

## MUNICIPAL YEAR 2014/2015 REPORT NO. 53

**MEETING TITLE AND DATE**  
Cabinet 17<sup>th</sup> September 2014

**REPORT OF:**  
Director – Regeneration &  
Environment

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**Agenda – Part: 1**

**Item: 10**

**Subject:** Report to Establish the Governance Arrangements that the Council will put in Place to Oversee the Delivery of the £27m Cycle Enfield Project.

**KD No:** 3926

**Wards:** All

**Cabinet Member Consulted:** Cllr. Chris Bond

### 1. EXECUTIVE SUMMARY

Report to establish the Governance arrangements that the Council will put in place to oversee the delivery the £27m Cycle Enfield Project, previously known as Mini Holland.

### 2. RECOMMENDATIONS

To approve the governance arrangements set out in this report.

### **3. BACKGROUND**

- 3.1 In March 2013 the Mayor for London published his Vision for Cycling in London. This included the aim of creating “Mini-Hollands” in the suburbs. The idea is that, over time, these places will become every bit as cycle friendly as their Dutch equivalents.
- 3.2 In April 2013 all 20 Outer London boroughs were invited by the Greater London Authority (GLA) to bid for Mini-Holland funding. 18 boroughs submitted an Expression of Interest in June 2013 with the expectation that 3 or 4 boroughs would share £100m. In September 2013 it was announced that Enfield was one of 8 boroughs shortlisted and we submitted our more detailed bid in December 2013.
- 3.3 On the 10 March 2014 it was announced that Enfield, Waltham Forest and Kingston will share £90m over the next 5 years. On the 26 March 2014 the Council received a letter from Transport for London (TfL) informing us that we had been allocated £700,000 for the 2014/15 financial year to begin developing our bid proposals.
- 3.4 The project will be badged as ‘Cycle Enfield’ to bring it into line with existing cycling promotion and a new ‘Cycle Enfield’ web-site.

### **4. PROPOSALS**

- 4.1 The Council’s Mini-Holland bid includes a range of proposals to transform cycling in Enfield. Full details can be found in the bid document at <http://www.enfield.gov.uk/cycleenfield>.
- 4.2 This report seeks approval for the governance arrangements to ensure effective consultation on all proposals, and that there is a significant input during the design and consultation stages by members, representatives of business, residents and other local groups. This will be in advance of seeking Transport for London agreement to commence works to deliver the final schemes following completion of the detailed consultation processes.

### **5. PROJECT GOVERNANCE**

- 5.1 To ensure successful delivery of the project it is planned to establish a high level ‘Cycle Enfield Project Board’ including, the Cabinet Member for Environment & Community Safety, the Cabinet Member for Economic Development, Shadow Cabinet Member for Environment, the Director – Regeneration and Environment and the Programme Manager.
- 5.2 The Cycle Enfield Project Board will seek advice from a Strategic Consultative Group to ensure that relevant views, Council priorities and strategic issues are considered as part of their evaluation of proposed schemes.

- 5.3 Whilst the Cycle Enfield Project Board will make recommendations for each scheme, approval will be subject to a Portfolio Report of the Cabinet Member for Environment & Community Safety, prior to submission to TfL for approval.
- 5.4 The Cycle Enfield Project Board will report regularly to Cabinet.
- 5.2 Each major scheme will have its own Partnership Board, including representatives set out in paragraph 5.3 and invitees that will reflect more local interested parties to the area covered by each scheme.
- 5.3 Three Partnership Boards will also be established to allow a wide range of stakeholders to participate in the project. Each Partnership Board will be chaired by the Associate Cabinet Member for the area in which a particular scheme is proposed. Where a scheme covers two of these areas, Associate Cabinet Members will co-chair relevant meetings. Stakeholders represented on these Partnership Boards are likely to include groups such as, Enfield Business and Retailers Association, Enfield Disability Action, local residents groups, the London Cycling Campaign and representatives of local cycling groups. The Enfield Society, The Parochial Charitable Trust and the Enfield Town Study Group will be invited to the relevant Boards for schemes affecting Enfield Town.
- 5.4 A 'Critical Friend' will be invited to provide an external challenge to each of the Partnership Boards.
- 5.5 The Project Delivery Team will be led by a Programme Manager, reporting to the Assistant Director – Planning, Highways & Transportation and will deliver the day to day work streams relating to procurement, design proposals, consultation, media & communication and programme delivery, subject to direction by the Cycle Enfield Project Board. Representatives from Transport for London and the Metropolitan Police will provide technical advice to the Project Delivery Team.
- 5.6 Recommendations for programme delivery by the Cycle Enfield Project Board are subject to agreement by Transport for London, prior to expenditure being authorised.
- 5.7 Appendix 1 sets out the proposed governance arrangements.
- 5.8 Appendix 2 summarises the decision making authority for each Board.

## **6. ALTERNATIVE OPTIONS CONSIDERED**

Transport for London have not been prescriptive about how local governance is arranged, which could be officer led. However, this could lead to concerns being raised as to the transparency of the process.

## **7. REASONS FOR RECOMMENDATIONS**

7.1 The Mini-Holland project will get more people cycling in Enfield by making it safe and convenient. The benefits of this will include:

- Fewer people driving cars thereby reducing congestion and air and noise pollution.
- Improvements in public health by increasing physical activity and improving air quality.
- By providing a very cheap form of transport cycling will reduce poverty and improve access to employment.
- Regeneration of town centres by funding improvements to the public realm and making them more pedestrian friendly.

7.2 Good Governance of the project will ensure detailed and effective consultation with business, residents and other interested parties. It will also ensure that the delivery of these schemes will provide positive community benefits across the borough.

## **8. COMMENTS OF THE DIRECTOR OF FINANCE, RESOURCES AND CUSTOMER SERVICES AND OTHER DEPARTMENTS**

### **8.1 Financial Implications**

Expenditure once approved by Transport for London will be fully funded by means of direct grant from TfL; hence 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 expenditure is incurred; ensuring that the Council benefits from prompt reimbursement of any expenditure.

### **8.2 Legal Implications**

8.2.1 This report suggests the setting up of a non-statutory project board to deliver specific schemes as a result of the Mini Holland Bid. As such the Council is free to arrange its governance functions as it feels appropriate under the Local Government Act 1972. Under the Council's Constitution the Cabinet Member is responsible for decisions which will have a significant impact on service delivery with one Cabinet Portfolio or decisions which will have a resource implication for the Portfolio but which are within the Council's policy framework. Decisions which are taken that are key decisions must be published in advance of the decision being made in accordance with the Council's constitution.

8.2.2 By Virtue of section 1 of the Localism Act 2011 the Council has a general power of competence which enables it to do anything that individuals may generally do. The Council therefore has the power to create arrangements - subject to any prohibition, restriction or other limitation expressly imposed on the Council by other statutory provisions.

8.2.3 The Council will be required to comply with any funding arrangement required by TfL, the procurement of any works or services required to deliver the Cycle Enfield Scheme must comply with the Council's contract procurement rules and any contracts must be in a form agreed with the Assistant Director of Legal Services.

### **8.3 Property Implications**

The general property implications of the Cycle Enfield (formerly 'Mini-Holland') project have been set out in in previous related reports. Specific implications will be identified as the detailed design proposals are developed.

## **9. KEY RISKS**

Failure to provide effective governance to oversee this project and ensure detailed consultation is undertaken could create reputational risk and delay delivery of schemes, once agreed.

## **10. IMPACT ON COUNCIL PRIORITIES**

### **10.1 Fairness for All**

The provision of a safe, convenient and extensive cycle route network will make cycling a viable transport choice for all. It will be of particular benefit in tackling health and wealth inequalities.

### **10.2 Growth and Sustainability**

10.2.1 Cycling is a sustainable mode of transport with virtually no environmental impact when compared to motorised transport.

10.2.2 The Mini-Holland project will contribute to the growth agenda by regenerating the town centres that the main cycle routes pass through.

### **10.3 Strong Communities**

Many of the Mini-Holland proposals will improve conditions for disadvantaged groups and disadvantaged areas. Particular elements of the work will also reduce the impact of traffic and help create more cohesive communities. Several cycling promotions have an emphasis

on community engagement and safety. The consultation process allows the representation and input of all interest groups.

#### **11. EQUALITY IMPACT IMPLICATIONS**

An equalities impact assessment/analysis will be carried out for each of the schemes that will make up the Cycle Enfield programme. These EQIAs will be included in the portfolio reports that will be prepared for each individual scheme.

#### **12. PERFORMANCE MANAGEMENT IMPLICATIONS**

The implementation of this scheme will directly contribute to the Council Business Plan, Aim 2.5 (Improved sustainability of transport and reduce its impact in the borough – Introduce cycle lanes to link Enfield's network to the London Greenway) and Aim 2.6 (Reduced number of casualties on Enfield's roads).

#### **13. HEALTH AND SAFETY IMPLICATIONS**

There are no direct health and safety implications arising from this report.

#### **14. PUBLIC HEALTH IMPLICATIONS**

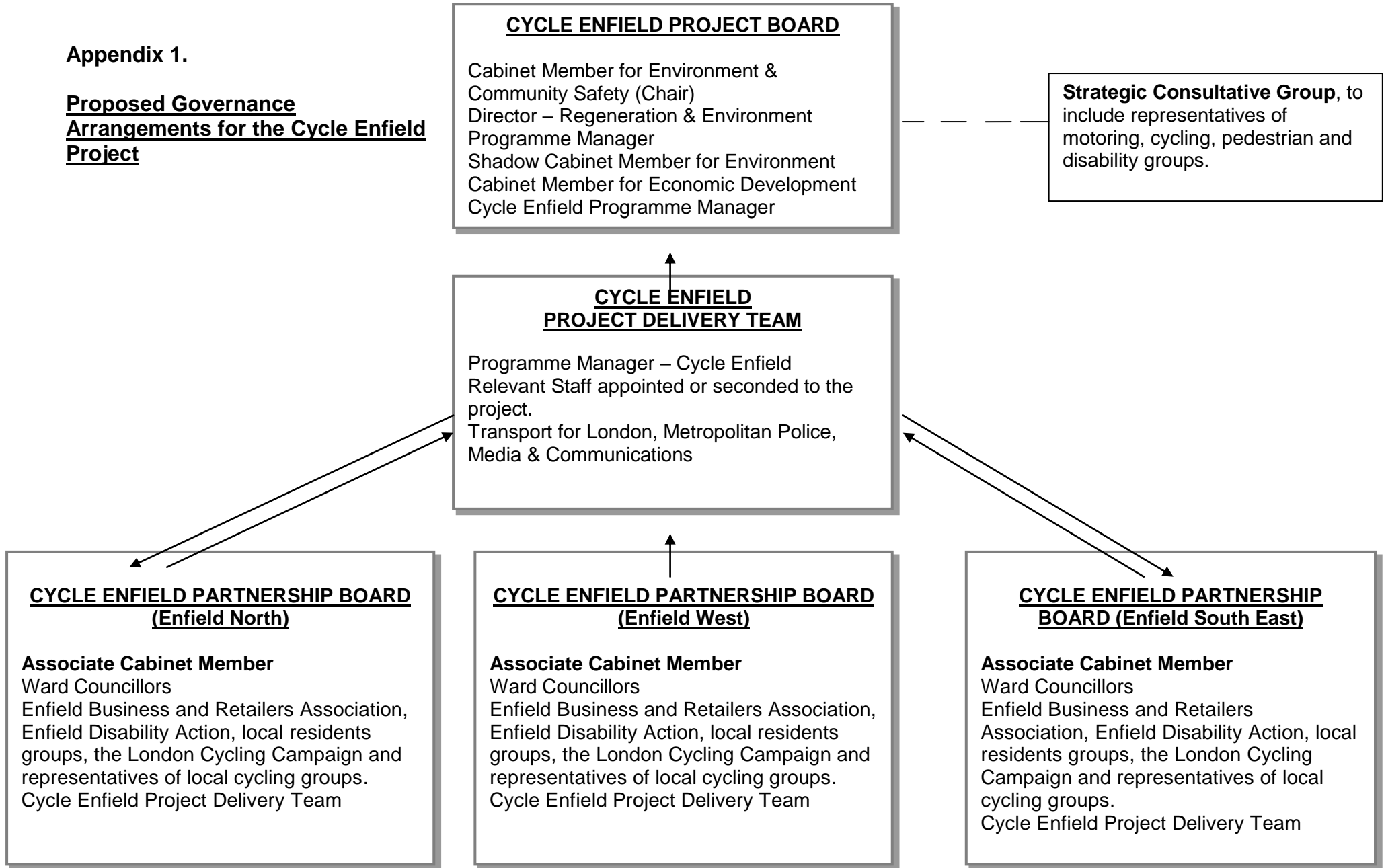
- 14.1 The Mini-Holland project provides a unique opportunity to improve the health of the borough's residents and address health inequality.
- 14.2 Increasing cycling levels in Enfield would significantly improve the health and wellbeing of Enfield residents, not only through increased physical activity and associated reductions in mortality and morbidity but also through the reduction of crime, fear of crime and increasing residents' financial resilience.

#### **Background Papers**

None.

Appendix 1.

**Proposed Governance Arrangements for the Cycle Enfield Project**



## Appendix2

Board	Role & Decision Making Responsibility
Cycle Enfield Project Board	<ol style="list-style-type: none"> <li>1. To ensure effective delivery of the Cycle Enfield Programme.</li> <li>2. To consider reports from the Cycle Enfield Project Team setting out recommendations for individual project delivery, taking into account recommendation and comments from the respective Cycle Enfield Partnership Board.</li> <li>3. To seek advice from members of the Strategic Consultative Group.</li> <li>4. To report to Cabinet on progress, expenditure and risks and ensure that Cabinet is appraised of any strategic Council issues which are impacted by the Project.</li> <li>5. To recommend scheme delivery to Transport for London, for the release of funding from the £27M allocation, subject to a Portfolio Decision of the Cabinet Member for Environment and Community Safety.</li> </ol>
Cycle Enfield Project Delivery Team	<ol style="list-style-type: none"> <li>1. To commission all necessary consultation, commissioning of surveys and modelling, engagement and design for schemes to deliver each scheme within the programme.</li> <li>2. To submit proposals to the respective Partnership Boards for comment and refine design to take into account relevant recommendations.</li> <li>3. To submit scheme proposals to the Cycle Enfield Project Board to authorise commencement of works (subject to Transport for London approval).</li> </ol>
Cycle Enfield Partnership Boards	<ol style="list-style-type: none"> <li>1. To consider draft proposals for each scheme within their respective geographical areas.</li> <li>2. To receive comments from interested parties and consider those relevant to progress each scheme.</li> <li>3. To advise the Project Delivery Team of recommended design amendments.</li> <li>4. To assess the feedback from all statutory consultations.</li> <li>5. To make recommendations for inclusion in reports to the Cycle Enfield Project Board</li> </ol>