

MUNICIPAL YEAR 2015/2016 REPORT NO. 57

MEETING TITLE AND DATE:

Cabinet 16 September 2015

REPORT OF:

Director – Regeneration and Environment

Agenda – Part: 1

Item: 9

Subject: Enfield's Local Implementation Plan (LIP) Spending Proposals for 2016/17

Wards: ALL

Key Decision No: KD 4186

Cabinet Member consulted: Cllr. Daniel Anderson

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1. EXECUTIVE SUMMARY

The report outlines Enfield's proposals for spending the anticipated £4.331 million 2016/17 grant funding to be provided by Transport for London (TfL) to help implement the Mayor's Transport Strategy. The expenditure proposals have to be submitted by 9 October 2015 for approval by TfL.

2. RECOMMENDATIONS

To approve:

- 2.1 The expenditure proposals for 2016/17 outlined in Tables 1 to 5 (Appendix 1) for submission to Transport for London and for these proposals to be implemented.
- 2.2 The expenditure of 2016/17 funding allocated by TfL for the on-going Major Schemes set out in paragraph 4.4 and, if successful, for the new Major Scheme proposed in paragraph 4.5.
- 2.3 Delegation of authority to the Cabinet Member for Environment 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 £1m 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 £28 million has been assigned by TfL for 2016/17 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 2016/17

4.1 The table below sets out the Council's overall allocations for 2016/17 for each Programme of Investment

Programme	Value
Neighbourhoods, Corridors & Supporting Measures	£3,071,000
Principal Road Maintenance	£1,160,000
Local Transport Fund	£100,000
Total	£4,331,000

4.2 It should be noted that above allocations are subject to the Central Government settlement to TfL for the period 2016/17.

4.3 Tables 1 to 5 below provide more detail about the specific expenditure proposals for each of the Programmes of Investment.

4.4 In addition, the council has two on-going Major Schemes which are expected to be funded in 2016/17:

a) **Ponders End High Street** – any carry-forward of the 2014/15 allocation of £1.55m necessary to complete the implementation of highway and public realm improvements.

b) **Bush Hill Park & Turkey Street stations** – an allocation in the region of £1m is anticipated to enhance the public realm around both stations to complement the station improvements being undertaken by TfL

4.5 A Step 1 bid will be submitted in September 2015 for a further Major Scheme aimed at improving road safety and the street environment in the section of Fore Street south of the North Circular Road. Any funding allocated in 2016/17 will be used to prepare preliminary designs and to undertake consultation with a view to implementing the scheme in 2017/18.

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 2016/17 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 2016/17.
- 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 2016/17, 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 emerged following a structured process of consultation through the Enfield Transport Users' Group (ETUG) and the Public Transport Consultative Group (PTCG). In all relevant cases, individual schemes delivered in 2016/17 will be subject to appropriate consultation.

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 Travel to and from school 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 2016/17 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 2016/17.

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 2016/17 (Appendix 1, Table 1 – 5) is as follows:

Table 1	Corridors & Neighbourhoods: £2,671,000
Table 2	Supporting Measures: £400,000
Table 3	Local Transport Funding: £100,000
Table 4	Maintenance Principal Roads: £1,160,000
Table 5	Maintenance – Bridges (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 costs are incurred, ensuring the Council benefits from prompt reimbursement.

7.1.3 TfL is keen to ensure schemes delivered using the 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.

- 7.1.6 Under current arrangements, delegated authority is given to Boroughs to move funds within transport areas or, subject to limits between areas, subject to approval by TfL. Underspends occurring during a financial year are normally returned to TfL and there is no presumption given that funding not required in a particular year can be carried forward.

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 2016/17 is required in order to have the approved funding released to Enfield by TfL for scheme expenditure in 2016/17.

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 HR 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.