

MUNICIPAL YEAR 2016/2017 - REPORT NO.

ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

OPERATIONAL DECISION OF THE DIRECTOR OF FINANCE, RESOURCES & CUSTOMER SERVICES.

REPORT OF:

Director of Finance Resources &
Customer Services
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Agenda - Part: 1

Item:

Subject:

**Award of Global Custody Services
Contract for the London Borough
of Enfield Pension Fund**

Wards: N/A

Key Decision No: KD4215

Cabinet Member consulted:

1. EXECUTIVE SUMMARY

- 1.1 This is a key decision and is on the key decision list, reference KD4215
- 1.2 Enfield Council (the "Council") used the Norfolk County Council Local Government Pension Scheme ("LGPS") procurement framework (the "Framework") to procure global custody services for the London Borough of Enfield Pension Fund (the "Fund").
- 1.3 The Council ran a mini competition under the Framework and received a tender from one provider.
- 1.4 The evaluation panel has evaluated the tender and would like to appoint Provider X to provide global custody services for the Fund. Further details regarding Provider X are provided in the accompanying part 2 report.
- 1.5 The contract term will be three (3) years with two optional one (1) year extensions subject to the agreement of both parties and the satisfactory performance of the provider.
- 1.6 This report seeks approval to award the global custody services contract to Provider X.

2. RECOMMENDATIONS

2.1 It is recommended that the Director of Finance, Resources and Customer Services:

- Notes the decision of the evaluation panel
- Notes that the cost of the contract will be borne entirely by the Fund.
- Notes that the contract term will be three (3) years with two optional one (1) year extensions subject to the agreement of both parties and the satisfactory performance of the provider.
- Authorises the award of the contract to Provider X.

3. BACKGROUND

3.1 The Council as the administering authority of the Fund is required to procure global custody services.

3.2 In order to access the Framework, the Council was obliged to enter into a Deed of Adherence (indicating that the Council is subject to the Framework's Access Agreement), and this was authorised by way of a non-key, operational decision taken on 26/10/2015.

3.3 The Council ran a mini competition under the Framework and received a tender from one provider.

3.4 The provider's written response was evaluated by an evaluation panel consisting of three members with support from a project manager.

3.5 The provider's submission was evaluated based on Value for Money, Quality and Service Fit. Value for money was allocated a 40% weighting, Quality was allocated a 40% weighting and Service Fit was allocated a 20% weighting.

3.6 The evaluation panel recommends the appointment of Provider X as the Fund's provider of global custody services.

4. ALTERNATIVE OPTIONS CONSIDERED

4.1 The service is subject to EU procurement regulations, so the Council was required to undertake an OJEU compliant procurement exercise to award the new contract. The Norfolk County Council Global Custody Services procurement framework was the most cost effective and efficient method of appointing a provider.

5. REASONS FOR RECOMMENDATIONS

- 5.1 Provider X submitted an economically advantageous tender and received the highest score.
- 5.2 Please see part 2 report.

6. COMMENTS OF THE DIRECTOR OF FINANCE, RESOURCES AND CUSTOMER SERVICES AND OTHER DEPARTMENTS

6.1 Financial Implications

- 6.1.1 The cost of the contract will be borne entirely by the Fund.
- 6.1.2 Please see part 2 report.

6.2 Legal Implications

- 6.2.1 The Council has power under section 111 of the Local Government Act 1972 to do anything which is calculated to facilitate, or is conducive or incidental to, the discharge of its functions.
- 6.2.2 Section 1 of the Localism Act 2011 further empowers the Council to do anything that individuals generally may do provided it is not prohibited by legislation and subject to Public Law principles.
- 6.2.3 The Council's Contract Procedure Rules (CPR) allow for the use of frameworks when procuring goods, services and works. By carrying out a further competition in accordance with the terms of the Framework, the Council has procured in accordance with both the CPR and the requirements of the Public Contracts Regulations 2015.
- 6.2.4 The Council has procured external legal advice in relation to the Deed of Adherence, the Access Agreement, the Framework Agreement and the Call-Off Terms and Conditions in relation to this Framework (the Framework Documents), as set out in section 7 below, and also detailed within the operational decision referred to at 3.2 above.
- 6.2.5 The Call-Off Contract must be in a form approved by the Assistant Director of Legal and Governance.

6.3 Property Implications

- 6.3.1 None.

6.4 Procurement Implications

6.4.1 Procurement activity has been carried out in line with Contract Procurement Rules.

6.4.2 Framework regulations have been followed.

7. KEY RISKS

7.1 The legal advice in respect of the Framework Documents indicated that once the Council joined it would be deemed to have been party to the Framework since its inception, exposing the Council to historic, as well as ongoing, legal risk. It also highlighted the extent of the indemnity required from Enfield Council. Norfolk County Council was unwilling to make substantial changes to the Framework Documents as even minor changes had to be agreed by all Councils using the Framework and the providers. In order to complete the procurement exercise with sufficient time to undertake a proper transition in the event that a provider other than the incumbent secured the contract, the Council decided to use the un-amended documents. The Framework has been in use for over two years without issue and over 50 local authorities are using LGPS frameworks administered by Norfolk County Council.

7.2 For further information, please see part 2 report.

8. IMPACT ON COUNCIL PRIORITIES

8.1 Fairness for All

8.1.1 Procuring global custody services will ensure that the Fund is able to continue to meet its requirements to its members. This is particularly important given the increase in the number of beneficiaries drawing from the Fund due to the current restructure.

8.2 Growth and Sustainability

8.2.1 A large number of Enfield residents are in receipt of pensions from the Fund. Procuring high quality global custody services contributes towards the growth and sustainability of the local economy by ensuring that the Fund remains solvent and that payments are regular.

8.3 Strong Communities

8.3.1 The Fund contributes towards the strength of Enfield's communities by providing a large number of residents with the money they need to live comfortably in retirement. The financial support provided by the Fund enables many residents to take an active part in community life. The procurement of high quality global custody services will enable the Fund to continue to support these residents and will continue to ensure that they have the time to support Enfield's communities.

9. EQUALITIES IMPACT IMPLICATIONS

- 9.1 Corporate advice indicates that an equalities impact assessment is neither relevant nor proportionate for the approval of this report.

10. PERFORMANCE MANAGEMENT IMPLICATIONS

- 10.1 Contract monitoring of the global custody services contract will be undertaken by the Pensions and Deputyship team. Performance will also be scrutinised by the PPIC.

11. HEALTH AND SAFETY IMPLICATIONS

- 11.1 None.

12. HUMAN RESOURCES IMPLICATIONS

- 12.1 None.

13. PUBLIC HEALTH IMPLICATIONS

- 13.1 None.

Background Papers

- None.

MUNICIPAL YEAR 2015/2016 REPORT NO.

ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

Unclassified

PORTFOLIO DECISION OF:
Cabinet Member for Environment

REPORT OF:
Director – Regeneration &
Environment

Agenda – Part: 1

KD Num: KD 4274

Subject:
Borough Capital Programme 2016/17
Public Realm Improvements Programmes
of Work

Wards: All

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1. EXECUTIVE SUMMARY

This report provides details of schemes to be funded from the Borough Capital Programme 2016/17 for public realm improvements and seeks the necessary financial and scheme approvals so that works can be undertaken.

2. RECOMMENDATIONS

That approval is given to the:

- 2.1 items of work and breakdown of funding, as shown in table 2 of this report and explained in paragraphs 4.1 to 4.11;
- 2.2 schedules of carriageway schemes contained in Appendix 1 of this report;
- 2.3 schedules of footway schemes contained in Appendix 2 of this report.
- 2.4 schedules of structures and watercourses schemes contained in Appendix 3 of this report,
- 2.5 to place orders through any existing relevant term contract or to invite and evaluate tenders/quotations and, where suitable tenders/quotations are received, to award contracts for the works as appropriate.

3. BACKGROUND

- 3.1 The budget for 2016/17 and Medium Term Financial Plan was approved by Full Council on 25th February 2016. The Highways and Streetscene Programme is £7,646,000, broken down as shown in table 1 below.

Item Description	Allocation (£000)
Public Realm Improvements	£7,000
Bridges and Highways Structure Maintenance	£250
Flood Prevention	£200
South Street Footway Improvements	£196
Total	£7,646

Table 1

- 3.2 The Cabinet Member for Environment has authority, under delegated powers, to approve the details of work programmes within the overall capital budget allocation shown above. This portfolio report therefore proposes, and seeks approval, to implement specific schemes in accordance with the funding identified against programme items shown in table 2 below and to place orders/award contracts for the works as appropriate.

Item Description	Allocation (£000)
Carriageways- Renewal / Resurfacing Programme	£3,000
Carriageways – Defect Repairs	£455
Footways – Renewal / Resurfacing Programme (including South Street)	£1,796
Footways – Defect Repairs	£1,362
Structures & Watercourses	£400
Highway Drainage	£25
Verge and Shrub Beds	£50
Highway Trees	£125
Street Nameplates	£23
Minor Highway Improvements	£50
Ally Gating	£100
Gateway Improvements	£160
Parks Infrastructure	£100
Total	£7,646

Table 2

- 3.3 Planned maintenance priorities need to ensure the most effective use of budgets and the most cost effective treatment at the right time for whole life asset management. Planned intervention can lead to savings in the long term by treating deterioration at the appropriate time. However, in reality, Enfield has a large backlog of roads requiring extensive maintenance and therefore the principle of worst first forms a significant element of the Council's scheme prioritisation. A sustained level of capital investment is essential to maintain the highway network.
- 3.4 The planned maintenance of carriageways and footways will be undertaken in accordance with the principles set out in the Highway Maintenance Plan. The most appropriate treatments will be used in all improvements and maintenance works across all highway assets in accordance with best practice, asset management principles and streetscape guidance.
- 3.5 During 2016/17, it is anticipated that a similar level of statutory utility works to that undertaken in previous years will continue. In addition significant projects associated with Cycle Enfield, Ponders End and other regeneration schemes will commence on site. Effective coordination between all highway and utility works is a crucial aspect of programme delivery.
- 3.6 Progress on scheme delivery and capital expenditure will be reported to the Cabinet Member for Environment on a quarterly basis.

4. DETAILS OF ALLOCATIONS WITHIN THE CAPITAL PROGRAMME

- 4.1 Carriageways (£3,455,000) This allocation enables the continuation of the Council's planned carriageway renewal/resurfacing programme (£3,000,000) and carriageway defect repairs (£455,000) to maintain and improve the condition of Enfield's roads. Enfield has also received confirmation of £1,121,000 funding from TfL for planned maintenance works on principal roads. The carriageway schemes identified as being of highest priority for planned maintenance treatment during 2016/17 are listed in Appendix 1, table 1. The Appendix also contains in table 2 a list of reserve schemes, which will be substituted for the programmed schemes if, for any reason, a scheme needs to be postponed for network management reasons. Additional schemes will also be implemented from the reserve list if scheme outturn costs result in savings within the main programme. In addition to the main schemes identified in Appendix 1, an allocation for partial resurfacing has been included, which allows for appropriate treatments to be undertaken at specific locations or short sections of resurfacing in order to target the worst areas of carriageway where treatment of the whole length of a longer road cannot be justified. This allows a cost effective approach to be taken, based on sound asset management principles, whereby specific defective lengths of carriageways are targeted.

- 4.2 **Footway Replacement Programme (£3,158,000).** This allocation enables the continuation of the Council's planned footway renewal programme (£1,600,000) and footway defect repairs (£1,362,000) to maintain and improve the condition of the footways (both principal and non-principal roads), footpaths and rights of way network. Also included within this programme is the provision of dropped kerbs and tactile paving to improve ease of use. The footway schemes identified as being of highest priority for treatment during 2016/17 are listed in Appendix 2 and include further phases to some larger schemes started in previous years such as Browning road (phase 2), Middleham Road (phase 2), Nightingale Road (phase 4) and Carterhatch Road (phase 4). In addition this year is a specific capital allocation for South Street to complete footway works (£196,000). These works are not affected by the Alma Estate or Heat Network proposals. The Appendix also contains in table 2 a list of reserve schemes, which will be substituted for the programmed schemes if, for any reason, a scheme needs to be postponed for network management reasons. Additional schemes will also be implemented from the reserve list if scheme outturn costs result in savings within the main programme.
- 4.3 **Structures and Watercourses (£400,000).** This allocation enables the high priority structural repairs to be undertaken and works necessary to prevent flooding. In some cases the capital funding of drainage works attract other contributions towards the total cost of the scheme. The schemes are identified in Appendix 3. The delivery of the Bourne Hill footbridge parapet repair scheme is high risk due to the need for track processions from Network Rail. This can take a long time to arrange and put in place. Should it not be possible to secure the necessary track processions to undertake the work in 2016/17, then other priority schemes will be undertaken as identified from regular structural inspections.
- 4.4 **Highway Drainage Improvements (£25,000).** This will be used for improvements to the highway ditch drainage along Whitewebbs Lane (£12,000) and continuing work on the Mollison Avenue Highway drainage system (£13,000).
- 4.5 **Verge and Shrub Beds (£50,000).** This is for the continuation of a renewal programme for verges and shrub beds across the borough.
- 4.6 **Highway Trees (£125,000).** This will allow the continuation of a tree management programme for the removal of the deteriorating tree stock, and its replacement with young healthy trees. This is recognized as good arboricultural practice and, if maintained on an annual basis, will provide a constant stock of healthy, well maintained trees on the borough's highways, resulting in reduced maintenance costs and reduced potential claims against the borough.
- 4.7 **Street Nameplates (£23,000).** This is an annual allocation for the renewal and improvement of the boroughs street nameplates.

- 4.8 Minor Highway Improvements Programme (£50,000). This will be used to implement minor improvements where highway assets are continually being damaged and works are needed to implement schemes which deal with the cause of the problem. The allocation will also be used to improve the street scene through improvements to street furniture, signs and guard railing etc.
- 4.9 Alley Gating (£100,000). This will continue with the alleyway gating programme, which enhances community safety.
- 4.10 Gateways (£160,000). This allocation is for specific schemes to enhance the gateways to the borough and other strategic locations. Specific measures will be discussed and approved by the Cabinet Member for Environment.
- 4.11 Parks Infrastructure (£100,000). This allocation will be used to renew and maintain bridges within various parks.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 A sustained level of capital funding is essential to maintain the condition of the highway network. A key recommendation of The Potholes Review – Prevention and a Better Cure, published in 2012, is that local highway authorities should adopt the principle that ‘prevention is better than cure’ in determining the balance between structural, preventative and reactive maintenance activities in order to improve the resilience of the highway network and minimise the occurrence of potholes in the future.
- 5.2 Any alternative to sustained levels of capital funding would go against prevention and proper asset management principles, resulting in greater reactive maintenance and continued deterioration of the highway network, for which even greater capital funding will be required in the future.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The proposed allocations for the items of work shown in table 2 will allow the Council to continue with its programme of improving the condition of its carriageways, footways and associated highway assets.
- 6.2 Delays in proceeding with this programme will lead to the deterioration of these assets, which could jeopardize the Council in defending personal injury and accident claims. It will also lead to an increased level of public dissatisfaction and potentially more costly maintenance in future years.
- 6.3 Appendices 1, 2 and 3 identify specific schemes associated with the main highway assets that have been prioritized for treatment. These schemes have been identified as having the highest urgency for

treatment or where it is considered that intervention this year will prevent further and more costly deterioration in future years.

7. COMMENTS OF THE DIRECTOR OF FINANCE, RESOURCES AND CUSTOMER SERVICES, AND OTHER DEPARTMENTS

7.1 Financial Implications

7.1.1 £7.646m has been built in to the 2016-17 Capital Programme for the Public Realm Improvements Programmes of Work as reported to and approved by Council in the February 2016-17 Budget Report.

7.1.2 The funding for the programme is included within the Medium term financial plan.

7.2 Legal Implications

7.2.1 The general power of competence under s.1 (1) of the Localism Act 2011 states that a local authority has the power to do anything that individuals generally may do provided it is not prohibited by legislation and subject to Public Law principles. The proposed services the Council wishes to provide within this report are in accordance with this power.

7.2.2 Where required, the Council shall carry out any procurement exercises compliant with its Contract Procedure Rules and the Public Contracts Regulations 2015 as appropriate.

7.3 Property Implications

There are no direct Property Implications arising from the programmes of work set out in this report.

8. KEY RISKS

8.1 Having a properly planned and sustained programme of highway maintenance works is essential in reducing the council's risk of related personal injury and accident claims, and in providing a defence if and when claims are submitted.

9. IMPACT ON COUNCIL PRIORITIES

9.1 Fairness for All

The continued planned maintenance of the council's carriageways, footways and associated assets, including minor highway

improvements, provision of dropped kerbs and street scene improvements, will improve the road and footway network for all, particularly those with mobility and those with sight difficulties.

9.2 Growth and Sustainability

The continuous planned maintenance of the Council's highway network is essential to support transport and mobility for the borough's growth and sustainability. Planned maintenance at appropriate intervention levels based on sound asset management practices is far more sustainable and cost effective in the long term.

9.3 Strong Communities

The maintenance of the Council's highway network, including minor highway improvements and street scene improvements, will improve the quality of the streetscape and its contribution to the public realm, thus developing better places and a better environment for residents, businesses and local communities.

10. EQUALITY IMPACT IMPLICATIONS

Corporate advice has been sought in regard to equalities and an agreement has been reached that for the approval of highway maintenance schemes, an equalities impact assessment/analysis is neither relevant nor proportionate. However, a retrospective EIA has been undertaken for the whole of Highway Services and a specific EIA for footway renewal works.

11. PERFORMANCE MANAGEMENT IMPLICATIONS

- 11.1 The delivery of these works will be managed from inception to completion in accordance with the Council's processes for programme and project management. The contractor's delivery will be managed through appropriate contract monitoring and management arrangements.
- 11.2 Performance and progress in delivering this programme will be reported to the Director and Cabinet Member on a quarterly basis
- 11.3 There are no national KPIs for the condition of Non classified roads or footways. The condition of Principal Roads and other Classified Roads is reported to government through the National Indicator set.

12. HEALTH AND SAFETY IMPLICATIONS

The programmes of work described within this report will improve the safety of the highway network for all its users.

13. PUBLIC HEALTH IMPLICATIONS

Having a network of well maintained roads, footways and footpaths helps to encourage walking and cycling. Improving park infrastructure should encourage use of parks which will benefit physical and mental health. Continued maintenance and replenishment of soft landscaping and tree stock improves the environment and contributes to health and well being.

Background Papers

None

Appendix 1

Carriageways Programme 2016/17 (Allocation for Planned Maintenance: £3,000,000)

Table 1: Proposed Schemes

Road Name	Extent (Whole road unless otherwise stated)	Area (m2)	Estimated Cost
Lynwood Grove N21		515	£23,200.00
Pevensey Avenue, Bexhill Road and Hastings Road N11		3990	£180,000.00
The Grangeway N21		2565	£115,500.00
Ecclesbourne Gardens		2475	£111,500.00
Downs Road EN1		1150	£52,000.00
The Fairway N14		670	£30,500.00
Hawthorne Avenue N13		2350	£106,000.00
Belgrave Gardens N14		1750	£39,400.00
Park Nook Gardens EN2		480	£21,600.00
Amberley Road N13		1670	£75,200.00
Brantwood Gardens EN2		1660	£37,500.00
Church Street N9	Fire Station to Haselbury Road	1780	£80,200.00
Raleigh Way N14		1350	£60,800.00
Broadfields Avenue N21		1550	£70,000.00
Charles Street EN1		920	£41,500.00
Thornton Road N18		580	£26,100.00
The Ride EN3		1935	£65,500.00
The Crest N13		1390	£62,600.00
Morley Hill EN2		4220	£190,000.00
Stowe Gardens N9		420	£19,000.00

Birbeck Road EN2		3980	£179,100.00
Crestbrook Avenue N13		990	£44,600.00
Hillfield Park N21	Woodcroft to Brackendale	1150	£52,000.00
Middleham Road		3340	£150,500.00
Kingsway EN3		3850	£130,000.00
Elmcroft Avenue N9		2700	£122,000.00
Orpington Road/Coombe Corner & Hurst Road N21		3600	£162,000.00
Merridene N21		1370	£61,700.00
Partial resurfacing			£690,000.00

Table 2: Reserve Schemes

Road Name	Extent (Whole road unless otherwise stated)	Area (m2)	Estimated Cost
Woodland Way N21		4880	£220,000.00
The Coppice EN2		1660	£37,500.00
Shakespeare Avenue N11		1270	£57,200.00
Hamilton Avenue N9		480	£21,600.00
Tippetts Close EN2		640	£28,800.00
Downes Court N21		1150	£51,800.00
Cheyne Walk N21		3890	£175,000.00
Hyde Park Gardens N21		540	£12,200.00
Elmore Road EN3		980	£44,100.00
Bounces Road N9		7880	£354,600.00
Freston Gardens EN4		3060	£69,000.00
Perry Gardens N9		240	£10,800.00
Dewgrass Grove EN8		970	£43,700.00
Riley Road EN3		1190	£53,600.00
Sherbrook Gardens N21		3200	£144,000.00
New Park Avenue N13		4760	£107,100.00
Onslow Gardens N21		2650	£59,600.00
Sussex Way EN4 (Flexible Section)		5170	£175,000.50
Lonsdale Drive EN2	Worlds End Lane to Lindal Crescent	2510	£56,500.00
Brackendale N21		2230	£100,400.00

Appendix 2

Footways Programme 2016/17

(Allocation for Planned Maintenance: £1,600,000, plus £196,000 for South Street Footway Improvements)

Table 1 proposed Schemes

Road Name	Extent	Area (m2)	Estimated Cost	Existing Surface Treatment	Proposed Surface Treatment
Barclay Road N18	Southwest side, Weir Hall Ave to No.35/37	295	£31,500.00	Paving	Asphalt
Browning Road EN2	Phase 2 – West side, Merton Rd to Burlington Rd. East side, No.33 to Morley Hill	515	£55,000.00	Paving	Asphalt
Bury St N9	North side, Crescent Rd to Belmont Rd	335	£35,800.00	Paving/Blocks	Asphalt
Carterhatch Road EN3	Phase 4 – Both sides, Greenwood Ave to Leyland Ave	600	£74,700.00	Paving/Asphalt verge	Paving
Church St N9	South side, A10 to 3 Firs Park Ave	700	£87,200.00	Paving	Paving
College Close N18	West side, No.201 to flats. o/s play area	100	£10,700.00	Paving	Asphalt
Dartford Avenue N9	Northeast side, Sandhurst Rd to Nottingham Rd	555	£59,200.00	Paving	Asphalt
Durants Road EN3	South side, Alexandra Rd to No.153 o/s school	480	£51,200.00	Paving	Asphalt
Fir Tree Walk EN2	Both sides, entire length	850	£90,700.00	Paving	Asphalt
Foxgrove N14	South side, Cannon Hill to flats	35	£3,800.00	Paving	Asphalt
Garnault Road EN1	Both sides, entire length	450	£48,000.00	Paving	Asphalt
Great Cambridge Rd EN1	Phase 1 West side, No.229 to Southbury Avenue	555	£59,200.00	Paving	Asphalt
Great Cambridge Rd	Phase 2 – east side outside Nos 1676 to 1738	500	£53,400.00	Paving	Asphalt
Green Dragon Lane N21	West side, Myddelton Gardens to Green Moor Link	1100	£117,400.00	Paving/Asphalt/Blocks	Asphalt
Green Lanes N13	East Side Upsdell Avenue to Berkshire	300	£37,400.00	Paving	Paving

	Gardens				
Green Lanes/Ecclesbourne Gardens N13	East side, outside Shell Garage	214	£26,700.00	Paving	Paving/Asphalt
Hertford Rd EN3	East side, No. 647 to No.695	700	£87,200.00	Paving	Paving/Asphalt verge
Highfield Road N21	North side, school to Farm Rd	210	£26,200.00	Paving	Paving
Ivy Rd N14	North side, opp. No.36 to parking bays.	40	£4,300.00	Paving	Asphalt
Laburnum Avenue N9	South side, Haselbury Road to No.25	275	£29,400.00	Paving	Asphalt
Lawn Close N9	Both sides, entire length	300	£32,000.00	Paving	Asphalt
Middleham Road N18	Phase 2 – South side, Grange Rd to No.61/63	850	£90,700.00	Paving	Asphalt
Mitchell Road N13	Both sides, entire length	800	£85,400.00	Paving	Asphalt
Nightingale Road N9	Phase 4 – Both sides, Charlton Rd to Goodwin Rd	1730	£184,600.00	Paving/Asphalt verge	Asphalt
Nursery Gardens EN3	Both sides, entire length	664	£70,900.00	Paving	Asphalt
Platts Road EN3	West side, Oatlands Road to No.36/38	270	£28,800.00	Paving	Asphalt
Sebastopol Road N9	North side, junction with Beaconsfield Road, east to the corner opposite number 12	125	£13,400.00	Paving	Asphalt
Snells Park N18	Both sides, Regan House to Fore St.	272	£29,100.00	Paving	Asphalt
Statham Grove N18	West side, outside church	35	£3,800.00	Paving	Asphalt
Valley Fields Crescent EN2	South and west side, No.1 to No.21	210	£22,400.00	Paving	Asphalt

Waterfall Close N14	East side, entire length	100	£10,700.00	Paving	Asphalt
William Covel Close EN2	West side, entire length	180	£19,200.00	Asphalt	Asphalt
Pedestrian dropped kerbs	Various locations				
South Street	Adjacent to Oasis academy			Paving	Paving

Table 2 Reserve Schemes

Road	Extent	Area (m2)	Estimated Cost	Existing Surface Treatment	Proposed Surface Treatment
Aspen Way EN3	Both sides, western end	520	£55,500.00	Paving	Asphalt
Berkeley Gardens N21	Southwest side, No.63 to 73. Northwest side No.38 to 80 & No.72 to 86	245	£26,100.00	Paving	Asphalt
Bury St N9 - Phase 3	South side, Croyland Road to Junction Road	485	£51,700.00	Paving/Blocks	Asphalt
Bury St N9 - Phase 4	South side, Junction Road to Kenwood Road	490	£52,300.00	Paving/Blocks	Asphalt
Carterhatch Road EN3 Phase 3	North side, Leyland Ave to 328 South side, 257 to 307	645	£80,300.00	Paving/Asphalt verge	Paving
Elmore Road EN3	Both sides, south of Riley Road	193	£20,600.00	Paving	Asphalt
Fore St N18	West side Park Rd to Park Ave	200	£24,900.00	Paving	Paving
Green Lanes N21	East Side, Firs Lane to Elm Park Rd	930	£115,700.00	Paving	Paving

Green Road N14	East side, Trent Gardens to The Fairway. West side elec sub-station to school entrance	880	£93,900.00	Paving/Asphalt verge	Asphalt
Grove Gardens EN3	Both sides, entire road	810	£86,400.00	Paving	Asphalt
Lansbury Road N18 - Phase 1	Both sides, Platts Rd to Ian Square	600	£64,000.00	Paving	Asphalt
Lansbury Road N18 - Phase 2	Both sides, Ian Square to Logan Close	680	£72,500.00	Paving	Asphalt
Lansbury Road N18 - Phase 3	Both sides, Logan Close to The Sunny Road	468	£50,000.00	Paving	Asphalt
Lansbury Way N18	Both sides, entire road	265	£28,300.00	Paving	Asphalt
Middleham Road N18 - Phase 3	North side, No.146 to Hawes Rd	830	£88,500.00	Paving	Asphalt
Moree Way N18	West Side, junction with Park Ave	140	£15,000.00	Paving	Asphalt
Park Avenue N18	Both sides, side of 239 & 241 Fore St	135	£14,400.00	Paving	Asphalt
Pretoria Road North N18	East side, Bridport Rd to No.77	460	£49,000.00	Paving	Asphalt
The Hatch EN3	Both sides, Carterhatch Rd to Ian Sq.	290	£31,000.00	Asphalt	Asphalt

Appendix 3

Structures and Watercourses Programme 2015/16 (Allocation for Planned Maintenance: £400,000)

Scheme	Estimated Cost
Bourne Hill footbridge parapet repairs	£145,000
Lacey Close – structural repair of retaining wall to Salmons Brook	£25,000
Scour protection for Brookside bridge LBE073	£25,000
Repairs to Lea Valley Road bridge LBE056	£10,000
Improve inspection and maintenance access at various sites including replacement of manhole cover in Meridian Way	£10,000
Repair of non-recoverable damage to safety fencing	£10,000
Contribution toward construction of SUDs system at Firs Farm	£35,000 – works part funded by EA grant and TRFDC Local Levy
Construction of SUDs system at Prince of Wales site	Contribution of (£70,000) in collaboration with the Wildfowl and Wetlands trust
Maintenance works on the Fore Street / Salmons Brook culvert as identified by and in conjunction with the Environment Agency	£45,000
Feasibility study for improvements to the Saddlers Mill Stream old course	£5,000
Feasibility studies for the Albany Park and Whitewebbs areas to reduce the risk of flooding in Turkey Brook	£10,000
Structural repairs to Bush Hill culvert as identified by the Environment Agency	£5,000
Structural repairs to Avenue Road culvert as identified by the Environment Agency	£5,000

MUNICIPAL YEAR 2015/2016 REPORT NO.

ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

PORTFOLIO DECISION OF:
Cabinet Member for Environment

REPORT OF:
Director – Regeneration &
Environment

Agenda – Part: 1	Item:
Subject: GILBERT STREET S106 WORKS (Former Co-op Dairy Site)	
Wards: TURKEY STREET	

Contact officer and telephone number: Andrew Ruffell x3632

E mail: andrew.ruffell@enfield.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 This report outlines the proposals for footway, traffic calming and parking improvements in Gilbert Street.
- 1.2 The funding for this scheme is provided through a Section 106 agreement with the developers of the former Co-op dairy site.
- 1.3 The scheme will formalise existing parking arrangements and provide additional parking spaces for residents, reduce traffic speeds and improve the footway making it safer for pedestrians.

2. RECOMMENDATIONS

- 2.1 To implement the scheme detailed on drawing in Appendix A;
- 2.2 To publish the relevant statutory notices and make the traffic management order for the additional waiting restrictions in Gilbert Street, subject to the consideration of any objections received;
- 2.3 To delegate authority to the Assistant Director – Planning, Highways and Transportation to consider any objections made as part of the Traffic Management Order process.

3. BACKGROUND

- 3.1 As part of the development of the former Co-op dairy site, a Section 106 agreement was completed pursuant to the Town and County Planning Act 1990. Amongst other things, this agreement provided funds for a number of highway improvements near the development.
- 3.2 A scheme has been developed to take forward these improvements and is illustrated on the attached plan. In summary the scheme comprises the following elements:
- Alterations to the existing kerb line between Nos. 23 – 35 Gilbert Street to provide a parking lay by for residents' vehicles, whilst maintaining a 2.0m wide footway;
 - Creation of a new parking lay by outside No. 15 Gilbert Street, whilst maintaining a 2.0m wide footway;
 - Creation of 16 no. 'nose in' parking bays between Nos. 1-11 Gilbert Street, whilst maintaining a 1.5m wide footway;
 - Creation of an extended raised entry treatment at the Gilbert Street/Hertford Road junction, adjacent to the Sun and Woolpack Public House;
 - Reduction in width of existing footway adjacent to Turkey Brook as part of LBE Structures and Watercourses improvement works.
 - Removal of existing single yellow line opposite Nos.15-23.
 - Replacement of single yellow lines with double yellow lines opposite Nos. 1-11 Gilbert Street
- 3.3 The amendments to the parking arrangements are proposed to formalise the existing unauthorised footway parking arrangements on the residential side of Gilbert Street.
- 3.4 A review of parking arrangements outside Nos. 1 – 11 Gilbert Street was undertaken and at the time of the site visit, eight vehicles were parked on the footpath in this area.
- 3.5 Officers estimate that there is provision for an additional six cars bringing the current parking provision to 14 vehicles. The proposed arrangements to provide 'nose in' parking will increase this number to 16.

- 3.6 These changes would also have an impact on the parking that occurs adjacent to Turkey Brook, and it is likely that this will need to be restricted at all times between No. 11 Gilbert Street and the Hertford Road junction.
- 3.7 LBE Structures are working on improving the current vehicle containment measures on the southern side of Gilbert Street, adjacent to Turkey Brook. Double height kerbs are being considered as an alternative to new railings and both options involve reducing the width of the current nominal footway, which is not used by pedestrians due to its narrow width.
- 3.8 Consultation was carried out by means of a leaflet with a plan showing the measures, (copy attached in Appendix B). These were delivered to approximately 100 local residents, Ward Councillors and other interested parties. A total of 9 responses were received, which represents a total return rate of 9%.
- 3.9 Whilst the response rate is acknowledged as being low, the majority of responses 5 (56%) were in favour of the proposals, 3 (33%) were not in favour of the proposals and 1 (11%) did not answer the question.
- 3.10 Following the consultation officers met with local residents to discuss the scheme further, these discussions occurred on site and the comments formed the basis of the final design to be considered for approval
- 3.11 Councillors provided the following comments on the revised designs:
- Cllr Dino Lemonides – “More parking bays and wider road has to be a better idea Wasn't clear about whether there are yellow lane restrictions on the Turkey Brook side of road ?”
 - Cllr Katherine Chibah – “I agree with Dino's comments”
 - Cllr Toby Simon –
“If parking is not prohibited on the Brook side by yellow lines I would suggest that it should be provided by marked bays with a defined width. This would be designed to inhibit wider vehicles – eg vans – parking on that side. I assume that you meant that the double line would be retained from opposite the entrance to Amhurst Close to Walsham Court, to allow manoeuvring out of the new bays. Otherwise I am content. I don't see the need for a full re-consultation but would suggest a letter to those who commented on the first round, setting out the final plans, with a short deadline for responses (eg 2 weeks) would be a fair way forward.”

OFFICER COMMENTS

Officers have looked into providing marked bays on the unrestricted section of Gilbert Street, adjacent to Turkey Brook. It is felt that this may lead to some confusion with residents thinking there is a restriction on parking associated with the bays. In addition, the markings place an additional maintenance burden on the council.

Residents will be notified of the council's decision through a letter drop showing the final approved plans.

4. ALTERNATIVE OPTIONS CONSIDERED

- 4.1 The alternative proposals considered can be seen in Appendix B

5. REASONS FOR RECOMMENDATIONS

- 5.1 The existing footway adjacent to the Sun and Woolpack public house is substandard and does not lead to or join up with the footways on the Hertford Road.
- 5.2 Part of the proposals is to widen this footway to allow residents of Gilbert Street to be able to walk to the Hertford Road safely. This will also have the benefit of improving provision for residents with visual or mobility impairments.
- 5.3 The reduction of the footway width adjacent to Turkey Brook enables the provision of 'nose in' parking. This will meet the current demand for residents' parking between Nos 1 – 11 Gilbert Street and increase the parking space currently available.

6. COMMENTS OF THE DIRECTOR OF FINANCE, RESOURCES AND CUSTOMER SERVICES AND OTHER DEPARTMENTS

6.1 Financial Implications

The scheme is being financed through a section 106 agreement with the developer of the Former Co-Op Dairy site. There is a time limit for the funds to be spent (24/06/16); otherwise we are required to return them. The estimated cost for all the works is £138k which is covered by the developer's contribution as detailed in the table below.

Gilbert Street S106 Works

The current balances are as follows (These amounts include interest):		
Scheme	S106 Code	Available Balance
Highways Contribution	CT0271	£46,755.19
Railing Improvements	CT0274	£15,215.72
Traffic Calming Scheme	CT0272	£71,220.04
Waiting restrictions	CT0279	£5,087.20
Grand Total		£138,278.15

6.2 Legal Implications

6.2.1 Section 62 of the Highways Act 1980 provides a general power enabling the council to improve its highways, including implementation of the measures set out in the report.

6.2.2 The necessary traffic orders associated with the scheme will need to be made following the procedure set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

6.2.3 A section 106 agreement between the Council and Origin Housing was completed in December 2010. This included obligations to fund the following works:

- Highways Contribution (£50,000) - for provision of a dedicated shared surface at one level at the Hertford Road / Gilbert Street Junctions;
- Railing Improvements Contribution (£15,000);
- Traffic Calming Scheme Contribution (£70,000) - for the purposes of identifying, consulting upon and implementing a traffic calming scheme in the vicinity of the proposed development;
- Waiting restrictions contribution (£5,000).

6.2.4 The proposed scheme is consistent with the requirements of the agreement. It should be noted that the agreement places an obligation on the Council to return any funds that remain unspent (or committed) within five years of the date of receipt, i.e. by 24 June 2016.

6.2.5 The recommendations contained in this report are consistent with the Council's powers and duties.

6.3 Property Implications

None identified

7. KEY RISKS

No significant risks have been identified

8. IMPACT ON COUNCIL PRIORITIES

8.1 Fairness for All

Consultation has been undertaken on the proposed measures to ensure that the views of all stakeholders have been taken into account in a fair and consistent way.

8.2 Growth and Sustainability

By reducing the fear of road collisions the proposals (in particular the shared space and segregating parked vehicles and pedestrians) can encourage people to walk or cycle and hence support the aim of encouraging the use of more sustainable means of travel.

8.3 Strong Communities

The delivery of the proposed measures has involved working closely with the local community to deliver a successful scheme that responds to local needs.

9. EQUALITIES IMPACT IMPLICATIONS

9.1 Corporate advice was sought and it was recommended that an Equalities Impact Assessment is undertaken as part of the decision making process and to ensure that we fulfil our responsibility to meet the Public Sector Duty of the Equality Act 2010.

9.2 The assessment shows that the widening of the footpath adjacent to the Sun and Woolpack public house, the raised entry treatment at the Hertford Road junction, and the segregation of parked cars and pedestrians will help to make walking easier for residents with visual or mobility impairments.

10. PERFORMANCE MANAGEMENT IMPLICATIONS

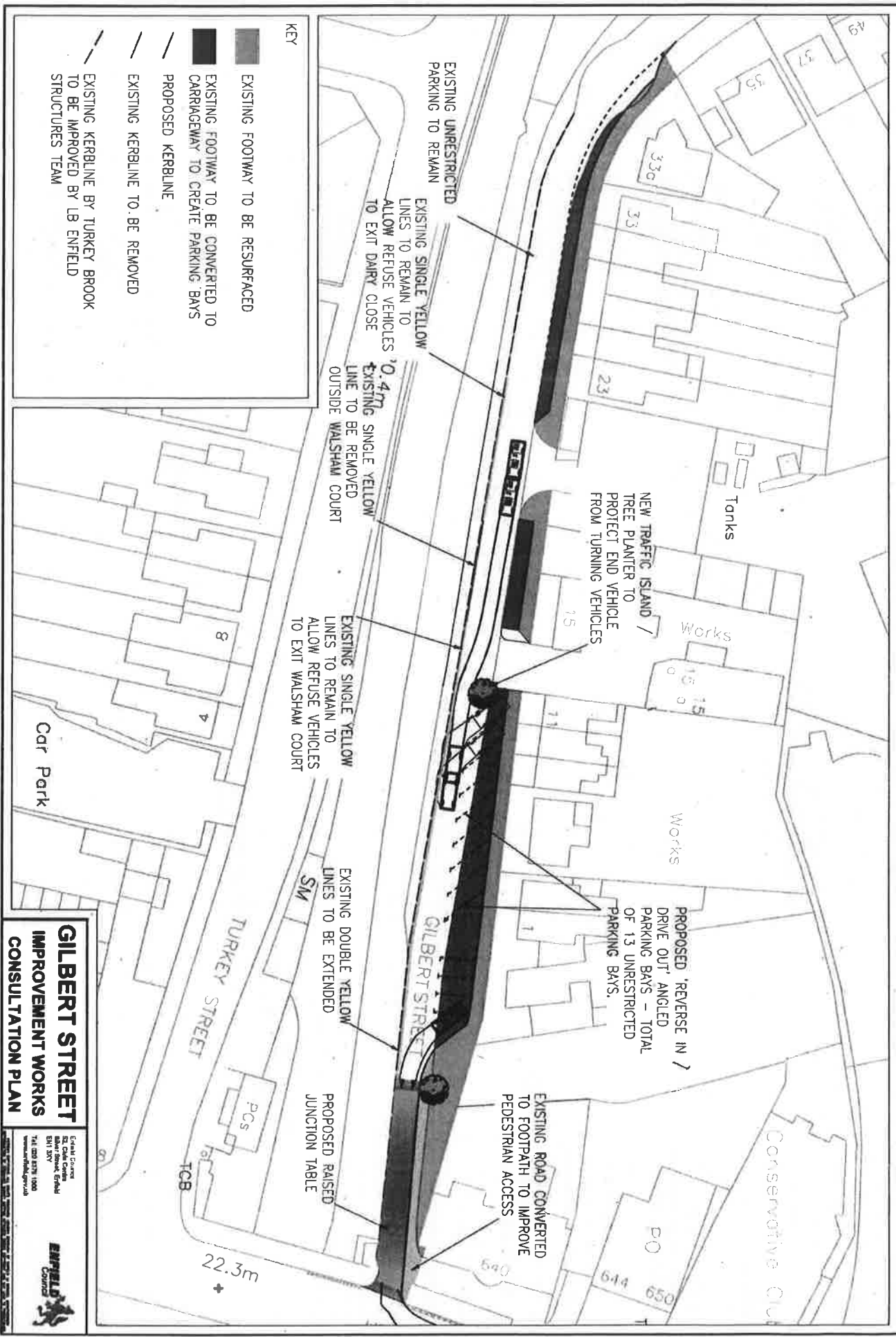
The recommendations will have no direct impact on the performance indicators set out in the council's Business Plan. However, the scheme will deliver improvements for local residents and is consistent with the council's aim to improve the condition of its roads and pavements.

11. PUBLIC HEALTH IMPLICATIONS

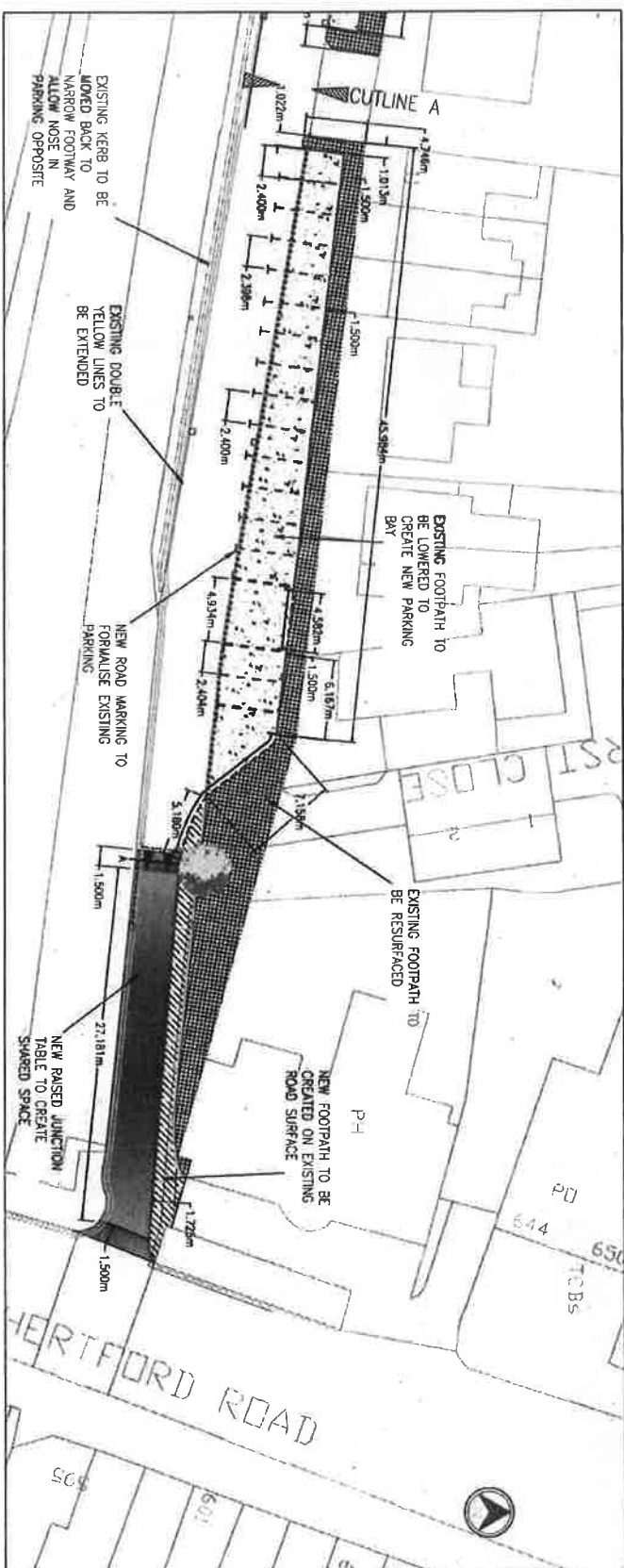
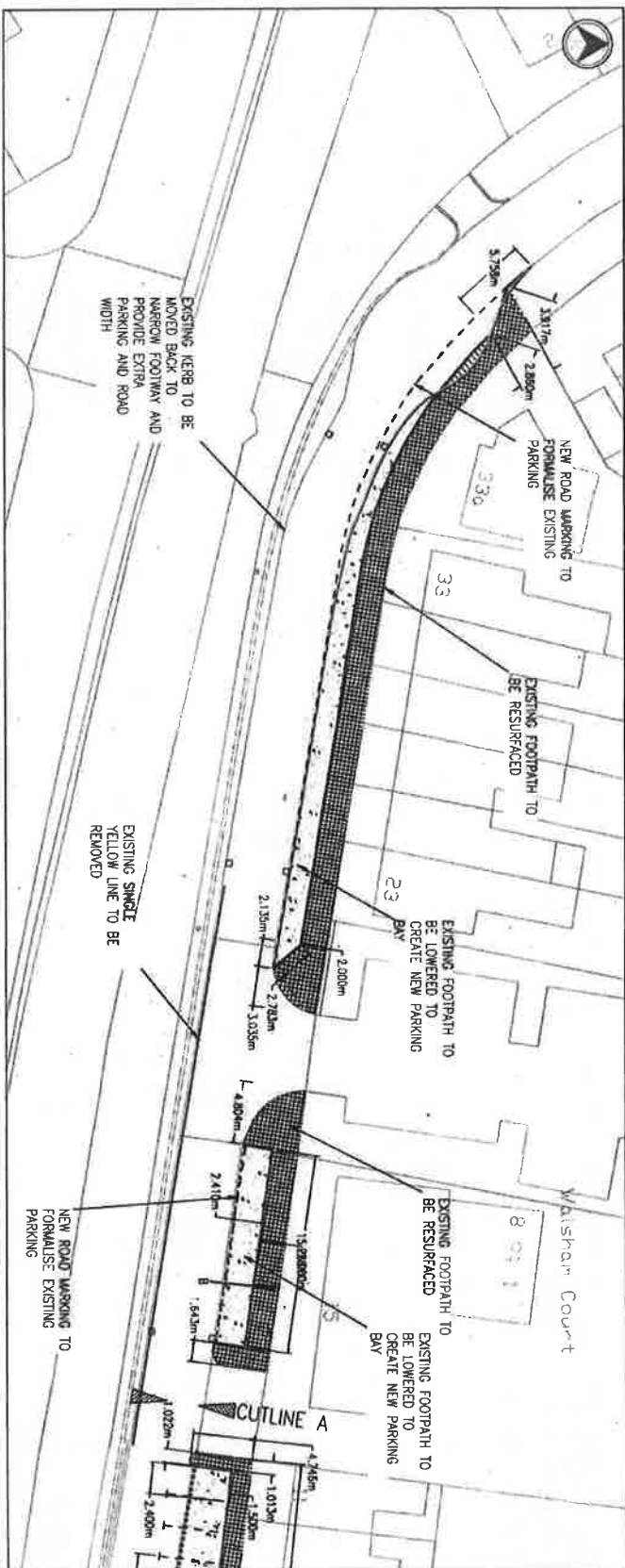
The proposals to amend the Gilbert Street / Hertford Road junction by widening the footway and the provision of a new footpath surface will improve the current environment and encourage healthy lifestyles and improve social cohesion.

Background Papers

No background papers were used in the preparation of this report.



**GILBERT STREET
IMPROVEMENT WORKS
CONSULTATION PLAN**



1. DO NOT SCALE FROM THIS DRAWING.
2. ANY ERRORS OR OMISSIONS TO BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY FOUND.
3. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.
4. ALL LEVELS ARE IN METRES AND RELATE TO ORDNANCE DATUM LEVEL UNLESS NOTED OTHERWISE.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS IN THE SAME SERIES.

STATUS
OUTLINE DESIGN

CLIENT
LONDON BOROUGH
OF ENFIELD

**FORMER CO-OP DAIRY SITE
GILBERT STREET
S106 WORKS**

**SCHEME PROPOSALS
PORTFOLIO HOLDER
BRIEFING NOTE PLAN**

ENFIELD
Council

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Silver Street, Enfield
EN1 3JY

Tel: 020 8375 1000
enfield@enfield.gov.uk

HIGHWAYS AND TRANSPORTATION

Road Safety

PROBAND	GROUP	DATE
AR	AR	02/03/2016
SCALE	POTENTIAL	COMMENTS
1:250	1:1	

DRAWING NO. 15181GILBERTREPORT0001