more up to date estimate.	100	40
School Expansion Programme	Edmonton County Primary School – measures to mitigate traffic impact of expansion. Funding carried over from 2014/15.	0	46
Junction Protection	Restrictions to maintain junction safety	50	50
Pedestrian crossing improvements	Measures to enhance safety of pedestrian crossings. Most of the improvements identified in the pedestrian crossing study were completed in 2015/16 so budget estimate has been reduced.	100	10
BUS RELIABILITY & ACCESSIBILITY		150	210
Bus Stop Accessibility	Ongoing programme to make all bus stops in Enfield accessible. Funding has been reallocated to higher priority schemes.	100	75

SCHEME NAME	SCHEME DESCRIPTION	Current LIP allocation (£ 000's)	Proposed LIP allocation (£ 000's)
Bus Stop Accessibility 2 nd Tranche	Ongoing programme to make all bus stops in Enfield accessible. TfL have awarded an additional £125k to help reach their 95% target for bus stop accessibility across London.	0	125
Reducing Delays to Buses	Programme of measures to reduce delays on key bus routes. Funding has been reduced in the expectation that the Cycle Enfield project will pick up a number of bus route improvements.	50	10
LOCAL TRAFFIC & ENVIRONMENTAL SCHEMES		100	10
Local Traffic Schemes	Investigation and implementation of measures to reduce the impact of traffic in local areas. Funding has been reallocated to higher priority schemes.	100	10
FUTURE CORRIDORS AND NEIGHBOURHOOD SCHEMES		200	200
Schemes for 2016/17 & 2017/18	Investigation and design of traffic, road safety & environmental improvement schemes for implementation in future years. Small reduction in allocation to fund Warwick Road area and Fore Street South (see below).	200	170
Warwick Road area	Design and consultation of improvements in Warwick Road area. New scheme.	0	10
Fore Street South Major Scheme	Development of Step 1 Major Scheme funding application for public realm improvements to the section of Fore Street south of the North Circular Road. New scheme.	0	20
CORRIDOR IMPROVEMENTS & TRAFFIC SIGNS REVIEW		470	175
Reducing Clutter – traffic signs review	Application of new traffic signs policy aimed at reducing street clutter. Decrease reflects more up to date estimate.	100	50
Legible London	Implementation of additional Legible London signs. Decrease reflects more up to date estimate.	75	65
Regeneration Initiatives	Highway alterations to facilitate regeneration of Meridian Water, North-East Enfield and other key growth areas.	295	60

SCHEME NAME	SCHEME DESCRIPTION	Current LIP allocation (£ 000's)	Proposed LIP allocation (£ 000's)
	Funding has been reallocated to higher priority schemes.		
RIGHTS of WAY IMPROVEMENTS		24	24
Rights of Way Improvement Plan	Implementation of improvements to Enfield's rights of way network, including the London Loop strategic walking route	24	24
AIR QUALITY & TRAFFIC		75	75
	Maintain & monitor at 12 monitoring sites and various local projects to improve air quality.	75	75
SMOOTHING TRAFFIC & CLIMATE CHANGE MITIGATION		100	100
	Tree planting and measures to smooth traffic on key routes.	100	100

TABLE 2: TRANSPORT FUNDING THEME: SUPPORTING MEASURES – ALLOCATION: £473,000

WORK CATEGORY	WORK CONTENT	Current LIP Allocation (000's)	Proposed LIP Allocation (000's)
ROAD SAFETY – EDUCATION , TRAINING & PUBLICITY		120	120
In Car Safety Advice Service	Provision training & advice on correct child restraints to people carrying child passengers	10	10
Junior Travel Ambassadors 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	20
Safe Drive Stay Alive	Theatre based drama aimed at year 12 students.	35	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	35
Enforcement Project	Targeted enforcement aimed at excessive speeds, seat belt non-use and mobile phone use whilst driving	20	20
SCHOOLS TRAVEL PLANS		5	56
STP Development - Training	Training of school staff in writing, reviewing and promoting STP. Increase enables us to continue the successful partnership with consultancy Mattinson's, as in previous two years, who deliver an intensive programme of work with Enfield schools.	5	56
CYCLE TRAINING		100	160
Cycle Training	Provision of Bikeability nationally accredited cycle training to adults and children. With the Cycle Enfield programme reaching a crucial stage of consultation, engagement, and design work in 2015-16, this extra funding will assist with providing more activities for the public before the new infrastructure is in place.	100	160

WORK CATEGORY	WORK CONTENT	Current LIP Allocation (000's)	Proposed LIP Allocation (000's)
ACCESSIBILITY for IMPAIRED USERS		30	30
Shopmobility	Support for Shopmobility service for impaired shoppers	30	30
SMARTER TRAVEL CHOICES		145	107
Travel Awareness	Co-ordination of travel awareness – development of joint initiatives with adjoining boroughs and Support, Implementation and development of Car Club schemes	75	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. This fund can be reduced due to extra spend in other categories.	70	32

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

GENERAL TYPES OF WORK	Current LIP Allocation (000's)	Proposed LIP Allocation (000's)
Local Transport Fund Reallocated below to specific schemes	100	0
Funding of Bike Loan scheme.	0	50
School Crossing Patrol service.	0	50

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: MAJOR SCHEMES

MAJOR SCHEME	WORK CONTENT	Current LIP Allocation (000's)	Proposed LIP Allocation (000's)
Ponders End	Further development and implementation of a transformational public realm scheme for High Street Ponders End and Queensway. The spend profile for this project has been adjusted to allow coordination with the developing Electric Quarter proposals, to avoid construction in the run up to Christmas and to coordinate with other construction projects to minimise impact.	1,550	1,550
London Overground Station Improvements	Design of a scheme to improve the environment and public realm around Bush Hill Park and Turkey Street stations, which are due to become part of the London Overground network in May 2015. This will enable a Step 2 Major Scheme submission to be developed, including detailed proposals for each station.	100	100

Appendix B

Borough Cycle Programme (BCP) Funding Allocations for 2015/16 - £176,000

SCHEME	WORK CONTENT	Current LIP Allocation (000's)
Cycle Training Adults and Children	This funding has been allocated for the delivery of cycle training and an appropriate level of cycle training marketing and promotion. This strictly does not include activities that are not cycle training for adults or children, e.g. Dr Bike or maintenance classes.	28
CPC Safer Urban Driver Training	This funding is to continue to train LBE's HGV drivers in safe driving around cyclists, crucial to our Cycle Enfield programme.	5
Bike It Plus	This funding is to continue our schools cycle engagement project with national charity Sustrans. The contract is organized via TfL.	34
Cycle Grants for Schools	This funding is to continue our programme of small grants to schools with accredited School Travel Plans, to help them provide for cycling.	9
Cycle Parking	This funding is to continue our programme of installing cycle parking across the borough .	60
Staffing	This funding is specifically for our Cycling Projects Officer to ensure that the rest of this programme, plus other Cycle Enfield activities, are delivered.	40



MUNICIPAL YEAR 2015/2016 REPORT NO.

ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

PORTFOLIO DECISION OF:
Councillor Alan Sitkin
Cabinet Member for Economic
Regeneration and Business
Development

REPORT OF:
Director – Regeneration &
Environment

Part 1	KD No. 3866
Subject: North East Enfield Area Action Plan – Schedule of Main Modifications	
Wards: Enfield Lock, Enfield Highway, Turkey Street, Southbury (part), Ponders End	
Cabinet Member consulted: Cllr Alan Sitkin – Lead Member for Economic Regeneration and Business Development	

Contact officer: Joanne Woodward **Telephone number:** 020 8379 3881

E-mail: Joanne.Woodward@enfield.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 On 2nd April 2014, Council approved the Proposed Submission North East Enfield Area Action Plan (NEEAAP) for submission to the Secretary of State for examination. At this meeting, Council agreed the then Cabinet Member for Business and Regeneration, in consultation with the then Director of Environment be authorised to agree appropriate changes to the Proposed Submission version of the NEEAAP and undertake any further consultation required in the run up to and during the public examination process into the document.
- 1.2 The NEEAAP was formally submitted to the Secretary of State in October 2014 and is currently under examination by an independent Planning Inspector. As part of this, public hearings into the Proposed Submission NEEAAP were held from the 28th to the 30th April 2015.
- 1.3 A number of modifications to the Proposed Submission NEEAAP have been proposed as part of the examination process. These have arisen in response to the matters, issues and questions raised by the Inspector at the beginning of the examination.
- 1.4 This report seeks approval of the '**Schedule of Main Modifications**' set out in **Annex 1** for submission to the Planning Inspector. This Schedule of Main Modifications, once agreed, will be subject to a 6 week publication period.

2. RECOMMENDATIONS

That the Cabinet Member for Economic Regeneration and Business Development, in consultation with the Director of Regeneration and Environment, approves the North East Enfield Area Action Plan '**Schedule of Main Modifications**' set out in **Annex 1** (for submission to the Planning Inspector appointed to undertake the independent examination of the submitted NEEAAP).

3. BACKGROUND

- 3.1 On 2nd April 2014, Council approved the Proposed Submission North East Enfield Area Action Plan for a statutory 6 week publication and subsequent submission to the Secretary of State for examination.
- 3.2 At the meeting the Council agreed the then Cabinet Member for Business and Regeneration, in consultation with the then Director of Environment be authorised to agree appropriate changes to the proposed submission version of the NEEAAP and undertake any further consultation required in the run up to and during the public examination process into the document.
- 3.3 The NEEAAP was formally submitted to the Secretary of State in October 2014 and Inspector Matthew Nunn BA LLB LLM MRTPI was appointed on behalf of the Government to conduct the examination to determine whether the NEEAAP is sound. From the 28th to the 30th April 2015, the appointed Inspector held hearing sessions on the North East Enfield Area Action Plan (NEEAAP).

4. MAIN MODIFICATIONS

- 4.1 The modifications proposed are being put forward in response to the Inspector's Matters, Issues and Questions (MIQs). They have resulted from changes of wording reached with participants through 'Statements of (un) Common Ground and changes put forward through discussions during the examination hearing sessions.
- 4.2 The '**Schedule of Main Modifications**' attached at **Annex 1** sets out changes which will provide additional clarity to the NEEAAP. In some cases revised wording has been proposed to ensure compliance with updated national policy and guidance issued after the Proposed Submission NEEAAP was formally published for the Regulation 19 consultation in June of 2014. Producing the Schedule is a typical outcome of the hearing process and will help to deliver an efficient examination process and sound report from the Inspectorate.

- 4.3 Under procedural guidance issued by the Planning Inspectorate in December 2013¹, the 'Main Modifications' will be subject to a 6 week public consultation period, after which any responses received will be forwarded to the Planning Inspector for his consideration as he concludes his report into the soundness of the NEEAAP.
- 4.4 The main modifications include changes to policies and text on the Northern Gateway Access Package (NGAP) and include deletion of reference and annotation of the potential Northern Gateway Access Road (NGAR). This is in response to a number of representations received from adjoining authorities and reflects the current project position and the approach to exploring potential options of NGAP using a sequential approach starting with measures to encourage a shift towards non-car modes, then local traffic management measures, and finally upgrading the highway network.
- 4.5 A 'Schedule of Minor Changes' to the AAP and 'Schedule of Minor Changes' to the AAP supporting documents have also been prepared. They provide areas where the plan and supporting documents have typographical and cartographical errors and minor factual text updates. For completeness all Minor Changes will be included as part of the six-week consultation.

5. ALTERNATIVE OPTIONS CONSIDERED

No alternatives have been considered, the Main Modifications are necessary to ensure the North East Enfield Area Action Plan is considered to be a sound Local Plan document.

6. REASONS FOR RECOMMENDATIONS

To ensure that the NEEAAP is found sound at examination.

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

7.1 Financial Implications

- 7.1.1 Provision for the cost of the preparation, consultation and examination of the North East Enfield AAP will be funded from within the Local Plan reserve.
- 7.1.2 The North East Enfield AAP contains a variety of future options but does not in itself commit the Council to additional expenditure. Any future

¹ Examining Local Plans Procedural Guidance, December 2013 (3rd Edition) The Planning Inspectorate

proposals arising from the North East Enfield AAP with cost implications would need to be subject to separate reports and full financial appraisal.

7.2 Legal Implications

7.2.1 The Planning and Compulsory Purchase Act 2004 (the Act) as amended and the Town and Country Planning (Local Planning) (England) Regulations 2012 (the Regulations) require local authorities to prepare the local plan, which consists of the Local Development Documents (LDDs). These documents following consultation must be submitted for independent examination in public before being adopted by the Council.

7.2.2 Council agreed at its meeting of 2nd April 2014 that the Cabinet Member for Business and Regeneration, in consultation with the Director of Environment, approves appropriate changes to proposed submission version of the North East Enfield Area Action Plan in the run up to and during the public examination. Since that time the Cabinet Member with the delegated authority for the Portfolio is now the Cabinet Member for Economic Regeneration and Business Development and the Director of Environment is now the Director of Regeneration and Environment.

7.2.3 The recommendation is in accordance with the Council's powers and duties.

7.3 Property Implications

There are no direct property implications.

8. KEY RISKS

The 'Schedule of Main Modifications' improves the NEEAAP by adding additional clarity; updating the Plan where necessary; responding where appropriate to the further representations by the involved parties; and requests made directly by the Planning Inspector himself. Producing the Schedule is a typical outcome of the hearing process and will help to deliver an efficient examination process and sound report from the Inspectorate.

9. IMPACT ON COUNCIL PRIORITIES

The modifications will support the submitted NEEAAP and are considered necessary to ensure an adoptable Plan. The adoption of the document seeks to achieve fairness for all, growth and sustainability and strong communities within the context of providing the appropriate level of supporting infrastructure, and the development of strong and sustainable communities.

10. EQUALITIES IMPACT IMPLICATIONS

The changes are minor in nature and do not require a further equalities impact assessment of the Plan.

11. PERFORMANCE MANAGEMENT IMPLICATIONS

In proposing a number of modifications the Council seeks to use its best endeavours to provide a sound Local Plan document and to deliver an efficient examination.

12. PUBLIC HEALTH IMPLICATIONS

These modifications should help to enhance the public realm and improve lifestyles within the North East of the borough.

Background Papers

None

**Proposed Main Modifications
Proposed Submission North East Enfield Area Action Plan**

Part of Enfield's Local Plan

**Schedule for Public Consultation
ANNEX 1**

May 2015

www.enfield.gov.uk/NEEAAP



North East Enfield Area Action Plan – Schedule of Proposed Main Modifications

Proposed Main Modifications (PMMs)

This Schedule combines all 'Main Modifications' to the Proposed Submission North East Enfield Area Action Plan (NEEAAP) (April 2014). A number of modifications to the Plan were put forward at submission stage through the Addendum of Focused Changes (October 2014). The Addendum was submitted alongside the NEEAAP to the Secretary of State for independent examination. As part of the examination process and following the hearing sessions held on the 28th - 30th April 2015, the Council is now proposing additional Main Modifications to the submitted NEEAAP. The 'Main Modification's do not undermine the sustainability appraisal or public consultation process that has informed the NEEAAP's preparation. The 'Main Modifications' represent a combination of new and amended text to help ensure the NEEAAP is sound and legally compliant.

The Inspector has asked that a schedule of all 'main modifications' be subject to a six week period of consultation.

How to comment

Comments on the 'Schedule of Proposed Main Modifications' should be made by 5.00pm on xx. Comments can be made in 2 ways:

- **Email:** LocalPlan@enfield.gov.uk
- **Post:** Planning Policy Team, Regeneration & Environment, Enfield Council, Civic Centre, Silver Street, Enfield, EN1 3XA

Please note that:

- Representations at this stage can only be made on the proposed main modifications, and not on the other parts of the NEEAAP.
- Representations should not be a repeat of comments that have already been made on the Proposed Submission NEEAAP.

When making your comments, please ensure that:

- You clearly indicate which specific modification your comments relate to (e.g. using the numbering in this Schedule – e.g. PMM No. 1)
- You indicate whether you wish to be notified when the Inspector's report is published and/or when the Local Plan is adopted by the Council.

If you have any questions, please call the Policy Team on 020 8379 3866 or email LocalPlan@enfield.gov.uk

North East Enfield Area Action Plan – Schedule of Proposed Main Modifications

Proposed Main Modifications (PMMs)

The Council has taken the opportunity to take account of proposed main modifications to the Proposed Submission North East Enfield Area Action Plan (April 2014) through the process of examination.

Text in Bold Print and underline Proposed insertion

~~Text with a strikethrough~~ Proposed deletion

References Nos. **PMM (Proposed Main Modification)**

Main Modifications

PMM No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change
Area Action Plan			
PMM1	20	Chapter 2 Area Context and Opportunities – 2.3 Land Use and Character - Para 2.3.4	2.3.4 There are opportunities to improve the image and character of individual areas so that they become more distinctive. <u>There is a particular opportunity to improve areas of historic interest such as conservation areas and the setting of listed buildings, and to make sure new development relates sensitively to them in terms of height, scale and design.</u> The descriptions of

North East Enfield Area Action Plan – Schedule of Proposed Main Modifications

PMM No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change
PMM2	24	<p>Chapter 2 Area Context and Opportunities – 2.3 Land Use and Character</p> <p>Paras 2.3.29 – 2.3.32</p>	<p>2.3.28 South Street ends at Ponders End Station, and only pedestrians and cyclists can cross the railway line at this point to access Wharf Road and the area known as Ponders End Waterfront.</p> <p><u>2.3.29 Part of the Ponders End: South Street and the Alma Estate area falls within two important view corridors - westwards from King's Head Hill in the adjacent London Borough of Waltham Forest; and eastwards on the approach to Enfield Town from Windmill Hill. The views chosen are valued because they make a significant contribution to a person's ability to understand the borough and Enfield's position within the wider north London context.</u></p> <p><u>2.3.30 The bridge over the railway line provides important long views southwards towards the City of London and Docklands with tall buildings clearly visible and silhouetted on the horizon.</u></p> <p>Para numbers to be changed to 2.3.31 – 2.3.34</p>
PMM3	34	<p>Chapter 2 Area Context and Opportunities</p> <p>Para 2.6.13</p>	<p>2.6.13 Potential Transport Improvement: The Council wishes to ensure that transport improvements are coordinated so that a package of projects helps to secure long-term change in the area. The Council is developing <u>through detailed technical assessment the</u> a Northern Gateway Access Package (NGAP) that <u>will</u> brings together a range of <u>potential</u> transport improvements <u>options that may</u> including:</p> <ul style="list-style-type: none"> • a package of restraint measures to limit general traffic growth and discourage car trips towards central London; • the West Anglia Mainline Enhancement project, along with measures to retain and

North East Enfield Area Action Plan – Schedule of Proposed Main Modifications

PMM No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change
			<p>improve local connectivity for pedestrians, cyclists, buses and local car journeys;</p> <ul style="list-style-type: none"> • <u>Crossrail 2, transforming frequency of rail services to the area;</u> • improved access to local railway stations; • new and/or improved bus routes; and • <u>Highway improvements to address congestion and poor air quality.</u> <p>a new link between the A1055 and the A121 to connect to junction 26 of the M25 mitigating the impact of the scheme in Rammey Marsh as much as possible. This has the potential to significantly improve access onto the M25 and beyond from key industrial areas, and direct heavy vehicles away from residential areas.</p>
PMM4	41	Chapter 2 Area Context and Opportunities Para 2.9.8	<p>Transport and movement: Key transport and movement opportunities for the AAP are to:</p> <ul style="list-style-type: none"> • encourage a shift away from the private car to more sustainable modes of transport, including buses, trains, walking and cycling through the NGAP project. To make this shift happen, the following initiatives are required: <ul style="list-style-type: none"> - increasing the frequency of trains through the West Anglia Mainline enhancement project; - <u>explore the potential impacts and benefits of Crossrail 2;</u> - improving bus services by increasing the frequency of existing routes and, where possible, introducing new routes; - enhancing existing cycle routes and providing new ones that link key destinations such as local centres, employment areas and schools; and - improving the public realm so that the pedestrian experience is more pleasant. This

North East Enfield Area Action Plan – Schedule of Proposed Main Modifications

PMM No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change
			<p>is especially important for the local centres and around stations, where pedestrian activity is focused.</p> <ul style="list-style-type: none"> • in undertaking public realm and cycle route improvements, enhance the arrival and movement experience through the area, creating distinct and memorable gateways and making journeys to and through neighbourhoods understandable; and • ensure that improvements options to transport form part of a coordinated strategy, bringing together restraint measures to limit general traffic growth with improvement to public transport, walking and cycling, and where necessary improvements to roads, such as a new a new link between the A1055 and the A121 to connect to junction 26 of the M25 (the Northern Gateway Access Route).
PMM5	42	<p>Chapter 3 Vision and Objectives</p> <p>3.1</p>	<p>Transforming transport to and within the area by:</p> <ul style="list-style-type: none"> • bringing forward a comprehensive package of projects to improve transport by all modes (the Northern Gateway Access Package, or NGAP); including a new link between Mollison Avenue and Meridian Way (the Northern Gateway Access Route, or NGAR); • as part of NGAP, significantly increasing train frequencies on the eastern rail corridor through the West Anglia Mainline Enhancement project to increase to 3-4 tracks; • <u>exploring the potential impacts and benefits of Crossrail 2;</u> • implementing a connected network of new and improved pedestrian and cycle routes that enhance east-west connections in particular; and • improving bus reliability, frequency and extending routes so that the bus becomes a genuinely attractive form of transport.

North East Enfield Area Action Plan – Schedule of Proposed Main Modifications

PMM No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change
PMM6	43	Chapter 3 Vision and Objectives Figure 3.1	Delete reference and annotation for Potential Northern Gateway Access Road (NGAR) Add reference and annotation for <u>Crossrail 2 – Potential Regional Route</u>
PMM7	45	Chapter 3 Vision and Objectives Objective 5.3.2.6 – Bullet 6	<ul style="list-style-type: none"> support the provision of transport infrastructure with an emphasis on sustainable transport, which increases accessibility and navigation. Of particular emphasis will be strong support for improvements to rail infrastructure and the feasibility of the West Anglia Mainline Enhancement Project of the West Anglia mainline, <u>and explore highway improvements to address congestion and poor air quality</u> the feasibility of direct access to the M25 as part of the overall NGAP potential package of projects;
PMM8	50	Chapter 4 Movement 4.3.2	<p>NGAP will include: <u>Through the detailed technical assessment of NGAP, an sequential incremental approach will be taken to the consideration selection of options, starting with measures to encourage a shift towards non-car modes, then local traffic management measures, and finally upgrading the additional highway network infrastructure. This will bring together a range of transport improvement options that may potentially include:</u></p> <ul style="list-style-type: none"> a package of restraint measures to limit general traffic growth and discourage car trips towards central London; the West Anglia Mainline Enhancement project, along with measures to retain and improve local connectivity for pedestrians, cyclists, buses and local car journeys; <u>Crossrail 2, transforming frequency of rail services to the area;</u> improved access to local railway stations; new and/or improved bus routes; and <u>Highway improvements to address congestion and poor air quality.</u> a new link

North East Enfield Area Action Plan – Schedule of Proposed Main Modifications

PMM No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change
			between the A1055 and the A121 to connect to junction 26 of the M25, mitigating the impact of the scheme in Ramney Marsh as much as possible. This has the potential to significantly improve access onto the M25 and beyond from key industrial areas, and direct heavy vehicles away from residential areas. The link is known as the Northern Gateway Access Route (NGAR) .
PMM9	51	Chapter 4 Movement Figure 4.1	Title - FIGURE 4.1: POTENTIAL MAJOR INFRASTRUCTURE PROJECTS AS PART OF NGAP Delete reference and annotation for Potential Northern Gateway Access Road (NGAR) Add reference and annotation for <u>Crossrail 2 – Potential Regional Route</u>
PMM10	53	Chapter 4 Movement Figure 4.2	Delete reference and annotation for Potential Northern Gateway Access Road (NGAR) Add reference and annotation for <u>Crossrail 2 – Potential Regional Route</u>
PMM11	55	Chapter 4 Movement	The Council suggests the following words to bring the policy in line with other policies within the AAP: <ul style="list-style-type: none"> • Once the level crossings at Enfield Lock Station is closed, Prior to any closure of the level crossing at Enfield Lock Station, the Council will develop a scheme for improving this route for <u>vehicles</u>, pedestrians and cyclists. ...”

North East Enfield Area Action Plan – Schedule of Proposed Main Modifications

PMM No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change
PMM12	80	Chapter 6 – Employment and Retail Parks – Policy 6.1 – Part B	<p>Part B: New industrial development or redevelopment will be permitted within the industrial areas identified as SIL and LSIS on Figure 6.1 of this AAP.</p> <p>Proposals for new industrial development or redevelopment will be required to contribute to improvements towards access and environmental quality of the estate. Where appropriate, <u>and having regard to viability and the operational requirements</u>, proposals should:</p> <ul style="list-style-type: none"> • provide efficient car parking layouts that direct car users away from parking on the street; • ensure building frontages positively address public streets; • improve circulation on internal estate roads where development is of sufficient scale to enable this to happen; and • provide good quality public realm and, where appropriate, planting to support the biodiversity of the area. <p>BRIMSDOWN INDUSTRIAL ESTATE</p> <p>Comprehensive redevelopment of parts of the Brimsdown Industrial Estate has the potential to raise the quality of the area and provide modern large floorplate accommodation. Comprehensive site rationalisation will be supported subject to plans meeting other planning policies. Opportunities for new cycle routes that would collectively provide a connected network that would improve access to the Brimsdown Estate for employees will be encouraged. <u>Routes shall have regard to the operational requirements of business and the need to ensure cyclist safety.</u> Redevelopment of existing buildings or new development adjacent to those routes identified as a gap in an existing route or an opportunity for a new cycle route shall</p>

North East Enfield Area Action Plan – Schedule of Proposed Main Modifications

PMM No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change
	81	Chapter 6 – Employment and Retail Parks – Figure 6.2	<p>ensure that:</p> <ul style="list-style-type: none"> • the layout of the proposed development provides for the cycle route within the public realm; and • the design of the buildings ensures that frontages positively address the public realm within which the cycle route is located. <p><i>Figure 6.2: Brimsdown Key Routes - Key to be amended as follows:</i></p> <p>Gap in Existing Route (<u>Alignment is indicative</u>) Opportunity for New Cycle Route (<u>Alignment is indicative</u>)</p>
PMM13	88	Chapter 8 Green Network and Food Growing – 8.1	<p>North East Enfield has some excellent open spaces, not least the Lee Valley Regional Park <u>and Waterways</u>. But it also has some shortfalls. This section sets out policies to improve green spaces in the area, provide new elements to connect the green network together and support local food growing.</p> <p>8.1 Introduction</p> <p>8.1.1 The overall policy approach is to ensure that there is a network of well-connected open spaces within North East Enfield, providing a mix of different spaces and facilities for all age groups. The Lee Valley Regional Park <u>and Waterways, an important natural asset to the area</u> will serve local and regional needs. Smaller</p>

North East Enfield Area Action Plan – Schedule of Proposed Main Modifications

PMM No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change
	90	Chapter 8 – Green Network and Food Growing - Policy 8.3	<p>local and pocket parks and children's play areas, integrated into residential areas and neighbourhood centres, will serve local needs. This will be achieved by:</p> <ul style="list-style-type: none"> • improving existing open spaces; • requiring new open space within new developments; • joining green spaces together to create a connected green network; • creating better links to the Lee Valley Regional Park <u>in accordance with Core Strategy Policy 35 - Lee Valley Regional Park and Waterways and the Lee Valley Regional Park Development Framework – Area 5 Proposals</u>; and • re-introducing market gardening to the area. <p><i>Policy 8.3 to be amended as follows:</i></p> <p>The Council will develop a strategy to create a series of east-west strategic green corridors connecting existing spaces <u>and the River Lee Navigation</u> together as set out in Figure 8.2. These corridors will be designed to reflect the character of the neighbourhoods through which they pass and will therefore change character along their length. Schemes should include new native planting and, where appropriate, water features, ecological habitats, <u>softening hard edges</u> and so on. Where new development forms part of or is immediately adjacent to a strategic green corridor, the Council will require the development to incorporate appropriate landscape elements to support the overall corridor.</p>
	93	Chapter 8 - Green Network and Food Growing – Figure 8.2	<p>Strategic Green Corridors annotation to reflect improvements to the River Lee Navigation Tow Path</p>

North East Enfield Area Action Plan – Schedule of Proposed Main Modifications

PMM No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change
PMM14	128	Chapter 12 – Ponders End Waterfront – Policy 12.1	<p>This is a major opportunity for employment-led mixed-use development that connects the waterfront back to the wider NEE area, creating a distinctive place and a valuable leisure resource for local people. Key principles include:</p> <ul style="list-style-type: none"> • redevelop the area for an employment-led mix of uses in high quality new buildings collectively create a <u>that respond to the historic character of the area and waterfront setting to enhance this</u> distinctive quarter within the NEE area; • <u>seek opportunities to enhance the Ponders End Flour Mills Conservation Area and the setting of listed buildings;</u> • ensure that active building frontages overlook the waterways and streets and spaces within the development; • provide a pedestrian / cycle route along the waterways; • create views through the development to the water and to the reservoir embankments beyond;
PMM15	128	Chapter 12 – Ponders End Waterfront – Policy 12.1	<p>This is a major opportunity for employment-led mixed-use development that connects the waterfront back to the wider NEE area, creating a distinctive place and a valuable leisure resource for local people. Key principles include:</p> <ul style="list-style-type: none"> • redevelop the area for an employment-led mix of uses in high quality new buildings collectively create a that respond to the historic character of the area and waterfront setting to enhance this distinctive quarter within the NEE area; • seek opportunities to enhance the Ponders End Flour Mills Conservation Area and

North East Enfield Area Action Plan – Schedule of Proposed Main Modifications

PMM No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change
			<p>the setting of listed buildings;</p> <ul style="list-style-type: none"> • ensure that, <u>where possible, having regard to viability and operational requirements</u>, active building frontages overlook the waterways and streets and spaces within the development; • provide a pedestrian / cycle route along the waterways; • create views through the development to the water and to the reservoir embankments beyond;
PMM16	128	Chapter 12 – Ponders End Waterfront – Figure 12.2/Key	<p><u>Illustrative</u> Active Building Frontages</p> <p>Key <u>Illustrative</u> Views Protected and Enhanced</p> <p>New extension to existing key route (<u>Alignment is illustrative</u>)</p>
PMM17	136	Chapter 14 - Enfield Wash Local Centre Policy 14.2	<p>Policy 14.2: Redevelopment of Co-operative Site</p> <p>The redevelopment of the Co-operative store and - if possible - adjoining land for mixed-use, retail-led development will be supported. Any redevelopment should:</p> <ul style="list-style-type: none"> • create a strong, positive <u>A1</u> retail frontage to Hertford Road; • <u>incorporate a range of other uses, which may include residential, offices and community uses;</u> • design the corner at Unity Road / Hertford Road to act as a distinctive gateway feature to Enfield Wash from the north; • relate the new development sensitively to existing residential dwellings on Unity Road and on the recently developed Dairy Close site to the west; and • incorporate shoppers' car parking.

North East Enfield Area Action Plan – Schedule of Proposed Main Modifications

PMM No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change
PMM18	149	Chapter 18 - Enfield Lock Conservation Area Para 18.1.3	18.1.3 Figure 18.1 overleaf sets out the key issues affecting the Conservation Area and these include: <ul style="list-style-type: none"> • the strong linear form of the Lee Navigation and the listed terrace known as Government Row form one of the most memorable parts of the Conservation Area; • the lock itself forms the heart of the area. However, the derelict Rifles public house nearby detracts from the area. The site has planning permission for redevelopment as residential; • <u>the area is subject to the risk of flooding. Any future development will need to address the flood risk in line with higher level policy requirements;</u> • the pedestrian / cycle route
PMM19	150	Chapter 18 - Enfield Lock Conservation Area Fig 18.1	<u>Add flood risk area to plan and add to key.</u>
PMM20	153	Chapter 19 - Brimsdown Station Area Section 19.1	19.1.4 Buildings to the east of the railway line are principally large industrial buildings that do not relate well to the street, being setback at odd angles and having blank frontages. The junction to Mollison Avenue is particularly weak, with low quality buildings set well back.

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			<p><u>19.1.5 Land to the east of the railway line is at risk of flooding. Any future development will need to address the flood risk in line with higher level policy requirements.</u></p> <p>19.1.6 If the proposed West Anglia Mainline Enhancements</p> <p>19.1.7 The policies in this chapter</p>
PMM21	154	<p>Chapter 19 - Brimsdown Station Area</p> <p>Figure 19.1</p>	<p>Add flood risk area to plan and add to key.</p>
PMM22	185	Glossary – NGAP/NGAR	<p>NGAP - Northern Gateway Access Package</p> <p><u>NGAP will coordinate transport improvements across North East Enfield as a whole with the aims of:</u></p> <ul style="list-style-type: none"> <u>• improving connectivity by all modes for existing businesses and residents;</u> <u>• enhancing Brimsdown and other parts of North East Enfield as a place to do business;</u> <u>• addressing existing transport impacts, including severance, congestion and poor air quality; and</u> <u>• ensuring that the necessary transport infrastructure is in place (including pedestrian and cycle infrastructure) to support planned population and employment growth in North East Enfield and the wider Upper Lee Valley.</u>

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			<p>NGAP is a multi-modal access package of options that is planned to incorporate a variety of potential improvement to transport, including: enhancements to the West Anglia Mainline; exploring the potential impacts and benefits of Crossrail 2; transforming frequency of rail services to the area; improved access to local Railway Stations; new or improved bus routes; a package of restraint measures to limit general traffic growth; and improved highway connections between A1055 Mollison Avenue and the M25.a new link between the A1055 and the A121 to connect to junction 26 of the M25 new vehicle link (NGAR) proposed between the M25 and Mollison Avenue.</p> <p>NGAR Northern Gateway Access Road</p> <p>NGAR is part of NGAP, and is planned to provide a new road linkage between Bullsmeor Lane/Mollison Avenue (A1055) connecting to Junction 25 of the M25.</p>