



London Borough of Enfield

Title of Report:	Grant funding allocations for 2023/24 for transport and place making projects
Report to:	Cabinet Member for Environment
Date of Report:	May 2023
Cabinet Member:	Cabinet Member for Environment
Directors:	Brett Leahy, Director of Planning & Growth
Report Author:	Oksana Selivanova, Journeys & Places Governance Manager
Ward(s) affected:	All
Key Decision Number	KD 5622
Implementation date, if not called in:	TBC
Classification:	Part I Public
Reason for exemption	Not Applicable

Purpose of Report

1. The purpose of this report is to set out and seek approval of funding for FY 23/24. This funding, which is predominately external grants, will enable the continued delivery of the Journey & Places Programme for FY23/24 alongside bus priority and road safety schemes to be delivered by Highways, Traffic and Parking Services.

Recommendations

I.	Approve the expenditure of £5.5m against the project allocations set out in paragraphs 4 to 7.
II.	Approve the potential alignment of additional S106 contributions to these projects as outlined in para 8.
III.	Agree to delegate authority to the Director of Planning & Growth, in consultation with the Cabinet Member, to approve any in-year changes to the programme.
IV.	Note that individual projects will be subject to their own approvals ahead of any implementation.

Background

2. Through the Local Implementation Process (LIP) Transport for London (TfL) provide annual grants to boroughs to enable progression towards the aims of the Mayors Transport Strategy. TfL have provided funding from a series of separate funding streams, which are as follows:
 - a. Safer Corridors and Neighbourhoods
 - b. Cycleways Network Development
 - c. Bus Priority
 - d. Liveable Neighbourhoods
 - e. Cycle Training
 - f. Cycle Parking
3. Projects associated with these funding streams are delivered by both the Journey & Places (J&P) programme and Highways, Traffic & Parking Service (HT&P). This report seeks only to approve the financial allocation and to enable project management, engagement, consultation and design costs to be incurred. Any implementation of the projects outlined would be subject to further individual project approvals following any appropriate consultation.
4. TfL have provided confirmation of the allocations for FY23/24. TfL and the Borough have agreed project proposals, which are set out in tables 1 – 4 below:

Table 1: TfL LIP funding under Safer Corridors & Neighbourhoods programme

Projects delivered by Journey and Places (J&P) Programme	GBP, 000	Revenue/ Capital
Quieter Neighbourhoods	200	Capital
School Streets	300	Capital
Access to bikes (includes inclusive cycling scheme, Dr Bikes and cargo bike initiatives)	290	Revenue
Strategic Monitoring	48	Revenue
Wayfinding & Mapping	31	Revenue
Green Lanes/Hedge Lane junction improvement	50	Capital
Shared mobility bays	62	Capital
Community Engagement & Events	40	Revenue
Research and resident outreach	20	Revenue

Cycle parking at stations	60	Capital
Total	1,101	
Projects delivered by Highways, Traffic and Parking (HT&P) Programme		
Junction Protection	30	Capital
Green Lanes Safety Scheme	90	Capital
Station Road Safety Scheme	90	Capital
Total	210	
Total funded by TfL Safer Corridors & Neighbourhoods programme	1,311	

Table 2: TfL LIP funding under Cycleways Network Development - delivered by J&P

Scheme Name	GBP, 000	Revenue/ Capital
A1010 South to New Middlesex Hospital	66	Capital
Enfield Town to Broxbourne	600	Capital
Enfield Town to Ponders End Station Walking & Cycling Route (Bush Hill Park to A10) ¹	10	Capital
Enfield Town to Ponders End Station Walking & Cycling Route design and build 3 sections	150	Capital
Enfield Town to Ponders End (Bush Hill Park)	360	Capital
New River to Brick Lane Walking and Cycling Route	100	Capital
Total	1,286	

Table 3: TfL LIP funding for Bus Priority - delivered by HT&P

Scheme Name	GBP, 000	Revenue/ Capital
Fore Street Northbound Bus Lane	15	Capital
Green Lanes Northbound Bus Lane	30	Capital
Bowes Road Bus Lane	25	Capital
A110 Bus Improvements	55	Capital
Hail & Ride Conversion	75	Capital
Mollison Avenue bus lane	20	Capital
Lee Valley Road bus lane	20	Capital
Total	240	

Table 4: TfL LIP funding under Liveable Neighbourhoods- delivered by J&P

¹ These are initial allocations to enable design work. However TfL have indicated that subject to progression, further amounts could be provided to the Borough and therefore the total amount received for Cycleway Network Development could potentially increase to an overall total of £2.5m for FY23/24.

Scheme Name	GBP, 000	Revenue/ Capital
Enfield Town	400	Capital
Total	400	

Table 5: TfL LIP funding under Cycle Training - delivered by J&P

Scheme Name	GBP, 000	Revenue/ Capital
Cycle training at schools and adults cycle training	233	Revenue
Total	233	

Table 6: TfL LIP funding for Cycle Parking - delivered by J&P

Scheme Name	GBP, 000	Revenue/ Capital
Cycle parking	36	Capital
Additional Cycle Parking	70	Capital
Total	106	

5. In addition to this LIP funding, TfL have provided an additional Healthy Streets Greening grant. The total funded by TfL for this scheme for FY23/24 is £277k.

Table 7: Healthy Streets Greening - delivered by J&P

Scheme Name	GBP, 000	Revenue/ Capital
Bowes Greening	277	Capital
Total	277	

6. In addition to the TfL funding, further grant funding is set out below:

Table 8: Additional funding – delivered by J&P for School Street project

Scheme Name	GBP, 000	Revenue/ Capital
DEFRA funding for School Streets	234	Capital
Total	234	

Table 9: Additional funding – delivered by J&P for Town Centres regeneration

Scheme Name	GBP, 000	Revenue/ Capital
UKSPF Capital funding for town centre development FY23/24, 24/25 (profile or spend to be determined)	1,015	Capital
UKSPF Revenue funding for town centre development FY23/24, 24/25 (profile of spend to be determined)	376	Revenue
Total	1,391	

UKSPF funding is to be spent in line with funding agreement conditions and focussed specifically on place shaping projects.

7. The funding outlined in the tables 1 – 9 above is a combination of both revenue and capital. A summary of the split is below.

Table 10: Split of funding by revenue and capital contribution

Capital expenditure	4,440
Revenue expenditure	1,038
Total	5,478

8. In addition to the funding outline above, throughout the year S106 transport funding from developer contributions can become available. If the funding conditions align with projects / initiatives that are currently in progression, then there is the potential for the overall budgets shown in Tables 1 – 9 to increase in year with S106 contributions. This report approves the principle of aligning with S106 transport contributions with the projects set out above.

Preferred Option and Reasons For Preferred Option

9. The preferred option is for the Council to accept the funding grants that are available in order to be able to continue work to decarbonise transport and bring forward place making improvements across the Borough.

Relevance to Council Plans and Strategies

10. The projects identified within this report are able to contribute to the Council Plan in the following ways:
- a. **Clean and green spaces** – projects will include the delivery of improved public realm, including additional greenery and longer-term contribute towards greater levels of sustainable transport.
 - b. **Safe, healthy and confident communities** – projects will help contribute towards a safer borough and through increasing transport choices helping enable healthier lifestyles.
 - c. **Thriving children and young people** – projects will help improve the borough for future generations and individual project consultations will actively seek the input of young people to help shape their design.

- d. **More and better homes** – projects will help create improved connections with current and future active travel routes, enabling more transport choices for local neighbourhoods to travel in sustainable ways.
- e. **An economy that works for everyone** – projects will contribute towards developing a town centre that is vibrant, healthy and inclusive.

Financial Implications

Drafted by Atul Lad (22/06/2023), amended by Atul on 5/07.

Summary

- 11. This report is requesting approval to spend £5.5m of grant money across the various projects detailed in the main body of the report. £4.4m is capital expenditure and £1.04m is revenue.
- 12. The programme of works is funded from a combination of grant money from TFL (£3.85m), UK Shared Prosperity Fund (£1.4m) and DEFRA (£0.23m).

Revenue Budget Impact

- 13. The revenue budget will incur expenditure of £1.04m with corresponding grant income to have a net impact of nil.
- 14. Revenue grant funds of £1.04m from TFL and UKSPF will fund the cycle training programme for £233k, safe corridors and neighbourhood programme for £429k and £376k on the town centre regeneration scheme.

Capital Budget Impact

- 15. The 2023/24 capital programme approved by full Council in Feb-23 includes an allocation of £4.4m budget for the works detailed in this report. These works are funded from £4.4m of external grant.
- 16. Table below sets out the grant amounts from each funding body, totalling £4.4m:

Grant programme	Funding Bodies			Grand Total
	DEFRA	TFL	UKSPF	
Safer Corridors & Neighbourhoods programme		£0.88m		£0.88m
Cycleways Network Development		£1.29m		£1.29m
Bus Priority		£0.24m		£0.24m
Liveable Neighbourhoods		£0.40m		£0.40m
Cycle Parking		£0.11m		£0.11m
Healthy Streets Greening		£0.28m		£0.28m
Air Quality	£0.23m			£0.23m
Communities and Place – Town Centre Regeneration			£1.00m	£1.00
Grand Total	£0.23m	£3.19m	£1.00m	£4.43m

- 17. The expenditure and funding are all currently include within the capital programme.

Borrowing

18. The Journey and Places department has secured £1m of capital UK Share Prosperity Funding which will be allocated to the town centre regeneration programme. This will fund the town centre regeneration programme and reduce council borrowing by £1m over 2023/24 and 2024/25.

Taxation

19. The council will reclaim all VAT on expenditure through its regular submissions for input VAT. No other known tax implications.

Accounting Treatment

20. Costs will be accounted for in compliance with CIPFA capitalisation guidance. Any costs that cannot be capitalised will be charged to the revenue budget.
21. Costs within this programme have been split according to capital and revenue. Those costs that are capital will enhance the public realm and road/pathways network to create safer and environmentally spaces and meet the requirements to be capitalised.
22. Grants will be accounted for in compliance with IAS 20 grant income. Grant income will be applied in the year relevant spend is incurred and complies with the grant conditions.

Risks

23. Main Risks and mitigations shown in the table below:

Risks	Mitigations
Grant funding is withdrawn from the funding body	Grant agreements will be in place prior to any spending incurring. This secures the funding. Should funding be withdrawn all works and expenditure will be stopped until alternative funding is sourced.
Expenditure is greater than the grant money agreed	Regular budget monitoring with updates on forecasted spend will take place. Where it appears costs will exceed funding action will be taken to source additional funding or descope works to stay within budget.

Legal Implications

Legal implications provided by EP and SM on 27.06.2023

24. Council must comply with all grant conditions under which grants are provided, including achieving any milestones, deadlines or grant objectives. Grant monies can be clawed back by DEFRA the grant funder, if not used in accordance with the

grant conditions and this issue should also be checked for the TfL grant. Therefore, if any grants are granted to third parties by the Council to achieve the goals of the programmes, they must be subject to grant agreements that contain grant conditions that are back to back with the DEFRA and TfL grant conditions as appropriate, including the ability to claw back monies where grants are not used in accordance with the grant conditions. Any grants given must also comply with the new UK based Subsidy Control Act 2022 and any related guidance.

25. Contracts for works, services or supplies that are to be awarded to achieve the goals of the programmes from DEFRA and TfL respectively are required to follow proper procurement and quote processes depending on the value and type of contract to be awarded. This means that officers must follow the Council Constitution in awarding contracts and in particular the Contract Procedure Rules (CPRs) and where applicable the Public Contracts Regulations 2015 as amended, and the Concession Contracts Regulations 2016, as amended.
26. In addition, officers should ensure that any grant conditions from DEFRA and TfL that require certain procurement processes to be followed in the award of contracts are carefully complied with as these are not necessarily the same or consistent with the Council's own CPRs.
27. Section 106 agreements are legally binding agreements between the Council as the local planning authority and a developer/ landowner. Monies and obligations pursuant to such agreements must be spent or provided in accordance with any contractual provisions contained therein. Therefore, any spend needs to accord with the defined purpose, as well as following the Council's relevant decision-making processes on spending.
28. In line with the Public Sector Equality Duty, the Council must have due regard to the need to eliminate discrimination and advance equality of opportunity, as set out in section 149 of the Equality Act 2010 (the Act). It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Section 149 of the Act requires public authorities to have due regard to several equality considerations when exercising their functions. The main objective of the duty is to ensure public policies and programmes are implemented fairly, in particular with regard to their impact on the protected characteristics identified above and the weight to be attached to it is a matter for the decision maker, bearing in mind the issues of relevance and proportionality. In this respect, it is noted that report confirms in the equalities implications section below that each project will be subject to the development of its own EQIA process.
29. In the event that grant agreements arise in connection with the matters described in this report, legal services will need to provide further input before any agreements are finalised.

Equalities Implications

Equalities Implications received from Lucy Nasby with response on 03.07.2023 - no comments on the implications in the report.

30. Local authorities have a responsibility to meet the Public Sector Duty of the Equality Act 2010. The Act gives people the right not to be treated less favourably because of any of the protected characteristics. The needs of diverse groups when

designing and changing services or budgets need to be considered, so that the decisions do not unduly or disproportionately affect access by some groups more than others. The Public Sector Duty Act 2010 requires Local Authorities, in the performance of their functions, to:

- a. Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
 - b. Advance equality of opportunity between people who share a protected characteristic and those who do not.
 - c. Foster good relations between people who share a protected characteristic and those who do not.
31. This report sets out the details of the funding that will enable the progression of project in FY23/24. Each project will be subject to the development of its own EqIA process and these EqIAs will be published as part of future approval reports for project implementation.

Environmental and Climate Change Implications (if any, delete if not relevant)

Implications received from Vera Vajda with response on 16.06.2023 – agree to the Environmental and Climate Change Implications on the report.

32. The projects proposed form a key part of de-carbonising transport across the Borough. Transport is currently a significant contributor to the overall carbon emissions that the Borough generates. In order to achieve targets to become carbon neutral, an increase in the levels of sustainable transport is required. There may be some increase in carbon emissions from the embodied carbon in the construction works, which will be reduced through the use of low carbon and re-used materials. The Excess Materials Exchange has some materials available that could potentially be incorporated.

Public Health Implications

Public Health Implications received from Glenn Stewart with response on 9.06.2023 – agreed to the implications on the report.

33. The projects identified align with the Enfield Transport Plan 2019-2041 and the Enfield Healthy Streets Framework. The positive effects of increased physical activity on health and wellbeing are well documented; it can help prevent and/or ameliorate a range of lifestyle related conditions, including obesity, Type 2 diabetes, heart disease, stroke, some cancers, musculoskeletal issues, and poor

cognitive and mental health. Prevention of lifestyle related conditions can also lead to significant cost savings within health and social care services.

34. Achieving a modal shift towards active travel can also help reduce the health damaging effects of motorised transport including road traffic injuries, air pollution, community segregation, and noise. Creating an environment where people actively choose to walk and cycle as part of everyday life, has the potential to reduce health inequalities. This is due to the fact that income or wealth would become a less significant factor in a person's ability to travel within the borough and gain access to healthcare, employment, social networks, etc. Therefore, improving active travel in the Borough is likely to benefit those who are less prosperous and therefore likely to own motorised transport. Active travel can also be more cost-effective than other initiatives that promote exercise, sport and active leisure pursuits. Climate change been named as one of greatest threat to human health in the 21st century¹. Reducing motorised traffic and promoting forms of active travel can help lower local greenhouse gas emissions that contribute to climate change and will lead to improvements in health of residents and the environment in the long run.

Property Implications

Property Implications received from Katie Smith with response on 28.06.2023 - There are no property implications for this report as this stage. Further individual reports for individual projects may need to investigate whether there are property imps.

35. There are no property implications arising from this report. Approval reports for the implementation of individual projects will consider any specific property implications.

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Appendices

N/A

Background Papers

N/A