

MUNICIPAL YEAR 2017/2018 REPORT NO.

**ACTION TO BE TAKEN UNDER
DELEGATED AUTHORITY**

PORTFOLIO DECISION OF:
Cabinet Member for Environment

REPORT OF:
Executive Director -
Regeneration &
Environment

Agenda – Part:	KD Num: 4650
Subject: Proposed Amendments to Local Implementation Plan (LIP) Funding Allocations and Expenditure Proposals for 2018/19	
Wards: All	

Officer Contact Details:

Name & Division: Dominic Millen, Traffic and Transportation
Telephone: 020 8379 3398, E-mail: dominic.millen@enfield.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 This Report outlines the London Borough of Enfield's proposals for spending the 2018/19 grant funding provided by Transport for London (TfL) to help implement the Mayor's Transport Strategy.

2. RECOMMENDATIONS

It is recommended that the Cabinet Member for Environment approves:

- 2.1 The expenditure proposals for 2018/19 outlined in Appendix 1 for submission to TfL and for these proposals to be implemented, subject to the completion of all necessary statutory procedures.

3. BACKGROUND

- 3.1 All London boroughs are required to submit their respective 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.
- 3.3 The ASS for 2018/19 for £3,027k plus a further £1,086k for Principal Road Maintenance was agreed at Cabinet in October 2017 with authority delegated 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."
- 3.4 In December 2017, TfL published a new Business Plan for the five years from 2018/19. This included significant reductions in LIP funding for Enfield with Corridors, Neighbourhoods and Supporting Measures (CNSM) being reduced from £3,027k to £2,584k while the entire Principal Road maintenance funding was removed. The £100k in Local Transport Fund (LTF), which can be used to support the development and delivery of local transport priorities that also satisfy the Mayor's Transport Strategy objectives, had originally been cut from the 2018/19 allocation, was reinstated.
- 3.5 However, on 14 February 2018, the Mayor announced that an additional £463,000 in CNSM funding would be made available for LB Enfield for 2018/19 thereby increasing the original allocation by £20k. However, taking this into account, together with the £100k in Local Transport Funding, but loss of the entire Principal Road Maintenance budget of £1,086k, the LIP allocation for 2018/19 is nonetheless £966k less than originally anticipated. In response to this, the following report outlines an amended programme which reflects the new funding allocations.

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

- 4.1 The table below compares Enfield's changing LIP funding allocations::

Programme	2017/18	2018/19 LIP Guidance (June 2017)	2018/19 TfL Business Plan (Dec 2017)	2018/19 Current (Feb 2018)
Corridors, Neighbourhoods	£3,072,000	£3,027,000	£2,584,000	£3,047,000

& Supporting Measures				
Local Transport Funding	£100,000	£0	£100,000	£100,000
Principal Road Maintenance	£1,086,000	£1,086,000	£0	£0
Total	£4,158,000	£4,113,000	£2,684,000	£3,147,000

4.2 The removal of the annual Principal Road Maintenance funding is forecast to last for at least two years, but even then there is no commitment to returning it to previous levels. The removal of this funding means larger scale planned maintenance of Enfield's principal road network will no longer be possible. In 2017/18 the funding is being used to design and deliver much needed and long overdue improvements on our classified roads including the A105, A111 and A1055.

4.3 The reinstatement of CNSM funding means that, with the exception of Principal Road Maintenance, the Annual Spending Submission agreed under KD4557 can be taken forward. However, it is proposed that some items of the previously agreed programme are altered as follows:

- £20k in additional funding is used to support programme and scheme development, which will be an extensive area of work given the new Mayor's Transport Strategy is due to be published shortly.
- £100k in Local Transport Fund, given its flexible nature, is used on Principal Road Maintenance.
- Schemes are adjusted to reflect actual spend in 2017/18 and new approaches to delivery for 2018/19.

4.4 This report (KD 4650) seeks approval for these changes.

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.

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 current Mayor's Transport Strategy and draft document published in 2017.

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 also 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

The recommendation is seeking approval for Enfield's Local Implementation Plan (LIP) funding proposals for 2018/19 to be submitted to Transport for London. This further 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: £3,047,000
Local Transport Fund: £100,000.

7.1.2 Expenditure (once approved by Transport for London) will be fully funded by means of a 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. Furthermore, TfL has the discretion to vary and amend the amount of the financial assistance available to London borough councils, in line with its Business Plan for the respective period.

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 identification and delivery of effective programmes and schemes.

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 cycling infrastructure schemes including secondary cycle links, Quieter Neighbourhoods and corridor improvements;
- Provision of Bikeability nationally accredited cycle training to adults and children; and
- An ongoing programme to make all bus stops in Enfield accessible.

9.2 Growth and Sustainability

These proposals will support growth and encourage sustainability via both the 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 development and design of a wide range of schemes.

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. This had been subjected to a comprehensive EQIA (Chapter 1 & Appendix 1 of Enfield's approved LIP) which concluded that the programme will have a neutral impact.
- 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 Protected Characteristic	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: Reduce s 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 revised 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 mandatory performance indicators defined by the Mayor which all London boroughs must 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 the fifth mandatory performance indicator set by the Mayor - 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 direct HR implications arising from these proposals, although the reduction in funding could lead to some re-alignment of existing resources to make sure the programmes outlined are delivered most effectively.

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 – Proposed Amendments to Local Implementation Plan (LIP) Funding Allocations and Expenditure Proposals for 2018/19

Programme / Scheme	Description	2018/19 ASS Agreed £000's	2018/19 Proposed £000's
Overall Programme	Corridors & Neighbourhoods and Supporting Measures Combined	3,027	3,047
Accessibility		100	80
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. The focus for 2018/19 will be on removing lit signage (which has higher maintenance costs) and where necessary replacing it with reflective alternatives; the allocation reflects this more focused approach.	50	30
Air Quality		75	60
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. The Council has now completed its commitment to this project so funding is being re-allocated.	15	0
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. This work supports the Mayor's objective to improve air quality in London.	45	45

Air Quality Monitoring	Support for 3 static air quality monitoring stations and mobile monitoring.	15	15
Cycling & Walking		2,364	2,369
Quietways	Programme of Quietway schemes.	930	930
Quieter Neighbourhoods	Ongoing delivery of Quieter Neighbourhoods.	930	930
Cycling Supporting Measures	Programme of supporting measures including: <ul style="list-style-type: none"> • Community bike markets. • Marketing and promotion of Cycle Enfield and active travel activities. • Additional secondary school activities. • Cycle Enfield attendance at festivals and community events. • Cycling events for specific target groups, e.g. over 50s. 	140	140
Cycle Parking	Ongoing programme of cycle parking implementation to complement the main cycling infrastructure programme. This covers the design and installation of 20 cycle hangars (120 spaces) and 70 Sheffield stands or equivalent.	60	60
Cycle Training	Provision of Bikeability nationally accredited cycle training to adults and children. For 2018/19 the programme will be more focused on harder to reach groups and areas with lower levels of cycling uptake.	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 help people to cycle with confidence.	54	54
Rights of Way Improvements	Design and implementation of improvements to Enfield's rights of way network. Additional funding has been allocated to cover signing for	10	15

	the Pymmes Brook Trail and the Merryhills Way paths.		
Safer Freight	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.	10	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. It is proposed that this allocation is merged with the £25k Road Safety Engagement allocation to reflect the complementary nature of the two areas of work.	150	175
Road Safety Engagement	This will be merged with Road Safety Schemes.	25	
Junction Protection	Design and delivery of schemes to maintain junction safety. Given issues with emergency vehicle access this has been identified as an ongoing priority.	50	50
Scheme Development		150	200
Programme, Project and Scheme Development	Support for the development of programmes, projects and schemes including where new priorities are identified which meet MTS outcomes and/or unlock third party funding. Possible areas of interest include: Accessibility including identifying priority stations and interchanges. • Bus hubs and inter-bus interchange. • Bus service improvements and demand responsive services pilot. • Car clubs. • Controlled parking zones. • Delivering Healthy Streets at a local level. • LIP3 preparation. • Liveable Neighbourhoods bid preparation.	150	200

	Given the breadth of opportunities to be addressed and related funding opportunities, it is proposed that this allocation is only reduced to enable a balanced budget.		
Safe and Sustainable School Travel		113	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.	16	16
School Travel Measures	Programme of small grants and delivery of small capital schemes to help schools encourage cycling and walking. Incorporates the Cycling Grants for Schools allocation of £17k.	20	37
Cycling Grants for Schools	Has been incorporated into School Travel Measures allocation.	17	
Overall Programme	Local Transport Fund	0	100
Principal Road Maintenance	Funding to allow high priority principal road maintenance to be undertaken in the absence of funding from TfL, which has been cut from over £1m to nil. Due to the significantly lower level of funding available, the programme of work will be limited to smaller scale interventions rather than more	0	100

	comprehensive improvement schemes.		
--	------------------------------------	--	--

