

# MUNICIPAL YEAR 2016/2017 REPORT NO. 11

**MEETING TITLE AND DATE:**

Cabinet  
15 June 2016

**REPORT OF:**

Director – Regeneration &  
Environment

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<b>Agenda - Part:</b> 1	<b>Item:</b> 9
<b>Subject: Cycle Enfield Spending Proposals for 2016/17</b>	
<b>Wards: All</b> <b>KD No: 4270</b>	
<b>Cabinet Member consulted:</b> Cllr. Daniel Anderson	

## 1. EXECUTIVE SUMMARY

This report seeks financial approval to spend £7,436,000 of grant funding for the design, consultation and implementation of Cycle Enfield schemes listed in Appendix 1. These proposals are part of the Mayor's Cycle Vision for London and will be fully funded by Transport for London (TfL). Specific scheme approval will be required prior to the implementation of individual elements of the programme.

## 2. RECOMMENDATIONS

To approve:

- 2.1 Expenditure of the £7,436,000 Mini Holland funding provided to date by TfL to progress the programme of works for 2016/17 set out in Appendix 1.
- 2.2 Delegation of authority to the Cabinet Member for Environment to a) approve expenditure of any additional funding provided by TfL for 2016/17 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 In March 2013 the Mayor of London published his Vision for Cycling with the overarching aim to double the number of people cycling by 2023. The Vision, which is supported by funding of £913m over 10 years, set out four key elements:

- A Tube Network for the Bike – providing a network of cycle route across London
- Safer Streets for the Bike – a range of measures to improve cycle safety at junctions and to improve lorry safety
- More People Travelling by Bike – making cycling a mainstream and popular mode of transport
- Better Places for Everyone – more cycling will benefit everyone, not just people that cycle.

3.2 One of the key elements of the vision was the ‘mini-Hollands’ programme, which allocated £100m to help boroughs deliver a step change in cycling and emulate some of the best practice seen in Holland and elsewhere. The programme was open to all outer London boroughs with funding awarded following a competitive bidding process.

3.3 Enfield’s bid, which had cross-party support, was based on the following elements:

- Providing segregated cycle lanes along the length of the A105 (Enfield Town to Palmers Green), A110 (Enfield Town to Lee Valley Road) and A1010 (Waltham Cross to Angel Edmonton).
- Revitalising Enfield Town and Edmonton Green town centres by rebalancing space for traffic, pedestrians and cyclists
- Introducing ‘Quieter Neighbourhoods’ to address traffic rat-running through residential streets
- Extending the Greenway network to promote leisure cycling
- Addressing severance caused by the A10 and A406 North Circular Road
- Introducing ‘Cycle Hubs’ at Enfield Town and Edmonton Green
- A range of supporting measures to encourage more people of all ages to take up cycling.

3.4 Enfield, Waltham Forest and Kingston were announced as the three successful bids in March 2014, each receiving in the region of £30m from the Mayor’s Mini-Hollands fund. Enfield has allocated further external funding to the project (principally significant elements of its annual LIP allocation from TfL), taking the total funding available for the project (locally branded as ‘Cycle Enfield’) to £42m.

3.5 In July 2014 the Cabinet Member for Environment and Community Safety agreed to expenditure of £700,000 to commence the design and consultation process. In September 2014 Cabinet agreed to the governance arrangements for the project, including the establishment of three Partnership Boards to allow a wide range of stakeholders to

participate in the project. In April 2015 Cabinet agreed to the expenditure of an additional £1.9m to support the design and consultation process.

- 3.6 On 10 February 2016, Cabinet granted approval to undertake detailed design and statutory consultation for lightly segregated cycling facilities and public realm improvements along the A105 between Enfield Town and Palmers Green.
- 3.7 Cycle Enfield represents a significant investment in the borough that can help deliver long-term health, transport and economic benefits.

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

- 4.1 It is proposed to progress the programme of works set out in Appendix 1 at a total estimated cost of £7,436,000. These works are part of the Mayor’s Cycle Vision for London and will be fully funded by TfL.
- 4.2 Severance sites 1, 4, 5, 6, 7, 8 and 14 will be delivered and paid for direct by TfL. All other schemes listed in Appendix 1 will be designed and implemented by the Council’s service provider, Ringway Jacobs through the London Highways Alliance Contract.

#### **5. ENFIELD’S MINI HOLLAND (MH) FUNDING ALLOCATION FOR 2016/17**

- 5.1 Below is a table setting out the Council’s overall Mini Holland allocation for 2016/17 for each programme of investment. Further details can be found at Appendix 1. Specific scheme approval will be required prior to implementing individual elements of the programme.

Investment Programme	2016/17 Mini Holland Allocation
Greenways	1,000,000
Quieter Neighbourhoods	77,000
A105, Green Lanes	3,100,000
Enfield Town	412,000
A110, Southbury Road	326,000
A1010, Hertford Road (South)	962,000
A1010, Hertford Road (North)	363,000
Cycle Hubs	126,000
Supporting measures	185,000
Severance sites	885,000
<b>Total</b>	<b>7,436,000</b>

## **6. ALTERNATIVE OPTIONS CONSIDERED**

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

## **7. REASONS FOR RECOMMENDATIONS**

- 7.1 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 make places cycle-friendly and provide better streets and places for everyone;
- To make cycling a safe & enjoyable choice for local travel;
- To create better, healthier communities;
- To provide better travel choices for the 34% of Enfield households who have no access to a car and an alternative travel choice for the 66% that do;
- To transform cycling in Enfield;
- To encourage more people to cycle;
- To enable people to make short journeys by bike instead of by car;
- To increase physical activity and therefore the health of cyclists;
- To reduce overcrowding on public transport;
- To enable transformational change to our town centres

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

### **8.1 Financial Implications**

- 8.1.1 The total estimated cost of the proposals identified in this report is £7,436,000 which will be fully funded by TfL.

- 8.1.2 Expenditure once approved by TfL will be fully funded by means of direct grant from TfL. The funding arrangements are governed through the TfL Borough Portal and 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 payments against certified claims as soon as costs are incurred, ensuring the Council benefits from prompt reimbursement.

- 8.1.3 Use of the funding for purposes other than those for which it is provided may result in TfL requiring repayment of any funding already provided and/or withholding provision of further funding. TfL also retains the right to carry out random or specific audits in respect of the financial assistance provided.

## **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 The generic matters to which TfL will have regard in allocating financial assistance and the generic conditions that will apply to any such assistance are:

- Under section 159 of the GLA Act, financial assistance provided by TfL must be for a purpose which in TfL's opinion is conducive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within Greater London.
- In order to ensure this purpose is met, TfL may have regard to the following matters when exercising its functions under section 159:
  - Any financial assistance previously given
  - The use made by the authority of such assistance
- Conditions – section 159(6) of the GLA Act also allows TfL to impose conditions on any financial assistance it provides and in specified circumstances to require repayment. Other more detailed conditions may be imposed that relate to particular projects.

8.2.3 The Council is required to comply with the terms of the grant funding agreement and the Council's Contract Procedure Rules when entering in to or administration any contracts arising from the recommendations in this report. Any legal agreement arising as a result of the recommendations contained in this report must be in a form approved by the Assistance Director of Law and Governance

8.2.4 Under section 65 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.

8.2.5 Under the Localism Act 2011, local authorities have a general power of competence provided that there is no express prohibition, restriction or limitation contained in statute against the use of the power. The recommendations contained in this report are consistent with the Council's powers.

## **8.3 Property Implications**

8.3.1 Although the proposed expenditure on design and consultation has no direct property implications, the detailed design and implementation of some sections of the cycle network is already relevant to specific Council owned sites, including re-development proposals for the former Bury Street depot, the proposed section of the Quietway from Angel Gardens to Montagu Road, and some sites within Enfield Town.

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 identifying the probability, impact and status of key risks can be found at Appendix 2. 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 monitors and considers risk management issues at its regular meetings, and directs 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**

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

10.2.2 The Cycle Enfield programme 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 programme 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 and workshops to help influence the designs.
- 11.3 On the main road cycling schemes e.g. A105 and Enfield Town we will hold further engagement with stakeholder groups to help us develop the detailed designs and address comments and concerns raised by or on behalf of older people and those with disabilities.

## **12. PERFORMANCE MANAGEMENT IMPLICATIONS**

- 12.1 The Cycle Enfield programme directly contributes to the environment, health and inward investment objectives set out in the Council Business Plan (Enfield – A Fairer Future for All).

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

- 13.1 Where appropriate, independent Safety Audits will be undertaken to ensure that schemes do not impact adversely on road safety.
- 13.2 The Construction, Design and Management Regulations are being followed to ensure that risks are designed out/mitigated and the schemes listed in appendix 1 can be constructed safely.

## **14. PUBLIC HEALTH IMPLICATIONS**

- 14.1 The Cycle Enfield programme provides a unique opportunity to improve the health of the borough's residents and address health inequality.
- 14.2 Compared to those who are least active, sufficient physical activity reduces all-cause mortality and the risk of heart disease, cancer, mental health issues and musculo-skeletal disease by approximately 20 to 40%. These conditions account for 70% of the NHS budget.
- 14.3 Guidelines on physical activity have been published by the World Health Organisation (WHO), some 21 countries as well as the Chief Medical Officers of the Four Home Countries.
- 14.4 Health Survey for England (HSE) self-report data for both 2008 and 2012 indicates that 33% males and 44% of females aged 16+ report not meeting the current Chief Medical Officer (CMO) guidelines of 150 minutes of physical activity per week. Objective data indicates that in actuality some 95% of the population may not be meeting physical activity guidelines.
- 14.5 Cycling is a very effective means of integrating physical activity into everyday life. In the Netherlands cycling accounts for some 34% of journeys up to 7.5km (4.6 miles). The population attributable fraction of mortality due to

inactivity in the Netherlands is 1/3 to 1/2 that of the UK. The Netherlands also has the lowest prevalence of diabetes in Europe.

- 14.6 Improving cycling facilities in the borough has the potential to significantly increase the disposable income of those least well-off in the borough. Academic studies indicate that those in the least wealthy quintile spend approximately 30% of their income on transport.
- 14.7 Other benefits to the individual will include greater access to employment, education, shops, recreation, health facilities and the Countryside.
- 14.8 Public health benefits to the wider Enfield community (cyclists and non-cyclists alike) relate to the avoided external costs of motorised transport that would be achieved by a modal shift towards cycling. These include air pollution (particulates, carbon monoxide, nitrogen oxides, hydrocarbons, ozone, carbon dioxide, lead, benzene), noise, vibration, odour, climate change, stress / anxiety, danger, loss of land and planning blight and community severance. Nitrogen oxides and PM2.5 are associated with 17% of deaths in Enfield. It should be noted that this does not include PM0.5 for which the evidence is still emerging.
- 14.9 It is noted that in the Guardian 'Enfield experiment' series a graduate in Enfield could not take a job in Barnet because commuting by bus was impractical. It is unlikely this would have happened if a cycling culture existed. The British Medical Association states that a person cycling can 'easily cover' more than 5 miles.
- 14.10 Although no local data is available it is noted that congestion is estimated to cost the country £10 billion a year. The cost of this will only increase in Enfield with population growth unless a modal shift is achieved.
- 14.11 Studies both in the US and UK have shown that greater motorised traffic volumes are associated with greater community severance i.e. the greater the traffic volume the fewer people know each other on a street.
- 14.12 Physical activity has been described by the Chief Medical Officer as a 'public health best buy' and that if it were a pill we'd be rushing to prescribe it. Thought should be given to how the reach and influence of Cycle Enfield can be further extended for individual and population health and to protect the NHS budget. A number of studies have shown that increased utility cycling is associated with increased physical activity with a reduction in mortality of up to 28%. In Copenhagen the Government estimates that 57% of the population rides a bicycle every day.
- 14.13 Increasing utility cycling will therefore have a positive impact on cyclist and non-cyclists alike which will have positive effects on both the NHS and Social Services. It is noted that Cycle Enfield has been endorsed by Enfield CCG, the North Middlesex hospital and the Royal Free hospital.



## **Background Papers**

None