

MUNICIPAL YEAR 2018/2019 REPORT NO.

ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

PORTFOLIO DECISION OF:

Cllr Guney Dogan
Cabinet Member for Environment

REPORT OF:

Executive Director - Place

Agenda – Part: 1	KD Num: 4825
Subject: Enfield Transport Plan / Local Implementation Plan 3 – Final Version	
Wards: All	

Contact officer and telephone number: Dominic Millen, 020 8379 3398

Email: dominic.millen@enfield.gov.uk

1. EXECUTIVE SUMMARY

This report provides an update on the preparation of the final version of the Enfield Transport Plan (ETP), incorporating Enfield's Third Local Implementation Plan (LIP3), following Cabinet approval of a final draft version in October 2018. This report also seeks agreement from the Cabinet Member for Environment, under delegated authority from the Cabinet, to the submission of the final version of the ETP and LIP3.

2. RECOMMENDATIONS

- 2.1 The Cabinet member to note the changes made to the Enfield Transport Plan, incorporating Enfield's third Local Implementation Plan since the final draft version was approved by Cabinet under Key Decision Number 4707.
- 2.2 Using authority delegated from the Cabinet, the Cabinet Member agrees to the submission of a final version the Enfield Transport Plan, that includes Enfield's Third Local Implementation Plan, to Transport for London with the aim of seeking the approval of the Mayor of London.
- 2.3 The Cabinet Member 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 and would subsequently require Cabinet Member approval.

3. BACKGROUND

- 3.1 A Local Implementation Plan (LIP) is a statutory document, prepared under Section 145 of the Greater London Authority (GLA) 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 A draft of Enfield's Transport Plan (ETP), including Enfield's Third Local Implementation Plan (LIP3), was approved by Cabinet on the 17th October 2018 under Key Decision Number 4707. Following on from this the draft document was sent out for statutory consultation.
- 3.3 Following completion of the statutory consultation process as required by the GLA Act 1999, responses have been considered, and the ETP/LIP3 has been amended as is appropriate and necessary for it to meet the requirements of the related LIP guidance published by Transport for London (TfL).
- 3.4 TfL has assessed the final draft of Enfield's LIP on behalf of the Mayor to ensure that the requirements set out in previously provided guidance had been met. Copies of TfL's response to Enfield's draft LIP submission and Enfield's proposed reply are contained in Appendix A.
- 3.5 Our response letter contained in Appendix A outlines the changes we have made to the ETP/LIP, the key differences between the Draft ETP/LIP that was approved at Cabinet and the final version of the document contained in Appendix B.
- 3.6 The final version of the LIP needs to be approved by the Cabinet Member for Environment prior to being submitted for final approval by TfL and then, assuming it meets the statutory requirements, the GLA (acting on behalf of the Mayor of London).

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 is essential to qualify for the annual transport grants, which Enfield will benefit from to the order of £2.5+ million each year. The recommendations include the Cabinet Member approval necessary to enable the submission of the LIP and, assuming it receives TfL and Mayoral approval, the unlocking of LIP funding.
- 5.2 As noted in the previous approval report, 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 FROM OTHER DEPARTMENTS

6.1 Financial Implications

- 6.1.1 Expenditure, once approved by TfL, is fully funded by means of direct grant; hence no costs fall on the Council.
- 6.1.2 Delivery of the full Cycle Enfield programme is contingent on LIP funding.

6.2 Legal Implications

- 6.2.1 The MTS 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 GLA Act 1999, states that London local authorities must prepare LIP's containing their proposals for the implementation of the MTS in their areas.
- 6.2.3 Under the GLA 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 MTS as agreed though 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	<p>Risk: No clear direction for future transport investment in Enfield</p> <p>Mitigation: LIP produced in conjunction with Local and Corporation Plan.</p>
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 including statutory consultation 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 has been undertaken to assess the implications of the LIP prior to its submission for Mayoral approval in February 2019. This assessment is contained in Appendix C. The SEA concludes that no significant adverse environmental effects will result from the implementation of the Transport Plan and LIP in Enfield.

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 has required 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 EqlA 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 AND DATA 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 31st March 2019. The removal 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 transport¹.

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.

¹ 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.