

## MUNICIPAL YEAR 2016/2017 REPORT NO. 101

### MEETING TITLE AND DATE:

Cabinet 19 October 2016

### REPORT OF:

Director – Regeneration and Environment

Contact officer and telephone number:

David Taylor – 020 8379 3576

E mail - [david.b.taylor@enfield.gov.uk](mailto:david.b.taylor@enfield.gov.uk)

**Agenda – Part: 1**

**Item: 12**

**Subject: Enfield's Local Implementation Plan (LIP) Spending Proposals for 2017/18**

**Wards: ALL**

**Key Decision No: KD 4373**

**Cabinet Member consulted:**

**Cllr. Daniel Anderson, Environment**

## 1. EXECUTIVE SUMMARY

- 1.1 The report outlines Enfield's proposals for spending the anticipated £4.8 million 2017/18 grant funding to be provided by Transport for London (TfL) to help implement the Mayor's Transport Strategy. Given pressures on TfL's revenue we have been asked to include within this an indication of the relative priority of each proposal. The expenditure proposals have to be submitted by 28 October 2016 for approval by TfL.

## 2. RECOMMENDATIONS

To approve:

- 2.1 The expenditure proposals and prioritisation for 2017/18 outlined in Appendix 1 for submission to Transport for London and for these proposals to be implemented.
- 2.2 The expenditure of 2017/18 funding allocated by TfL for the on-going Major Schemes set out in paragraph 4.7.
- 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 current Mayor's Transport Strategy (MTS), which was published in 2010, has high-level goals with related outcomes:
- 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 are required to submit the 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 2012.
- 3.3 Boroughs make Annual Spending Submissions (ASS) which set out how they intend to utilise LIP funding under various programme areas to support the delivery of the MTS. This report sets out Enfield's proposals for the 2017/18 Annual Spending Submissions (ASS).
- 3.4 With regard to LIP funding, to afford boroughs more continuity, from 2013/14 to 2016/17 there was a three year settlement. This settlement is now at an end however, given the development of a new MTS and TfL's Business Plan for 2017/18 and beyond, it has been agreed that a two year interim arrangement will be put in place. The exact level of LIP funding available is yet to be determined due to both the cut in TfL's revenue grant funding from central Government and the election of a new Mayor of London.
- 3.5 In light of this TfL has recommended that boroughs adopt a 'business as usual' approach to planning their 2017/18 programmes including assuming that current funding levels will be available. However, boroughs should clearly prioritise their programmes in the event that less funding is ultimately available.
- 3.6 Once a new MTS has been published (the current timescales indicate a draft in spring 2017 with a final version in spring 2018) TfL will issue revised guidance on the preparation of new borough LIPs. An officer working group has been set up to look at key issues of timing, requirements and resources in relation to producing new LIP documents. LB Enfield is represented on this group.

### **4. ENFIELD'S LOCAL IMPLEMENTATION PLAN (LIP) FUNDING ALLOCATION FOR 2017/18**

- 4.1 The LIP sets out three main Programmes of Investment:

- **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, reduction of street clutter, electric vehicle charging points, school and workplace travel plans, behavioural change, education, training and publicity.
- **Maintenance programmes** – bridge strengthening and assessment, and principal road renewal.
- **Major Schemes** – interventions generally costing more than £1m over the whole life of the project.

- 4.2 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.
- 4.3 The majority of the funding (c£2.3 million) in the **Corridors Neighbourhoods & Supporting Measures** programmes is allocated to schemes and projects which directly contribute to the delivery of the Cycle Enfield programme, via the implementation of physical improvements, including the ongoing delivery of a number of Greenways and Quietways, and the provision of supporting measures including cycle training and maintenance classes. The other significant call on funding is for road safety schemes and education activities (c£0.5 million).
- 4.4 **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 2017/18 for Major Schemes across London.
- 4.5 From this £500,000 is being sought for enhancements to the public realm around Bush Hill Park station.
- 4.6 An allocation of £100,000 of LIP funding has also been included as contingency should there be any unforeseen technical issues with the delivery of the Ponders End High Street scheme.
- 4.7 A Step 1 bid was submitted 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. This bid was unsuccessful but, assuming Major Scheme funding continues, an allocation could be sought in a future year for developing a related scheme which complements proposals for estate renewal projects in this area.

4.8 TfL has also allocated £100k per borough for use on **Local Transport projects** to be determined by the borough.

4.9 The table below sets out the Council's proposed overall allocations for 2017/18 for each Programme of Investment:

<b>Programme</b>	<b>Value</b>
Corridors, Neighbourhoods & Supporting Measures	£3,071,000
Maintenance Programmes	£1,121,000
Major Schemes	£500,000
Local Transport Fund	£100,000
<b>Total</b>	<b>£4,792,000</b>

4.10 The tables in Appendix 1 provide more detail about the specific expenditure proposals for each of the Programmes of Investment.

4.11 These tables also include indicative allocations which reflect an overall reduction in Corridors, Neighbourhoods & Supporting Measures funding of 15% (equivalent to £461,000) which would leave an overall programme allocation of £2,610,000. This is currently considered to be the worse-case scenario for a reduction in LIP funding arising from TfL's revenue being cut.

4.12 To aid in the identification of possible programmes and schemes for funding reductions, and as required by TfL for this interim year, the programmes and schemes have been prioritised based on a top level assessment of:

- MTS outcomes – Number of outcomes clearly addressed.
- National, regional and local targets – Whether there is a direct contribution to meeting recognised targets.
- Effectiveness - Performance against targets and delivery of identified outcomes.
- Local priority – Assessment of relative priority for Enfield.
- Cycle Enfield – Whether there is a direct contribution to Cycle Enfield.
- Ongoing commitment – Whether funding has been committed in 2017/18.
- Value for Money – Measurable benefits delivered against cost.

4.13 Those schemes which have been assessed as lower priority and / or where there is an opportunity to reduce spend without having a negative impact on programme delivery have been targeted for reductions in funding.

## **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 2017/18 proposed in this report are essentially constrained within two determinants:

- Firstly, the submission is constrained by TfL's Local Implementation Plan (LIP) Annual Spending Submission Guidance for 2017/18.
- 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 2017/18, 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 current LIP priorities emerged following a structured process of consultation. This programme addresses these priorities and those in the Mayor's Transport Strategy.

5.2.2 The programme includes a number of ongoing schemes and projects which have been developed in consultation with key partners. For new proposals, where applicable, individual schemes and projects will be subject to consultation.

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 will be delivered in partnership with local schools.

5.2.5 This report has been subject to internal consultation which includes seeking comments on the impacts of the proposed programmes on the Council's priorities.

## **6. REASONS FOR RECOMMENDATIONS**

6.1 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 2017/18.

## **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 2017/18 (Appendix 1) are as follows:

Corridors, Neighbourhoods & Supporting Measures: £3,071,000  
(*Corridors & Neighbourhoods £2,485,000, Supporting Measures: £586,000*)  
Local Transport Funding: £100,000  
Maintenance Principal Roads: £1,121,000

- 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 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.
- 7.1.4 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.
- 7.1.5 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 2017/18 is required in order to have the approved funding released to Enfield by TfL for scheme expenditure in 2017/18.

## **9. IMPACT ON COUNCIL PRIORITIES**

### **9.1 Fairness for All**

These proposals will specifically contribute to improving access to the transport network and with it access to employment, housing and services. Key projects include:

- Implementation of Cycle Enfield schemes including Quietways, Greenways and corridor improvements.
- Ongoing programme to make all bus stops in Enfield accessible.
- Provision of Bikeability nationally accredited cycle training to adults and children.

## **9.2 Growth and Sustainability**

These proposals will support growth and encourage sustainability via both the Cycle Enfield Quietways, Greenways and corridor improvements as well as the programme of supporting measures which includes cycle training and maintenance classes, cycle parking and support for schools. The funding for schools will support the preparation and implementation of plans and schemes which should increase the use of sustainable transport.

## **9.3 Strong Communities**

Of particular relevance to the theme of strong communities is the engagement work which takes place as part of the road safety physical measures and related education programmes, as well as the work which takes place in schools including the provision of support for them to develop School Travel Plans which involves engaging with the wider school community to prepare and implement change.

## **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 CO<sub>2</sub> 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.

## **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**

These proposals will contribute positively to the health and well-being of the borough by encouraging walking and cycling, promoting road safety and improving air quality. A report in 2015 by King's College London indicated that air pollution is associated with some 17% of deaths in the borough, while various research papers show physical activity is associated with a reduction of between 20 – 40% in long-term conditions which account for 70% of the NHS budget.

## **Background Papers**

None.

## Appendix 1 - Local Implementation Plan (LIP) Funding Allocations and Expenditure Proposals for 2017/18

		2016/17 Allocation	2017/18 Allocation	Priority	2017/18 Prioritised	MTS Goals
<b>Overall Programme</b>	<b>Corridors &amp; Neighbourhoods and Supporting Measures Combined</b>	<b>3151</b>	<b>3071</b>		<b>2610</b>	
		2016/17 Allocation	2017/18 Allocation	Priority	2017/18 Prioritised	MTS Goals
<b>Programme:</b>	<b>Corridors and Neighbourhoods</b>	<b>2671</b>	<b>2485</b>		<b>2270</b>	
<i>Scheme Name</i>	<i>Scheme Description</i>	<i>2016/17 Allocation</i>	<i>2017/18 Allocation</i>	<i>Priority</i>	<i>2017/18 Prioritised</i>	
<b>Walking &amp; Cycling</b>		<b>1893</b>	<b>1890</b>		<b>1880</b>	
Cycle Enfield Supporting Schemes	Implementation of Cycle Enfield schemes including Quietways, Greenways and corridor improvements. Phasing of schemes to be determined.	320	1770	High	1770	1, 2, 3, 4, 5, 6
Ponders End High Street	Contribution from LIP to Ponders End Major Scheme.	172	100	High	100	1, 2, 3, 4, 5
School Travel Measures	Physical measures to encourage walking and cycling to school.	0	20	Medium	10	2, 3, 5
Others	Schemes and projects completed.	1401	0		0	
<b>Road Safety</b>		<b>428</b>	<b>350</b>		<b>245</b>	
Road Safety Schemes identified through Technical and Economic analysis	Schemes and projects to be delivered as part of a rolling programme of minor interventions up to £50k each.	333	150	Medium	75	2, 3
Quieter Neighbourhoods	Design, consultation and delivery of a rolling programme.	25	150	Medium	145	2, 3, 5

Junction Protection	Restrictions to maintain junction safety	50	50	Low	25	2, 3
Others	Schemes and projects completed and / or not being progressed.	20	0		0	
<b>Bus Accessibility</b>		<b>50</b>	<b>50</b>		<b>50</b>	
Bus Stop Accessibility	Ongoing programme to make all bus stops in Enfield accessible.	50	50	High	50	1, 2, 3, 4
<b>Traffic &amp; Environmental Schemes</b>		<b>225</b>	<b>120</b>		<b>25</b>	
Reducing Signage Clutter	Application of new traffic signs policy aimed at reducing street clutter.	50	50	Low	0	3, 4
Rights of Way Improvements	Design and implementation of improvements to Enfield's rights of way network.	15	20	Low	0	2, 5
Future Scheme Identification and Initial Development	Investigation and design of traffic, road safety and environmental improvements schemes for implementation in future years.	50	50	Medium	25	1, 3, 4, 5
Others	Schemes and projects completed and / or not being progressed.	110	0		0	
<b>Air Quality</b>		<b>75</b>	<b>75</b>		<b>70</b>	
Air Quality Action Days	Contribution to Mayor's Air Quality Fund project which aims to raise awareness and change behaviour through monthly action days.	5	5	Low	5	2, 5
Anti-Idling	Schemes and projects which encourage road users to switch off their engines.	10	10	Low	5	2, 5
Delivering Air Quality Improvements	Support for initiatives which improve air quality in the borough including through monitoring and focused activities as well as delivery of local projects and schemes.	45	45	Medium	45	2, 5
Air Quality Monitoring	Support for 3 static air quality monitoring stations and mobile monitoring.	15	15	Medium	15	2, 5

		2016/17 Allocation	2017/18 Allocation	Priority	2017/18 Prioritised	MTS Goals
<b>Programme:</b>	<b>Supporting Measures</b>	<b>480</b>	<b>586</b>		<b>340</b>	
<i>Scheme Name</i>	<i>Scheme Description</i>	<i>2016/17 Allocation</i>	<i>2017/18 Allocation</i>	<i>Priority</i>	<i>2017/18 Prioritised</i>	
<b>Road Safety - Education, Training and Publicity</b>		<b>120</b>	<b>116</b>		<b>65</b>	
School Junior Travel Ambassadors	Development of a Road Rangers project in schools to enable children to take a lead promoting road safety and travel awareness to their peers.	25	25	Medium	25	2, 3
Safe Drive Stay Alive	Theatre based drama aimed at year 12 students.	30	30	Medium	30	2, 3
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	25	Low	0	2, 3
Young drivers / riders	Targeted road safety education.	20	15	Low	0	2, 3
Safer Freight	Implementing the Enfield Safer Freight & Fleet Action Plan approved in November 2015, including promotion of the Freight Operator Recognition Scheme, delivery of Exchanging Places events and CPC Safe Urban Driver Training.	0	21	Low	10	2, 3
Others	Schemes and projects completed and / or not being progressed.	10	0		0	
<b>Walking &amp; Cycling</b>		<b>290</b>	<b>410</b>		<b>260</b>	
Bike It Officer	Post which is co-funded with TfL to deliver Bike It programme in 12 schools per annum.	30	30	Medium	30	2, 3, 4, 5, 6
Cycle Training	Provision of Bikeability nationally accredited cycle training to adults and children.	155	200	Medium	110	2, 3, 4, 5, 6

Cycling Support Activities	Delivery of projects and programmes including a range of activities to support people to cycle including Dr Bike sessions, cycle maintenance classes and guided rides.	51	80	High	70	2, 3, 4, 5, 6
Cycle Grants for Schools	Programme of small grants to schools with accredited School Travel Plans, to help them provide for cycling.	4	10	Low	0	2, 3, 4, 5, 6
Cycling Promotion	Promotion and marketing activities to highlight range of services available and encourage more people to cycle.	50	30	Medium	20	2, 3, 4, 5, 6
Cycle Parking	Ongoing programme of cycle parking implementation to complement Cycle Enfield.	0	60	Medium	30	2, 3, 4, 5, 6
<b>School Travel Planning</b>		<b>60</b>	<b>60</b>		<b>15</b>	
Supporting STP Delivery	Support for schools to prepare, submit and monitor travel plans which encourage sustainable travel.	60	60	Medium	15	2, 3, 4, 5, 6
<b>Others</b>		<b>10</b>	<b>0</b>		<b>0</b>	
Others	Schemes and projects completed and / or not being progressed.	10	0		0	

		2016/17 Allocation	2017/18 Allocation	Priority	2017/18 Prioritised	MTS Goals
<b>Programme:</b>	<b>Local Transport Funding</b>	<b>100</b>	<b>100</b>		<b>100</b>	
<i>Scheme Name</i>	<i>Scheme Description</i>	<i>2016/17 Allocation</i>	<i>2017/18 Allocation</i>	<i>Priority</i>	<i>2017/18 Prioritised</i>	
<b>Local Transport Funding</b>		<b>100</b>	<b>100</b>		<b>100</b>	
Funding of Bike Loan Scheme	Scheme which allows residents to hire a cycle for a notional fee.	50	50	Medium	50	2, 3, 4, 5, 6
School Crossing Patrol service	Ongoing support for school crossing patrols.	50	50	Low	50	2, 3

#### MTS Goals:

1. Support economic development and population growth
2. Enhance the quality of life for all Londoners
3. Improve the safety and security of all Londoners
4. Improve transport opportunities for all Londoners
5. Reduce transport's contribution to climate change and improve its resilience
6. Support delivery of the London 2012 Olympic and Paralympic Games and its legacy.