

MUNICIPAL YEAR 2017/2018 REPORT NO. 64

MEETING TITLE AND DATE:

Cabinet 18 October 2017

REPORT OF:

Executive Director – Regeneration
and Environment

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Agenda – Part: 1

Item: 8

**Subject: Enfield's Local Implementation
Plan (LIP) Spending Proposals for
2018/19**

Wards: ALL

Key Decision No: KD 4557

1. EXECUTIVE SUMMARY

- 1.1 The Report outlines Enfield's proposals for spending the anticipated £4.1 million 2018/19 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 20 October 2017 for approval by TfL.

2. RECOMMENDATIONS

To approve:

- 2.1 The expenditure proposals for 2018/19 outlined in Appendix 1 for submission to Transport for London and for these proposals to be implemented, subject to the completion of all necessary statutory procedures.
- 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 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 Mayor's Transport Strategy. The Council's second LIP was approved by the Mayor of London in 2012.
- 3.2 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 2018/19 Annual Spending Submissions (ASS).
- 3.3 A two-year transitional arrangement has been put in place whilst the Mayor develops a revised MTS, taking into account TfL's Business Plan for 2017/18 and beyond,
- 3.4 TfL have now published guidance to boroughs' on preparing their next Local Implementation Plan (LIP3) which will take effect in 2019/20. There is a funding allocation proposed to support the development of Enfield's LIP3 and the related local transport plan.

4. ENFIELD'S LOCAL IMPLEMENTATION PLAN (LIP) FUNDING ALLOCATION FOR 2018/19

- 4.1 Enfield has been allocated LIP funding under two programmes:
 - **Corridors, Neighbourhood and Supporting Measures** – 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.
 - **Principal Road Maintenance** – bridge strengthening and assessment, and principal road renewal.
- 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 Principal Road Maintenance Programme are derived using a system of engineering assessment of maintenance needs applied across all London boroughs. There has been a recalculation of the formula which has led to a drop in Enfield's total funding of £45k (just over 1%) as set out in 4.4.
- 4.3 The majority of the funding 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 Quietways / Quietway Links, Quieter Neighbourhoods, and the provision of supporting measures, including cycle training and maintenance classes. This funding is in line with the Mini Holland bid proposal and secures additional external funds in excess of the £30m of dedicated TfL funding for Mini Holland in order to deliver Cycle Enfield. The other significant call on funding is for road safety initiatives and measures to promote active travel to school.

- 4.4 The table below sets out the Council's overall allocations for each programme of investment for 2017/18 and 2018/19:

Programme	2017/18	2018/19
Corridors, Neighbourhoods & Supporting Measures	£3,072,000	£3,027,000
Principal Road Maintenance	£1,086,000	£1,086,000
Total	£4,158,000	£4,113,000

- 4.5 The tables in Appendix 1 provide more detail about the specific expenditure proposals for each of the programmes of investment.
- 4.6 It should be noted that in order to make savings to the overall LIP budget and focus on delivering MTS outcomes the Local Transport Fund, which is a £100k discretionary funding allocation for each borough, is not continuing in 2018/19.

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 2018/19 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 2018/19.
- 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 2018/19, 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 The priorities contained in Enfield's current LIP (approved in 2012) emerged following a structured process of consultation which included workshops with councillors and engagement with transport user groups. This programme addresses these priorities, as well as those in the Mayor's Transport Strategy, and has been subject to internal consultation prior to approval being sought from the Council's Cabinet.
- 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 2018/19 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 2018/19.

7. COMMENTS OF THE EXECUTIVE 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 2018/19 (Appendix 1) are as follows:

Corridors, Neighbourhoods & Supporting Measures: £3,027,000
Maintenance Principal Roads: £1,086,000

- 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

8.1 Risks have been identified:

- 8.1.1 Strategic – Continuing with the previously agreed programme would impact on the delivery of Cycle Enfield which is a medium-term objective of the Council.
- 8.1.2 People – There is likely to be an impact on several staff due to changes in the programmes and schemes being funded. Agreeing this programme will allow engagement with staff about what changes are required.
- 8.1.3 Financial – The failure to agree a revised programme will impact on the ability of the Council to deliver schemes which in turn means funding could be lost, or costs transferred into next financial year, and / or not utilised effectively.
- 8.1.4 Reputational – By not delivering against Mayoral priorities or failing to effectively utilise TfL funding, future funding opportunities could be restricted including for the emerging Healthy Streets programme.

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, Quieter Neighbourhoods 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, Quieter Neighbourhoods 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) which concluded that the programme areas do not discriminate against equality groups.
- 10.4 In addition, for the 2018/19 programmes a top-level assessment has been undertaken to consider the possible equality impacts of the programme areas and proposed changes:

Programme <i>Protected Characteristic</i>	Access	Air Quality	Cycling and Walking	Road Safety	School Travel
<i>Disability</i>	Positive: Step free bus stops	Neutral	Positive: Targeted provision	Neutral	Neutral
<i>Gender</i>	Neutral	Neutral	Neutral	Neutral	Neutral
<i>Age</i>	Positive: Step free bus stops.	Positive: Reduces COPD triggers.	Positive: Over 50s focused activities.	Neutral	Neutral
<i>Race</i>	Neutral	Neutral	Neutral	Neutral	Neutral
<i>Religion & Belief</i>	Neutral	Neutral	Neutral	Neutral	Neutral
<i>Sexual Orientation</i>	Neutral	Neutral	Neutral	Neutral	Neutral
<i>Gender Reassignment</i>	Neutral	Neutral	Neutral	Neutral	Neutral
<i>Pregnancy & Maternity</i>	Positive: Step free bus stops.	Neutral	Neutral	Neutral	Neutral
<i>Marriage & Civil Partnership</i>	Neutral	Neutral	Neutral	Neutral	Neutral

10.5 The Scheme Development programme area relates to preparing new policies, programmes and schemes. Equality and diversity will be considered at the earliest opportunity and through the development process with any impacts assessed prior to implementation.

10.6 Overall the proposed Local Implementation Plan work programme for 2018/19 should deliver benefits for some groups with protected characteristics. No specific negative impacts have been identified. Despite this individual projects and schemes should still consider equality and diversity impacts when being designed and developed.

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.

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

Transport is a major determinant of health with a number of public health and medical bodies recommending a modal shift towards active transport (walking and cycling). Health benefits include integrating physical activity into everyday life which has the potential to reduce long-term conditions (LTCs) by 20 – 40% depending on the condition. LTCs cost the NHS 70% of its budget. Other benefits will include access to services and social support, reduction of community segregation and noise. A modal shift would also impact positively on air quality, itself estimated by King's College to be associated with up to 15% of deaths in Enfield (Understanding the Health Impacts of Air Pollution in London) (July 2015).

Background Papers

None.

Appendix 1 – Local Implementation Plan (LIP) Funding Allocations and Expenditure Proposals for 2018/19

Programme / Scheme	Description	2017/18 £000's	2018/19 Proposed £000's
Overall Programme	Corridors & Neighbourhoods and Supporting Measures Combined	3,071	3,027
Accessibility		100	100
Bus Stop Accessibility	Currently 85% of Enfield's bus stops are classed as accessible so this funding will continue supporting the design and delivery of accessibility schemes.	50	50
Reducing Signage Clutter	This is an ongoing programme of work which identifies and reduces signage clutter as part of a programme of renewal and rationalisation. Removing clutter improves the streetscape and reduces maintenance costs.	50	50
Air Quality		75	75
Mayor's Air Quality Fund Anti-Idling Project	Match funding for Mayor's Air Quality Fund project to raise awareness and change behaviour through monthly action days. This funding supports on-street activities and Enfield's participation in this multi-borough project.	15	15
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. Last year the funding supported air quality monitoring, delivery of the statutory Air Quality Action Plan and responses to the emerging ULEZ.	45	45
Air Quality Monitoring	Support for 3 static air quality monitoring stations and mobile monitoring.	15	15
Cycling & Walking		2,421	2,364
Cycle Enfield Major Schemes	Funding to support delivery of A105 route. NOTE: Change in allocation relates to the focusing of LIP funding on Quietways and Quieter neighbourhoods.	180	0
Cycle Enfield Quietways	Programme of Quietway schemes. NOTE: Increase in funding reflects the focusing of LIP on Quietways and Quieter	850	930

Programme / Scheme	Description	2017/18 £000's	2018/19 Proposed £000's
	Neighbourhoods.		
Cycle Enfield Quieter Neighbourhoods	Delivery of Quieter Neighbourhoods. NOTE: Increase in funding reflects the focusing of LIP on Quietways and Quieter Neighbourhoods.	750	930
Cycle Enfield Supporting Measures	Programme of supporting measures made up of: <ul style="list-style-type: none"> • Additional satellite bike parking mini-hub - £45k • 10 community bike markets - £30k • Marketing and promotion of Cycle Enfield and active travel activities – £30k • Additional secondary school activities - £10k • Cycle Enfield attendance at festivals and community events - £15k • Cycling events for specific target groups, e.g. over 50s - £10k. 	140	140
Cycle Parking	Ongoing programme of cycle parking implementation to complement Cycle Enfield. This covers the design and installation of 20 cycle hangars (120 spaces) and 70 Sheffield stands or equivalent. NOTE: Change in allocation reflects actual costs for current year and proposed programme for 2018/19.	90	60
Cycle Training	Provision of Bikeability nationally accredited cycle training to adults and children with the targets for 2017/18 being up to: Adults - 480 Children – 3,600	200	200
Cycling Promotion	Promotion and marketing activities to highlight ongoing cycling support activities (as distinct from Cycle Enfield specific activities). This includes both print advertising, the use of social media and engagement events.	30	30
Cycling Support Activities	Delivery of projects and programmes to support people to cycle: 137 Dr Bike sessions for 3,200 bikes - £44k 10 Cycle maintenance classes for 60 trainees – £6k 12 Guided rides for 130 riders - £4k	54	54
Ponders End High Street	Contingency to allow post-implementation works to complement Ponders End Major	100	0

Programme / Scheme	Description	2017/18 £000's	2018/19 Proposed £000's
	<p>Scheme. This has not been included in the main programme budget.</p> <p>NOTE: Change in allocation is because scheme is due for completion in 2017/18.</p>		
Rights of Way Improvements	Design and implementation of improvements to Enfield's rights of way network. Likely schemes include signing the Pymmes Brook Trail and new rights of way.	10	10
Safer Freight	<p>Implementing the Enfield Safer Freight & Fleet Action Plan including promotion of the Freight Operator Recognition Scheme, delivery of Exchanging Places events and CPC Safe Urban Driver Training.</p> <p>NOTE: Change in allocation reflects actual funding requirement based on previous performance.</p>	17	10
Road Safety		225	225
Road Safety Schemes	Schemes and projects identified through Technical and Economic analysis to be delivered as part of a rolling programme. Schemes delivered in 2016/17 included anti-skid surfacing, new pedestrian crossings and signs and lines.	150	150
Road Safety Engagement	Support to identify priority areas of work and undertake complementary engagement to raise public awareness of road safety issues.	25	25
Junction Protection	Design and delivery of schemes to maintain junction safety. In 2016/17, along with complementary funding, over 35 schemes were delivered at nearly 90 junctions.	50	50
Scheme Development		100	150
Programme, Project and Scheme Development	<p>Support for the development of programmes, projects and schemes including where new priorities are identified which meet MTS outcomes but are not currently funded. Areas of interest include Healthy Streets and controlled parking zones.</p> <p>NOTE: Increased allocation reflects the need for additional funding to support the preparation of LIP3.</p>	100	150

Programme / Scheme	Description	2017/18 £000's	2018/19 Proposed £000's
Safe and Sustainable School Travel		150	113
Safe and Sustainable School Travel	Funding for the development and delivery of a focused programme of activities and interventions at schools identified as being high priority. The detailed programme is to be developed but will include school travel planning, in school road safety activities and the identification of physical measures to support modal shift and reduce the highway impact of schools on local areas.	60	60
Supporting STP Delivery	Support for schools to prepare, submit and monitor travel plans which encourage sustainable travel. This discharges a statutory duty and relates to the remainder of the 2016/17 academic year. NOTE: Change in allocation is because the third-party support is being tapered off in favour of bringing delivery in-house.	53	16
Cycle Grants for Schools	Programme of small grants (less than £1k) to schools with accredited School Travel Plans, to help them improve cycling provision and encourage uptake by pupils and staff.	17	17
School Travel Measures	Allocation to cover the cost of designing and delivering a small number of physical measures around schools to encourage walking and cycling.	20	20