

MUNICIPAL YEAR 2018/2019 REPORT NO. **89**

MEETING TITLE AND DATE:

CABINET
17th October 2018

REPORT OF:

Executive Director - Place

Agenda – Part: 1

Item: 8

**Subject: The Enfield Transport Plan
Incorporating Third Local Implementation
Plan (Statutory document)**

Wards: All Key Decision No: 4707

Cabinet Member consulted: Cllr G Dogan

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1. EXECUTIVE SUMMARY

The report provides details of The Enfield Transport Plan that includes Enfield's Third Local Implementation Plan. A Local Implementation Plan is a statutory document that must set out a plan of how a borough proposes to implement the London Mayor's Transport Strategy in its area. It gives London local authorities the opportunity to present their programme of transport initiatives and projects and to show how and when they will address local transport issues in an integrated manner that is consistent with the Mayor's Transport Strategy across London.

2. RECOMMENDATIONS

- 2.1 To approve the draft of the Enfield Transport Plan that includes Enfield's Third Local Implementation Plan (contained in Appendix A).
- 2.2 To approve delegation to the Cabinet Member for Environment to:
 - 2.2.1 Finalise the consultation draft of the Local Implementation Plan for submission to Transport for London and other statutory consultees by 2nd November 2018.
 - 2.2.2 Finalise the final version of the Local Implementation Plan following consideration of the Strategic Environmental Assessment and both the statutory and non-statutory consultation responses received. Final version to be submitted for Mayoral approval by 15th February 2019.
- 2.3 To note that a borough may revise its Local Implementation Plan at any time if it considers it appropriate, although this is likely only to happen in response to a significant change in local circumstances.

3. BACKGROUND

- 3.1 A Local Implementation Plan (LIP) is a statutory document, prepared under Section 145 of the Greater London Authority Act 1999, which sets out how a London borough proposes to implement the London Mayor's Transport Strategy (MTS) in the borough locally. A LIP must contain the borough's proposals for implementing the MTS in its area. The proposals must be adequate for the purposes of delivering the MTS and consistent with it.
- 3.2 Enfield's first LIP covered the period 2005/06 to 2010/11 and related to the implementation of the first London MTS. Enfield's second LIP covered the same period as the revised MTS up to 20 years in perspective and included more specific delivery proposals for the three-year period 2011/12 to 2013/14. A new Mayor of London was elected in May 2016 and a revised MTS was published in March 2018. Enfield's third LIP covers the same period as the latest MTS (notionally up to 2041) and includes more specific delivery proposals for the three-year period 2019/20 to 2021/22.
- 3.3 The boroughs are essential partners in the delivery of the MTS, working with local residents, businesses and other stakeholders to deliver change and improvements. The boroughs' projects address local needs while also satisfying higher-level aims and contributing to sub-regional or London-wide economic and environmental objectives.
- 3.4 Enfield's LIP identifies key local issues, challenges and opportunities, and what the Borough plans to deliver in terms of policies, schemes and programmes to contribute to achieving the aims and outcomes of the MTS.
- 3.5 Enfield's LIP is focused on delivering improvements on the transport network which the Council is responsible for, via a wide-ranging programme which includes:
- Cycling and walking infrastructure improvements through Cycle Enfield.
 - Encouraging active travel including through travel planning and measures to support people to walk and cycle.
 - Improving access to the public transport network with a focus on bus stops.
 - Making school travel more active, safe and sustainable.
 - Road safety measures including delivering Quieter Neighbourhoods.

- 3.6 Despite the breadth of the LIP programme, with limited funding available, there will be some issues which cannot be addressed. For this reason, evidence led prioritisation is important to make sure that limited resources are focused on areas with the greatest need, as well as where there are opportunities to achieve the most. It is also required in order to ensure that regional and local priorities are delivered in a cost effective and efficient manner.
- 3.7 Transport for London (TfL) will assess boroughs' LIPs on behalf of the Mayor to ensure that the requirements set out in previously provided guidance have been met. LIPs that meet the LIP guidance requirements will be recommended for formal approval by the Mayor. Where these requirements appear not to have been met, TfL may request that boroughs submit a revised LIP, within a given timescale, or may choose to meet with boroughs to discuss outstanding issues. The Mayor will then decide whether to approve LIPs that have been submitted. If the Mayor does not consider that a LIP satisfies the requirements set out in this guidance, or if a LIP is not submitted, the Mayor may exercise his powers under section 147 of The GLA Act and require a new LIP to be prepared or prepare one on behalf of the borough.
- 3.8 This third round of LIPs will become effective from April 2019. Boroughs are required to submit a draft for consultation to TfL, as a statutory consultee, by 2nd November 2018. It is for boroughs to decide when and how extensively they will consult with the other statutory consultees¹, however, they may consider it appropriate to do this at the same time as consulting with TfL. In the final version of the LIP, boroughs are required to provide evidence to show that all statutory consultees have been engaged with and demonstrate how their views have been taken into account. Other organisations/groups that have been consulted should also be identified.
- 3.9 Following completion of the consultation process, responses will be considered, and the LIP amended as necessary. The final version of the LIP will then be approved by the Cabinet Member for Environment prior to being submitted to TfL.
- 3.10 Having an agreed LIP is a requirement of receiving related funding from Transport for London which in 2018/19 is around £3.1m for Enfield and is currently forecast to be £2.7m in subsequent years

¹ Commissioner of Police of the Metropolis, TfL, organisations representing disabled people, other London boroughs affected by the LIP

3.11 THE MAYOR'S TRANSPORT STRATEGY (MTS) POLICY CONTEXT

3.11.1 The third MTS was published on 13 March 2018. The MTS details how London as a whole can address and tackle the transport challenges it faces. It aims to create new opportunities for Londoners by delivering affordable, reliable and safe transport services. In summary, the Mayor wants people to fundamentally change the way they move around the city as the current trends are increasingly causing problems for London.

3.11.2 The MTS explains how car dependency has contributed to an increase in poor public health across London. Streets can often be polluted, congested and dangerous – unwelcoming places to walk or cycle. Tube, rail and bus services can be overcrowded and sometimes unreliable and indirect, meaning there is no appealing alternative to car use for many.

3.11.3 To begin to resolve these problems, London must become a city where walking, cycling and green public transport become the most appealing and practical choices for many more journeys. These active and sustainable transport choices not only support the health and wellbeing of Londoners, but also the city as a whole by reducing congestion and providing the most efficient use of valuable street space.

3.11.4 The overarching aim of the strategy is for 80%² of all trips in London to be made on foot, by cycle or using public transport by 2041, compared to 63% today. A shift from car use to active, efficient and sustainable modes provides a long-term solution to the growth, health, environment and quality of life challenges that could undermine London becoming a more equitable, efficient, well-functioning and liveable city.

3.11.5 The Mayor's Transport Strategy sets out three priority areas for action by TfL, the London boroughs and other delivery partners. Under the three priority areas are nine outcomes of the MTS, these are defined as follows:

- **Healthy Streets and healthy people, including traffic reduction strategies**

² To achieve this overarching aim for London, some boroughs may need to achieve a higher mode share than 80%, while the expectation may be lower in other boroughs depending on the local context of population, the economy, the transport network and trip patterns. Each borough will need to contribute to the achievement of an individual trajectory, provided by TfL

- Outcome 1: London's streets will be healthy and more Londoners will travel actively
- Outcome 2: London's streets will be safe and secure
- Outcome 3: London's streets will be used more efficiently and have less traffic on them
- Outcome 4: London's streets will be clean and green
- **A good public transport experience**
 - Outcome 5: The public transport network will meet the needs of a growing London
 - Outcome 6: Public transport will be safe, affordable and accessible to all
 - Outcome 7: Journeys by public transport will be pleasant, fast and reliable
- **New homes and jobs**
 - Outcome 8: Active, efficient and sustainable travel will be the best option in new developments
 - Outcome 9: Transport investment will unlock the delivery of new homes and jobs

3.11.6 Achieving these outcomes and the magnitude of the desired change set out in the MTS will require the boroughs and TfL to work together to develop the right solutions.

3.11.7 A LIP must contain the borough's proposals for implementing the MTS in its area, a timetable for implementing the different proposals and the date by which all the proposals will be implemented. The proposals must be adequate for the purposes of delivering the MTS and consistent with it. Section 151 of the Greater London Authority Act 1999, states that a borough council 'shall implement all the proposals' contained in its LIP. The timetable and the deadline for implementation will also be assessed for adequacy by the Mayor.

3.11.8 It should be noted that even if a borough does not receive TfL funding, there is still a requirement to produce a LIP.

3.12 DEVELOPING ENFIELD'S TRANSPORT PLAN AND LIP

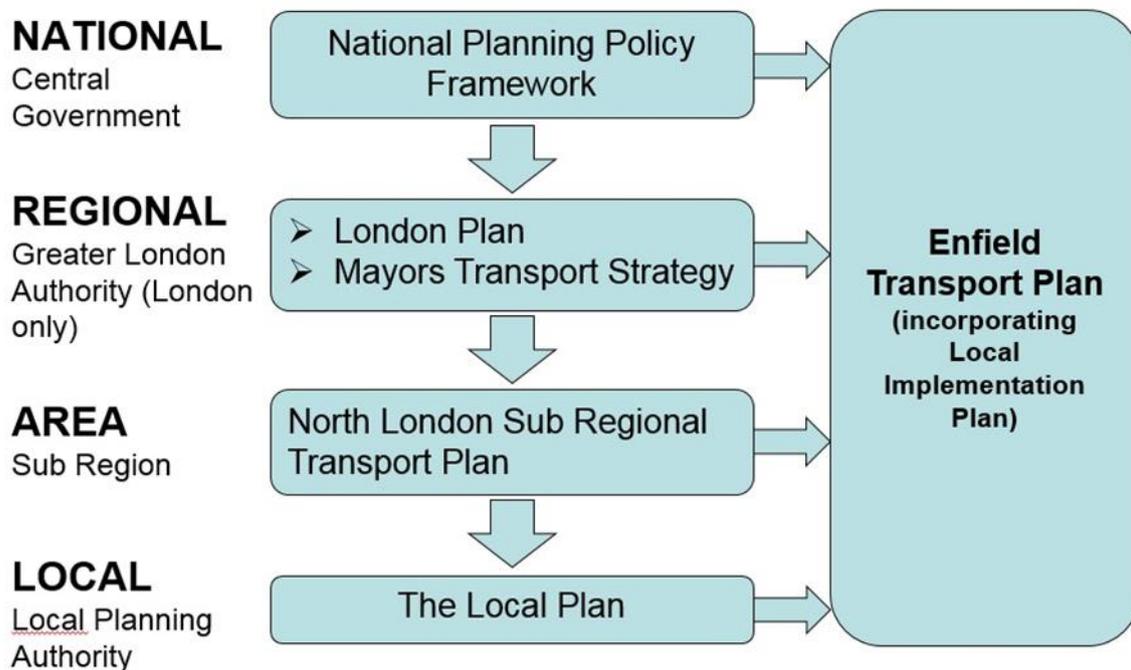
3.12.1 The LIP3 guidance documentation produced by TfL states that boroughs may name their LIP document in a way that complements a wider set of local planning or policy documents. However, it must be clear from the title or sub-title of the document that it is the borough's LIP.

3.12.2 We have drafted a Transport Plan (TP) that sets out how, in the context of the LIP process, the Council will improve travel to, within and from the borough and contribute to

wider economic, social and environmental objectives with a particular focus on improving health outcomes for our residents. It includes priorities and objectives for the borough with targets and outcomes to monitor progress with delivering the TP. The plan incorporates the requirement of Enfield's LIP in helping to deliver the MTS.

- 3.12.3 The important role of transport in improving health has been recognised and reflected in the TP. The biggest role of transport in health in Enfield is a positive one; it is the main way that people stay active. This is vital as everyone needs to be physically active every day to prevent a wide range of illnesses including heart disease, stroke, depression, type 2 diabetes and some cancers.
- 3.12.4 The health benefits delivered by Enfield's streets go far beyond the physical activity that people get from walking and cycling in the borough, although this is the biggest benefit and has great potential for health improvements in the future. Increased walking and cycling offers many other advantages including cleaner air, less noise, more connected neighbourhoods, less stress and fear, and fewer road traffic injuries. These issues are all connected, and to deliver the biggest benefits from more walking and cycling we need to ensure our streets invite people to walk and cycle whenever possible.
- 3.12.5 The TP does not set out binding policies, rather it pulls together key objectives, policies, themes and priorities from other documents and, in the context of the MTS and the transport network Enfield has responsibility for, looks at what can be delivered in the next three to five years given the resources we have at our disposal. This time period means the TP will extend to beyond the next London Mayoral election and then be ready for updating prior to local elections and the next funding periods for both national rail and TfL.
- 3.12.6 A longer time period was considered, as was the production of a formal Transport Strategy, however the development of a new Local Plan, which will include a range of longer term policies and priorities relating to transport, has guided us towards preparing a shorter-term plan which is focused on delivering transport services and networks which address existing challenges and prepare for longer term growth.
- 3.12.7 The TP also acts as bridge between existing planning documents and the new Local Plan, which will set out strategic policies and priorities in relation to transport.

3.12.8 The relationship between the TP and other key strategic documents is summarised in the chart below:



3.12.9 In line with LIP requirements, the TP will also detail our three-year programme of investment (2019/20 to 2021/22).

3.12.10 In developing the TP we have sought to:

- Set out an evidence base, clearly articulate short-term priorities for investment and highlight future requirements.
- Outline how the Council will achieve the MTS vision and priorities, while remaining locally relevant.
- Maintain ownership of our own programmes and retain the flexibility to reflect local circumstances.
- Identify opportunities to integrate transport improvements with wider local economic, social, health and environmental objectives.
- Build a framework to support the development of future policy documents or action plans including the Local Plan.

3.12.11 As well as the TP, there should also be a suite of supporting documents produced which will be developed in line with other programmes of work, including the Local Plan. These are likely to include a longer-term Transport

Strategy, Cycling and Walking Strategies along with supporting action plans.

3.13 THE STRUCTURE OF ENFIELD'S TP/LIP

3.13.1 The TP structure reflects the requirements of the LIP3 TfL guidance. The TP/LIP consists of:

- Foreword
- Section 1: Executive summary
- Section 2: Introduction to Enfield's Transport Plan
- Section 3: Enfield today
- Section 4: Challenges and opportunities
- Section 5: Our strategy for Enfield and Borough transport objectives
- Section 6: Delivering change
- Section 7: Performance monitoring
- Appendices

3.13.2 Section 3 provides the context for transport and travel in Enfield. An overview of the borough supported with evidence and facts.

3.13.3 Section 4 details our key challenges and opportunities and sets out the relevant policy context to which we must respond. This section also details our major regeneration plans and our aspirations for major transport improvement schemes.

3.13.4 Section 5 sets out Enfield's vision and the objectives of the TP. This section sets out the relationship between local challenges and MTS challenges, how meeting these will satisfy the MTS vision and priorities. It identifies local objectives that reflect both local and Mayoral priorities.

3.13.5 Section 6 sets out how the Borough will achieve its transport objectives. The centrepiece of the Plan is a costed and funded Programme of Investment, covering the period 2019/20 to 2021/22 and reflects the LIP funding settlement under TfL's Business Plan. The Programme of Investment sets out the measures and projects designed to effect delivery of the Borough's TP/LIP objectives and the policies and proposals in the MTS.

3.13.6 Section 7 identifies the targets and indicators which will be used to monitor progress against our objectives. This section of the Plan sets out the indicators and targets to be used to assess progress against delivery of TP/LIP

objectives and MTS outcomes; it is this that will determine our success or otherwise.

3.14 ENFIELD'S PRIORITIES AND OBJECTIVES

3.14.1 An important element of the TP is to define a set of evidence-based objectives which guide our work going forward. Seven objectives have been included in this initial draft. The objectives consider:

- Local challenges and opportunities.
- Our identified priorities.
- Emerging local priorities including those arising from the implementation of new policies and approaches as well as the early outputs of the Local Plan
- The MTS.

3.14.2 The central aim of the MTS is to create a future London that is not only home to more people, but also a better place for all those people to live in by adopting the Healthy Streets Approach. This means changing the transport mix and adopting a spatial approach to transforming the transport system.

3.14.3 Reducing Londoners' dependency on cars in favour of increased walking and cycling levels and greater public transport use will address health problems, make transport safer, reduce inequalities and limit environmental impact.

3.14.4 Paragraph 3.11.5 sets out the Mayor's identified priority areas for action by TfL, the London boroughs and other delivery partners. In preparing our local objectives a set of specific local priorities have been identified based on our challenges with a focus on health outcomes:

- Making active travel the natural choice, particularly for those trips less than 2km in length.
- Making more school trips safe, sustainable and healthy.
- Reducing the impact of private vehicles on our streets.
- Making the public transport network more reliable, accessible and the natural choice for longer trips.
- Maintaining our assets for the benefit of the public.

3.14.5 The below listed transport objectives have been identified following discussions with internal and external stakeholders (including the Cabinet Member for Environment). They are intended to be locally relevant

(rather than generic London wide objectives) as well as deliverable with the funding and time available:

- Deliver Cycle Enfield and supporting measures which encourage more cycling and walking in the borough.
- Promote safe, active and sustainable transport to and from schools.
- Monitor air quality and develop and deliver interventions which address local issues.
- Manage growing demand for on-street parking.
- Focus on and improve priority locations making them safer for vulnerable road users.
- Improve local reliability of and accessibility to the public transport network.
- Maintain and improve the transport network in Enfield including developing potential interventions.

3.14.6 Appendix B contains further information about the borough transport objectives and demonstrates how they support the policies of the MTS, Sub Regional Transport Plan and local priorities.

3.15 CONSULTATION AND TIMESCALES

3.15.1 A public consultation was carried out by the Mayor of London on the MTS, 6,110 public responses and 476 responses from stakeholders and businesses were received, this generated 43,550 discrete comments.

3.15.2 Section 145 (2) of The GLA Act places a duty on boroughs to consult the following persons or bodies when preparing their LIP:

- The relevant Commissioner or Commissioners of Police for the City of London and the Metropolis.
- Transport for London.
- Such organisations representing disabled people as the boroughs consider appropriate.
- Other London boroughs whose area is, in the opinion of the council preparing the LIP, likely to be affected by the plan.
- Any other body or person required to be consulted by the direction of the Mayor.

3.15.3 There is no requirement for a public consultation and timescales are short with the draft document requiring internal approval before being submitted for statutory consultation (to the above mentioned organisations) by 2nd November, 2018.

3.15.4 However, to gather the views of local stakeholders on the main elements of the Plan, a summary leaflet was sent out to those groups on the engagement database maintained by the Council's Consultation and Resident Engagement Services Team, as well as being placed on the public consultation section of the Council's website. In addition to this a presentation was given to the Public Transport Consultative Group (PTCG) meeting.

3.15.5 This draft takes into account comments received and the final version of the Plan will incorporate further comments from the statutory consultees.

Timescale	Activity - Milestone
October 2018	Cabinet Meeting.
November 2018	Statutory consultation on draft TP starts. This includes formal consultation with TfL and other GLA functional bodies.
December 2018	TfL responds to boroughs, advising on adequacy of their LIPs and other statutory requirements.
February 2019	Submit final TP/LIP to TfL for approval (amended LIP in response to consultation, including TfL's recommendations)
March 2019	Mayoral approval of final version of LIP

4. ALTERNATIVE OPTIONS CONSIDERED

4.1 The Council has a statutory duty to prepare a LIP and the form and content of the document are specified in detailed guidance prepared by TfL. There are therefore very limited alternative options in terms of the need for and basic structure of the LIP³. However, there is some flexibility for the Council to develop programmes that meet its own transport priorities, providing that they also help with the implementation of the Mayor's Transport Strategy.

5. REASONS FOR RECOMMENDATIONS

5.1 The submission of the LIP and obtaining approval for the LIP are essential to qualify for the annual transport grants, which Enfield will benefit from to the order of £2.5+ million each year. The recommendations are seeking the necessary approvals that will enable the Council's Borough Annual Spending Submission to be submitted to TfL.

5.2 There is an obligation imposed by legislation to prepare a LIP. Even if a borough receives no TfL funding, there is still a requirement to produce a LIP.

6. COMMENTS OF OTHER DEPARTMENTS

6.1 Financial Implications

6.1.1 Expenditure, once approved by Transport for London, is fully funded by means of direct grant; hence no costs fall on the Council.

6.2 Legal Implications

6.2.1 The Mayor's Transport Strategy provides the framework for the development of LIPs by London Boroughs; it also provides the basis for the assessment and approval of annual grant applications.

6.2.2 Section 145 of the Greater London Authority Act 1999 ('the GLA Act'), states that London local authorities must prepare Local Implementation Plans containing their proposals for the implementation of the Mayor's Transport Strategy in their areas.

6.2.3 Under the Greater London Authority Act 1999, The Mayor of London 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 Mayor's Transport Strategy as agreed through the borough's approved LIP.

6.3 Property Implications

6.3.1 There are no property implications at this stage on the Enfield Transport Plan.

6.3.2 When individual schemes are identified specific property implications will be provided.

7 KEY RISKS

7.1 The key risks relating to the LIP are identified in the table below, along with associated mitigation measures.

Risk Category	Comments/Mitigation
Strategic	Risk: No clear direction for future transport investment in Enfield Mitigation: LIP produced in conjunction with Local and Corporation Plan.

Risk Category	Comments/Mitigation
Financial	<p>Risk: TfL will not provide grant funding for local transport schemes</p> <p>Mitigation: Compliant LIP produced in line with TfL guidance</p>
Reputational	<p>Risk: Failure to submit LIP on-time.</p> <p>Mitigation: Approval times built into programme to ensure submission of final document by February 2019.</p>
Regulatory	<p>Risk: Failure to comply with statutory requirements.</p> <p>Mitigation: LIP discussed with TfL officers at key stages and produced in accordance with TfL guidance.</p>

8 IMPACT ON COUNCIL PRIORITIES – CREATING A LIFETIME OF OPPORTUNITIES IN ENFIELD

8.1 The Council has three key strategic aims, which are integral to the delivery of Council services. These are **Good homes in well-connected neighbourhoods**, **Sustain strong and healthy communities** and **Build our local economy to create a thriving place**. This report indicates how the ETP and LIP3 will contribute towards the achievement of these aims and the new Corporate Plan.

8.2 Good homes in well-connected neighbourhoods

8.2.1 The proposed LIP activities represent vital investment in the improvement and renewal of the transport infrastructure, particularly supporting regeneration and environmental enhancements with clear beneficial impact on climate change. The LIP is also informed by and supports the LDF Core Strategy and associated evolving Local Plan. LIP schemes and activities will contribute positively towards the delivery of good homes, improving the connectivity of existing neighbourhoods.

8.3 Sustain strong and healthy communities

8.3.1 The impact of LIP proposals are positive on disability groups, disadvantaged groups and disadvantaged areas. Particular elements of work related to the improvement and promotion of sustainable modes of travel will enhance the cohesion of communities. Several LIP projects and programmes have emphasis on community engagement and safety. The consultation process carried

out for new schemes allows the representation and input of all interest groups.

8.3.2 The policies, programmes and initiatives contained within the ETP will help us improve the ease in which we travel in the borough, encourage sustainable and active travel helping us to manage environmental problems related to congestion, local air quality, reduce our impact on climate change and improve health, safety and accessibility for all in our communities.

8.3.3 The LIP falls within the scope of the Strategic Environmental Assessment Directive and an Environmental Report is currently being prepared to assess the implications of the LIP prior to its submission to the statutory consultees in November 2018. This assessment is being undertaken to ensure that the proposals put forward within this LIP do not result in harm to the environment.

8.4 Build our local economy to create a thriving place

8.4.1 The evolving Local Plan is the overall strategic plan for Enfield, setting out an integrated economic, environmental, transport and social framework for the development of Enfield over future years. The Local Plan will set out the framework for the development and use of land in Enfield, linking in improvements to infrastructure (especially transport); setting out proposals for implementation, coordination and resourcing. The ETP and its proposals, will support the Local Plan helping to ensure that Enfield reaches its full economic potential; supporting local businesses, attracting investment; increasing jobs and business growth; supporting and empowering the voluntary and community sector; whilst building strong and sustainable futures for our residents, the environment and the economy as a whole.

8.4.2 Several of the objectives contained in the ETP will help enhance people's ability to reach their full potential by improving accessibility for sustainable modes of transport making it easier for people access opportunities in Enfield and further afield.

9 EQUALITIES IMPACT IMPLICATIONS

- 9.1 In developing our objectives/proposals we have had regard to TFL's equality objectives specifically the commitment to:
- Provide accessible transport services and a consistent customer service that meets the needs of all customers

- Ensure access to London's transport infrastructure so that more people can make the most of life in the Capital
- Provide safe travel in London so that fewer young people, women and people from BAME communities are deterred from travelling because of safety concerns
- A transport system that promotes and improves the health of all Londoners
- Engage with more of London's diverse communities to effectively inform, develop and deliver our strategies, services and programmes

9.2 Given the scale of the Enfield TP and associated funding, it requires the preparation of an Equality Impact Assessment (EqIA). This was undertaken in parallel with the preparation of the final draft report.

9.3 The EqIA examined the proposed strategy, socio-demographic data gathered in relation to the LIP and the available information on the outcomes of the policies. Based on this, and using professional judgement, it identified several disproportionate impacts that may occur on Equalities Groups because of the implementation of the proposed strategy.

The key beneficial impacts relate to:

- Measures to encourage active travel, particularly to and from schools, will benefit people in many of the protected groups. The health benefits to many older and/or disabled people with respiratory illnesses will be greater than for the general population. Similarly, children and young people are particularly vulnerable to air pollution as their respiratory systems are still developing, and therefore also will benefit disproportionately. The health benefits for children from greater participation in active travel also will be greater than for the general population.
- Actions to improve air quality are likely to benefit older and/or disabled people with respiratory illnesses more than for the general population. Similarly, children and young people also will benefit disproportionately.
- Managing growing demand for on-street parking may benefit some of the protected groups, especially where they are afforded greater priority in parking allocations.
- Older people, children and disabled people are more vulnerable road users, and will disproportionately benefit from improvements in road safety.
- Policies to improve the reliability and accessibility of public transport will benefit protected groups with a greater reliance on public transport than the public at large to a disproportionate extent.

- 9.4 The EqIA identified that there may be an adverse impact on people on lower income due to increases in parking charges as part of policies to manage on-street parking. This will need to be assessed further to understand the actual impact (including whether proposed charges are significant in terms of the overall running costs of a private car), particularly given that low income groups are less likely to own a car, with any potential mitigation balanced against the wider aims of the LIP3 including the intention to reduce health inequalities.
- 9.5 It should be noted that in drafting the ETP and LIP3, reducing inequality has been at the core with a focus on health outcomes.
- 9.6 The ETP / LIP3 looks extensively at Enfield's key challenges and considers what role transport can play in addressing them. What is apparent is that there are serious health inequalities across the borough and that promoting safe, sustainable and active travel can go some way to addressing these. For these reasons the strategic priorities focus on health:
- Making active travel the natural choice, particularly for those trips less than 2km in length
 - Making more school trips safe, sustainable and healthy
 - Reducing the impact of private vehicles on our streets
 - Making the public transport network more reliable, accessible and the natural choice for longer trips
 - Maintaining our assets for the benefit of the public
- 9.7 It should also be noted that existing larger scale programmes, including Cycle Enfield, have been subject to strategic equality impacts assessments, while individual schemes and interventions take account of equality impacts as part of their development and delivery lifecycles.

10 PERFORMANCE MANAGEMENT IMPLICATIONS

- 10.1 Obtaining approval for the LIP is an absolute legal condition to be entitled to the LIP transport expenditure grants in the order of £2.5+ million annually. The continued availability of the funds into the future from 2019 onwards is legally dependent on having an approved LIP by March 2019. The unavailability of LIP funding will very directly and detrimentally affect the delivery of transport initiatives and schemes on street. The negative impact will be substantial and fall on all sections of residents and visitors. Enfield's LIP activities will have clear and direct bearing upon on other services as the programmes aid regeneration, improve public health and contribute to the wider aims and goals of other departments.

11 HEALTH AND SAFETY IMPLICATIONS

- 11.1 There are no direct health and safety complications from the LIP. Individual schemes implemented through LIP funding may need to be subject to Health and safety considerations through individual scheme level reports as appropriate.

12 PUBLIC HEALTH IMPLICATIONS

- 12.1 Transport is one of the fundamental determinants of health; it may be health-damaging or health promoting. The LIP as outlined here will make transport in Enfield much more health-promoting by increasing physical activity and reducing the health costs of motorised transport. It will increase physical activity by making this part of everyday life e.g. walking or cycling as a normal, everyday transport mode. Achieving a modal shift towards active travel will also reduce the health damaging effects of motorised transport e.g. road traffic injuries, air pollution, community segregation and noise. Such is the effect of physical activity upon health that it has been calculated that a modal shift to levels of active transport in The Netherlands would save the NHS £17 billion per year. This would be achieved through savings in treating Type 2 diabetes, heart disease, stroke, some cancers, musculo-skeletal disease and dementia. Improving the walking and cycle infrastructure would also be likely to positively impact upon health inequalities as income or wealth would become a less significant factor in a person's ability to travel within the borough e.g. access to employment, healthcare, social networks etc.
- 12.2 Reducing obesity is a priority for Enfield, as outlined in the Borough's Health and Wellbeing Strategy. 61.4% of adults are classified as overweight or obese (ALS, 2016). Data for academic years 2014/15 to 2016/17 shows that the average prevalence of excess weight in year 6 pupils is 41.5%. This is significantly higher than London (37.9%) and England (33.87%) averages. If left unchanged, this situation will lead to serious health complications later in life, such as diabetes, heart disease and cancers.
- 12.3 At the heart of the plan is improving people's health. Our local priorities reflect this, with a focus on making travel more sustainable, active and safe.
- 12.4 Creating an environment where people actively choose to walk and cycle as part of everyday life can have a significant impact on public health and has the potential to reduce health inequalities. It is an essential component of a strategic approach to increasing physical activity and may be more cost-effective

than other initiatives that promote exercise, sport and active leisure pursuits.

- 12.5 Increased walking and cycling offers many other advantages including cleaner air, less noise, more connected neighbourhoods, less stress and fear, and fewer road traffic injuries.
- 12.6 More walking and cycling also has the potential to achieve related policy objectives:
- Supports local businesses and promotes vibrant town centres
 - Provides a high-quality, appealing public realm
 - Reduces road danger and noise
 - Increases the number of people of all ages out on the streets, making public spaces seem more welcoming and providing opportunities for social interaction and children's play
 - Provides an opportunity for everyone, including people with impairments, to exercise and enjoy the outdoor environment
- 12.7 There is an extensive evidence base for effective action on active travel. The most relevant review has been conducted by BICE, looking specifically at local measures to promote active transport³.
- 12.8 The policies, programmes and initiatives within the TP will help us improve the ease in which we travel in the borough, encourage sustainable and active travel helping us to manage environmental problems related to congestion, local air quality, reduce our impact on climate change and improve health, safety and accessibility for all in our communities. This supports Public Health's efforts to embed Health in all Policies across the Council.

Background Papers

None.

³ National Institute for Health and Care Excellence. Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation. London 2012.

Appendix A – Draft copy of ‘The London Borough of Enfield Transport Plan 2019, including the third Local Implementation Plan’