

# MUNICIPAL YEAR 2014/2015 REPORT NO. 223

**MEETING TITLE AND DATE:**

Cabinet  
29<sup>th</sup> April 2015

**REPORT OF:**

Director – Regeneration &  
Environment

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<b>Agenda - Part:</b> 1	<b>Item:</b> 14
<b>Subject: Cycle Enfield Spending Proposals for 2015/16</b>	
<b>Wards: All</b> <b>KD No: KD 4083</b>	
<b>Cabinet Member consulted:</b> Cllr. Christopher Bond	

## 1. EXECUTIVE SUMMARY

This report seeks approval to spend £1,913,152 of grant funding provided by Transport for London (TfL) for the design, consultation and implementation of Cycle Enfield schemes listed in Appendix 1.

## 2. RECOMMENDATIONS

To approve:

- 2.1 Expenditure of the £1,913,152 Mini Holland funding provided to date by TfL to progress the programme of works for 2015/16 set out in Appendix 1.
- 2.2 Delegation of authority to the Cabinet Member for Environment and Community Safety to a) approve expenditure of any additional funding provided by TfL for 2015/16 in order to progress the programme set out in Appendix 1; and b) amend the programme as necessary for operational reasons.

### **3. BACKGROUND**

- 3.1 On 26 March 2014, the Council received a letter from TfL informing us that we had been allocated £700,000 for the 2014/15 financial year to begin developing the proposals in our Mini Holland bid. Preliminary design and modelling is well underway and we are on target to spend this initial allocation. We have also held the first round of Cycle Enfield Partnership Board meetings and are currently staging a series of local exhibitions.
- 3.2 On 17 September 2014, Cabinet approved the governance arrangements for the Cycle Enfield project. At the same meeting, Cabinet also approved spending plans for the 2015/16 Local Implementation Plan (LIP) funded elements of the Cycle Enfield programme.
- 3.3 On 3 October 2014, the Council submitted a business case to TfL to unlock the Mini Holland funding needed for design, consultation and implementation. The business case was approved by TfL's Surface Board on 20 December 2014.
- 3.4 On 24 December 2014, TfL informed the Council that it was releasing £1,913,152 of Mini Holland funding in 2015/16. The funding released at TfL Surface Board is for design, consultation and implementation of schemes in 2015/16 and is a portion of the agreed overall programme cost of £30 million for the Enfield Mini Holland, inclusive of risk, contingency and inflation.

### **4. CYCLE ENFIELD PROPOSALS**

- 4.1 The total estimated cost of the Cycle Enfield project is £42M, which is broken down as follows:

Activity	Estimated Cost £M
Greenways and Quietways	8.764
A105, Green Lanes	6.380
Enfield Town	4.402
A110, Southbury Road	3.171
A1010, Hertford Road (South)	4.083
A1010, Hertford Road (North)	4.521
Severance sites	0.976
Quieter neighbourhoods	2.501
Cycle Hubs	5.042
Supporting measures	2.527
Total	42.367

4.2 The funding package assembled for this project comprises of the following:

Source	Contribution £M
TfL Mini Holland programme	30.000
LIP/other GLA	7.726
Developer contributions	1.000
Network Rail	1.500
Borough resources	2.150
Total	42.376

4.3 The £2.150 million of Borough resources identified above is from an existing or planned borough source. The Mini Holland bid assumed that some of the proposed cycle routes are on Borough Roads and Principal Roads that would be resurfaced over the next five years.

4.4 The Cycle Enfield Business Plan proposes expenditure of £5,873,918 in 2015/16. TfL has allocated £1,913,152 of Mini Holland funding for the next financial year. The Council is discussing with TfL to bring forward an additional £1.7 million of expenditure from future years' allocation. The remaining balance can be met through planned expenditure of local Implementation Plan funding from TfL and section 106 allocations.

4.5 Subject to a preparedness check, the schemes identified in this report will be designed and implemented by Ringway Jacobs through the London Highways Alliance Contract. This contract was the subject of a rigorous procurement process and will deliver significant long term savings for London.

4.6 The Cycle Enfield project includes the provision of a 'cycle hub' at both Enfield Town and Edmonton Green. These are premises with cycle parking, shower and locker facilities, and a shop where people can buy a new or refurbished bike, hire a bike or have their bike serviced or repaired. The Council's Mini Holland bid identified two potential sites for cycle hubs as follows:

- Genotin Road, Enfield Town (the former Enfield Arms public house)
- Railway arches near Edmonton Green station (owned by Network Rail)

4.7 Preliminary design work on the cycle hub at Enfield Town will commence in 2015/16.

## 5. ENFIELD'S MINI HOLLAND (MH) FUNDING ALLOCATION FOR 2015/16

Below is a table setting out the Council's overall Mini Holland allocation for 2015/16 for each programme of investment. Further details can be found at Appendix 1.

<b>Programme</b>	<b>2015/16 Mini Holland Allocation</b>
Severance sites	150,265
Quieter Neighbourhoods	675,410
A105 Green Lanes	325,293
Enfield Town	429,880
Southbury Road	178,934
A1010, Hertford Road (South)	55,094
A1010, Hertford Road (North)	35,000
Cycle hubs	63,276
<b>Total</b>	<b>1,913,152</b>

## **6. ALTERNATIVE OPTIONS CONSIDERED**

The Council could decline the Mini Holland funding. However, this would mean forgoing £30 million of investment in the borough and the associated environmental, health, public realm and transport benefits.

## **7. REASONS FOR RECOMMENDATIONS**

This report seeks authority to spend the Mini Holland funding awarded by TfL to progress the delivery of the programme of works set out in Appendix 1. The overall aims of the programme are:

- To get more people cycling
- To increase the number of short journeys made by bike instead of the car
- To improve air quality
- To reduce congestion
- To regenerate town centres

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

### **8.1 Financial Implications**

8.1.1 The Cycle Enfield Project (previously known as Mini Holland) will be progressed and funded under the same financial arrangements as the Local Implementation Plan (LIP) and be governed through the TfL Borough Portal.

8.1.2 On 24 December 2014, TfL informed the Council that it was releasing Mini Holland funding of £1,913,152 in 2015/16. The funding released at TfL Surface Board is for design, consultation and implementation of schemes in 2015/16.

8.1.3 A full breakdown of the funding allocation is shown in Appendix 1. The funding in the table is a portion of the agreed overall programme cost of £30 million for the Enfield Mini Holland, inclusive of risk, contingency and inflation.

- 8.1.4 All funding is subject to proposals satisfying the requirements stated in the funding letter. TfL Borough Cycling Team representatives will work in partnership with the Cycle Enfield Project lead officers to monitor spend against approved allocations.
- 8.1.5 Since 2013, TfL has used the London Highways Alliance Contract (LoHAC) schedule of rates as a comparator to check whether schemes delivered using borough contracts provide good value. TfL expects boroughs to use the LoHAC contract where this offers better value for money than individual borough contracts.
- 8.1.6 Once expenditure has been approved by TfL it will be funded by means of direct grant via the TfL Borough Portal. Hence no costs will fall on the Council. The release of funds by TfL is based on a process that records the progress of the works against approved spending profiles. TfL makes payment 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 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 is charged with responsibility of ensuring that the key rationale for allocating grants is the delivery of the Mayor's Transport Strategy.
- 8.2.2 Section 144 of the GLA Act provides that in exercising any function London borough councils must have regard to the transport strategy.
- 8.2.3 The Council has the general power of competence under section 1(1) of the Localism Act 2011 to do anything that individuals may generally do provided it is not prohibited by legislation. There is no express prohibition, restriction or limitation contained in a statute against use of the power in this way.
- 8.2.4 The Council must comply with the terms of the TfL grant agreement.
- 8.2.5 The Council must comply with its contract procedure rules (CPR) in administering the TfL funding. In doing so the Council must ensure that all procurements arising from the proposed expenditure are compliant with CPR tendering requirements and the Public Procurement Regulations 2015, as appropriate.
- 8.2.6 The Council must comply with the Key Decision Procedure.
- 8.2.7 The Council must comply with its obligations with regards to obtaining best value under the Local Government (Best Value Principles) Act 1999.
- 8.2.8 All legal agreements arising from the matters described in this report must be approved by the Assistant Director Legal Services.

- 8.2.9 Under section 65 (1) of the Highways Act 1980, a highway authority may, in or by the side of a highway maintainable at public expense, construct a cycle track as part of the highway; and they may light any cycle track constructed by them under this section.
- 8.2.10 Under the Local Government Act 2000, local authorities have 'wellbeing powers' to do anything they consider likely to promote or improve economic, social and environmental wellbeing in their area.
- 8.2.11 The recommendations contained in this report are consistent with the Council's powers and duties.

### **8.3 Property Implications**

- 8.3.1 The proposed expenditure on design and consultation has no direct property implications.
- 8.3.2 The proposals arising should be developed in collaboration with Strategic Property Services to ensure that the Council's efforts are harmonised.

## **9. KEY RISKS**

- 9.1 A risk register was produced at bid stage identifying the probability, impact and status of key risks. The register will be reviewed and maintained throughout the life of the project as new risks emerge and existing risks are mitigated.
- 9.2 The Cycle Enfield Project Delivery Team will monitor and consider risk management issues at its regular meetings, and direct remedial action as necessary.

## **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**

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

The Cycle Enfield project will contribute to the growth agenda by regenerating the town centres that the main road cycle routes pass through

### **10.3 Strong Communities**

Many of the Cycle Enfield 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. EQUALITIES IMPACT IMPLICATIONS**

- 11.1 An equality impact assessment will be undertaken for each scheme to identify how different parts of the community are affected by the Cycle Enfield project and to find ways of reducing or mitigating any adverse impacts.
- 11.2 Representatives from Enfield Vision, Enfield Disability Action and the Royal National Institute for the Blind (RNIB) have been invited to attend Cycle Enfield Partnership Board meetings to help influence the designs. Later this year, we will consult more widely on individual schemes

## **12. PERFORMANCE MANAGEMENT IMPLICATIONS**

- 12.1 The Cycle Enfield project directly contributes to the Council Business Plan as follows:

Aim 2.5 – Improved sustainability of transport and reduce its impact in the borough

Aim 2.6 – Reduced number of casualties on Enfield's roads

- 12.2 Cycle counts and baseline surveys have been undertaken to record the current situation. We are currently agreeing a monitoring regime with TfL. This will set out the performance indicators to be recorded throughout the life of the Cycle Enfield project and enable us to check whether the original objectives have been met.

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

Where relevant, schemes will be subject to independent Safety Audits to ensure they do not have an adverse effect on road safety. In addition, many of the Cycle Enfield schemes will fall within the scope of the Construction, Design and Management Regulations to ensure that they are built safely.

## **14. PUBLIC HEALTH IMPLICATIONS**

- 14.1 The Cycle Enfield 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 through:
- Increased physical activity and associated reductions in mortality and morbidity. Physical activity is associated with a 30% reduction in mortality and a 20 – 40% reduction in all long-term conditions. Long-term conditions account for 70% of the NHS budget.

- Improved air quality. For example PM2.5s are associated with 29,000 deaths per year. The health implications of smaller particulate matter are still being researched.
- Reduction of crime and fear of crime through more people being in the street and increasing residents' financial resilience through saving transport costs.

### **Background Papers**

None