

MUNICIPAL YEAR 2017/2018 REPORT NO.

ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

PORTFOLIO DECISION OF:
Cabinet Member for Environment

REPORT OF:
Executive Director –
Regeneration & Environment

Agenda – Part: 1	KD Num: 4622
Subject: Approval of Enfield Town Station Cycle Hub	
Wards: Town	

Contact officer and telephone number: Andrew Dodkins x 4016
E mail: Andrew.dodkins@enfield.gov.uk

1. EXECUTIVE SUMMARY

This report seeks approval to install a Cycle Hub at Enfield Town Station. This will provide secure cycle parking for Enfield Town Centre. It forms part of the Mayor's Transport Strategy, which seeks to increase cycling in London and the Council's wider strategy in seeking to deliver health and transport benefits for both local residents and visitors to Enfield.

2. RECOMMENDATIONS

It is recommended that the Cabinet Member for Environment:

- 2.1 Approves the scheme and expenditure of £400,000 to install a Cycle Hub at Enfield Town Station.
- 2.2 Approves the placing of 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
- 2.3 Approves that authority is given to the Director of Operational Services to utilise any remaining financial resource from the Enfield Town Station Cycle Hub to install additional mini hubs at future locations as recommended by the project team, subject to the agreement of the Cabinet Member for Environment.

3. BACKGROUND

- 3.1 Cycle Hubs form part of the Council's strategy aimed at increasing cycling levels across the Borough. The hubs are enclosed facilities that require a form of key/fob access, offering secure cycle parking for private cycles. There are two primary hubs proposed at Enfield Town Station and Edmonton Green Station respectively, with additional secondary 'mini' hub locations to be determined once the primary hubs are installed.
- 3.2 The Enfield Town Cycle Hub location is proposed on land owned by Enfield Council adjacent to the train station. This land is the site of the former Railway Tavern, and is currently empty. These proposals provide an opportunity to open up this space, providing a new cycle storage facility, and enhance the area for waiting bus passengers.

4. SCHEME DESIGN PROPOSALS

- 4.1 The key design features of this scheme are:
- Installation of the cycle hub – a single storey glass clad structure, 10m x 6.75m with secure entrance for members to lock bikes to internal racks with a capacity for 50 plus 5% non-standard bikes;
 - Sedum green roof
 - Public realm improvements – hard and soft landscaping areas;
 - Bus shelter relocation – to incorporate the bus stop shelter into the new public space which will expand the waiting area and reduce the current pinch point for pedestrians on Genotin Road.
- 4.2 Following a TfL Sponsor Review of the proposals, the design was discussed with the Council's Heritage Team and presented to the Conservation Advisory Group. The internal urban design team was also consulted along with Traffic and Transportation, Parking and Highway Services. Key features included in the design that address issues that were raised include:
- Improved signage and road markings in the surrounding area to improve cycle access to the hub;
 - Internal lighting and CCTV cameras connected to the Communication Centre to improve safety and security
 - Sustainable drainage and soft landscaping, including a green roof.
 - Design of the hub to incorporate high quality, low maintenance design features and materials.
- 4.3 Consideration has been given to the maintenance implications for this project. The manufacturer of the Hub will provide a 24-month essential maintenance package including :-
- Quarterly inspections
 - Clean and dust electrical items, bike racks, tools, bike pump
 - Bike pump valve replacement

- Clean, testing and lubricate door and mechanism.
- Check fixings
- Visual check on condition of shelter, inspect for any loose fixings
- Check each glass panel is securely fixed
- Visually inspect the condition of the Green Roof

In addition to the above they will also carry out watering of the green roof as required for the first 12 months to ensure establishment of the grass.

The Hub supplier has also been requested to provide fast responses for replacement parts should vandalism occur. In the first instance this will be made safe by Parking Services, with replacement parts having a lead in time of between 24-hours and 2 weeks, depending on the item to be replaced.

After the initial 24 month period, the overall operation and routine maintenance of the Hub will be managed by Parking Services. As part of this, the CCTV will be managed by the Enfield Public Safety Centre, and the green roof will be accrued in the Ground Maintenance contract at the end of the maintenance period. Costs for maintaining the hub facility will be contained within the existing revenue budgets for Parking Services and Grounds Maintenance

4.4 The planning application was submitted on 16th October 2017 and was granted permission on 11th December 2017 with a number of conditions; the main ones being:

- To provide details of how the hubs will connect to the proposed Cycle Enfield routes – addressed by providing improved signage and road markings in the surrounding area to improve cycle access to the Hub
- A stopping-up order is required for the area occupied by the hub on Genotin Road – this is underway.

4.5 The design proposals for this scheme are included in Appendix 1.

5. ALTERNATIVE OPTIONS CONSIDERED

The option of not implementing this project would omit a key component of the Council's cycling strategy and potentially limit the uptake in participation. It would therefore reduce the anticipated benefits resulting from the new infrastructure and prevent the opportunity for wider public realm improvements that will positively impact bus passengers in this location.

6. REASONS FOR RECOMMENDATIONS

The recommended scheme will achieve the following benefits:

- Ensuring safe and secure cycle parking is available;
- Bringing public realm improvements and benefits for waiting bus passengers.

- Enabling increased levels of physical activity by providing the infrastructure to encourage more people to make short journeys by bike instead of by car.

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

7.1 Financial Implications

- 7.1.1 The total estimated capital cost for constructing the scheme will not exceed £400,000 and will be fully funded by Transport for London to help deliver the Mayor's Transport Strategy.
- 7.1.2 The funding arrangements are governed through the TfL Borough Portal. 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.
- 7.1.3 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.
- 7.1.4 Costs for maintaining the hub facility will be contained within the existing revenue budgets for Parking Services and Grounds Maintenance.

7.2 Legal Implications

- 7.2.1 Under the Greater London Authority (GLA) Act 1999, 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.
- 7.2.2 Part of the site falls on the highway and Section 62 of the Highways Act 1980 provides a general power for the Council to improve highways. The Road Traffic Regulation Act 1984 also enables the Council to install the proposed cycle stands on the highway (section 63) and to amend the current restrictions on Genotin Road associated with the proposed relocation of the bus stop.
- 7.2.3 Planning permission for the new structure and associated landscaping has been granted (subject to conditions) under reference 17/04266/RE4. The proposed cycle hub building falls partly on the highway and the affected area of highway could be stopped-up using powers provided by s247 of the Town and Country Planning

Act 1990. Alternatively, S115B of the Highways Act 1980 enables the Council to carry out works on the highway to provide a service, such as secure cycle parking, for the benefit of the public or a section of the public.

7.3 Property Implications

7.3.1 As this site has remained unused for a number of years, by bringing it back into a beneficial use, the Town Centre will be enhanced.

7.3.2 Because the site has been bounded by hoardings, the visual impact will be improved by the provision of the Cycle Hub and the new public space.

7.3.3 The cycle hub does not utilise all the land available at this site and the wider Enfield Town master plan could bring forward alternative uses for this area in future years. At this time, the cycle hub could either be incorporated into any future plans or re-purposed within a larger development. The hub structure has the potential to be relocated to an alternative site if this was deemed the best approach.

8. KEY RISKS

The following key risks have been identified

- Opposition to the scheme from local residents/ organisations. - The scheme has been through a formal planning application and is being developed on Council owned land.
- Delays in delivery – Approval of this report by 12 February 2018 will enable the scheme to be substantially completed by 30 April 2018 subject to there being no unforeseen circumstances such as weather or poor ground conditions.
- The facility is poorly used – the facility is to be located at a busy transport interchange and shopping centre. It will be promoted as part of the Council's cycling strategy.
- Facility falls into disrepair – Maintenance responsibilities have been discussed and specific functions allocated to individual council service areas.

9. IMPACT ON COUNCIL PRIORITIES

9.1 The scheme supports the Council's vision to make Enfield a better place to live and work, delivering fairness for all, growth and sustainability and strong communities.

9.2 In particular, the scheme supports the following Council priorities:

- People make healthier choices and have access to quality local healthcare including mental health services - secure cycle parking

will help encourage more residents of all ages to engage in physical activity.

- Diverse and attractive town centres and retail areas; and improving transport connectivity and capacity - this scheme brings public realm improvements to Enfield Town Centre and helps support multi modal travel through the provision of secure cycle parking at the train station.
- Neighbourhoods that are clean, safe, well regulated, welcoming, cohesive and resilient - cycle hubs form part of a strategy to reduce the impact of traffic on local neighbourhoods and to provide a coherent and integrated cycle network.

10. EQUALITIES IMPACT IMPLICATIONS

- 10.1 The Council has a duty pursuant to section 149 of the Equality Act 2010 when introducing new policies and making changes to services to have due regard to the need to eliminate discrimination, advance equality of opportunity between persons who share a relevant protected characteristic, and foster good relations between persons who share a relevant protected characteristic and persons who do not share it. This includes persons of different ages, disability, race and sex (along with other protected characteristics).
- 10.2 The Hub has been designed to accommodate a number of non-standard cycles. This allows a wide variety of cycles to use the facility including Three- wheeled cycles, recumbent bikes, hand cycles, and cargo bikes. An electronic sliding door will also be installed which will allow easier access into the Hub with level access. Vinyl graphics will be used on the glass to give contrast for anyone with visual impairment.

11. PERFORMANCE MANAGEMENT IMPLICATIONS

Cycle hubs may have limited impact on performance when considered in isolation however the scheme will contribute to a number of key targets, including those relating to improving the health of adults and children in the Borough, reducing the number of vulnerable road users injured on our roads, and increasing the use of sustainable means of travel.

12. PUBLIC HEALTH IMPLICATIONS

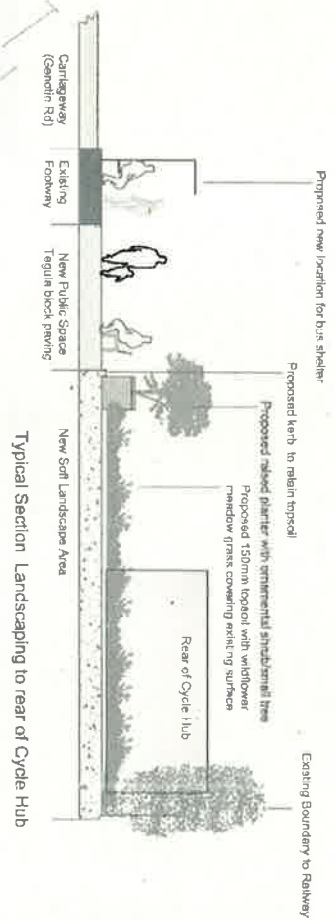
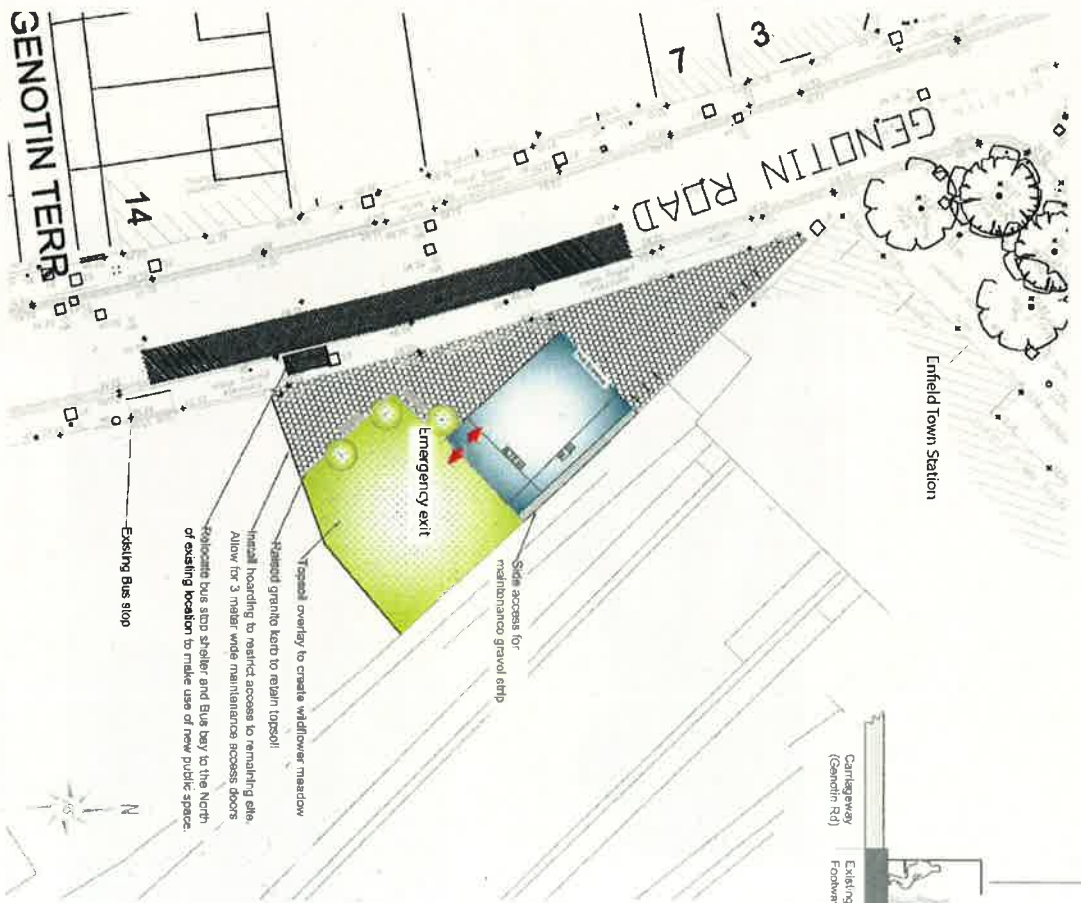
- 12.1 Cycle hubs are part of the Council's cycling strategy, which provides a unique opportunity to improve the health of the Borough's residents and address health inequality.
- 12.2 Compared to those who are least active, regular physical activity reduces all-cause mortality and the risk of heart 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 25.4% of Year 6 pupils in Enfield (aged 10-11) are obese, higher than in London or England as a whole (22.6% and 19.1% respectively). 41% are either overweight or obese compared to 37.2% in London and 33.5% in England. This is the 6th highest in London.

Background Papers

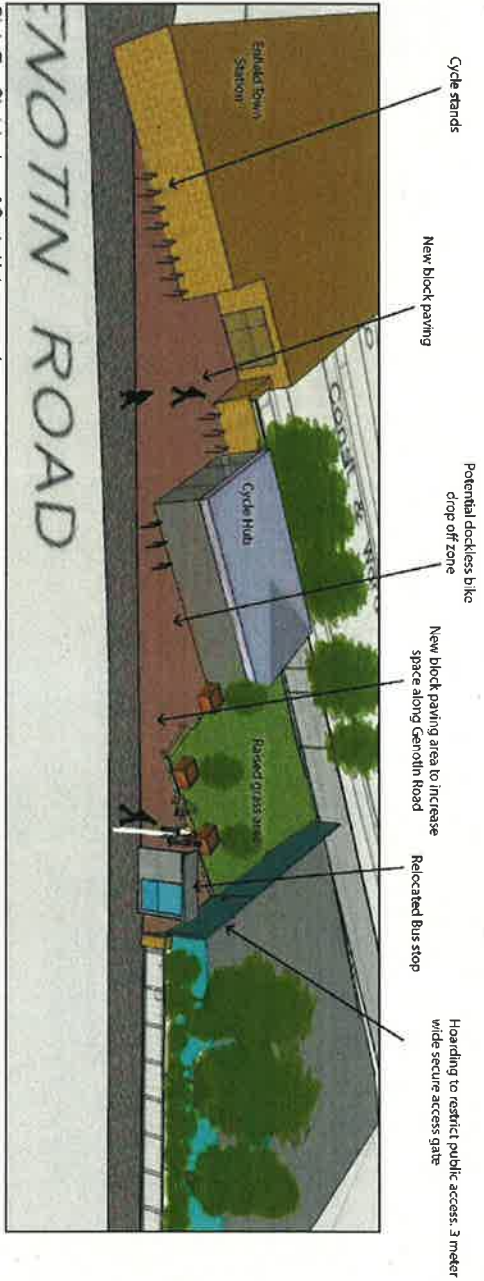
None

Cycle Hub and Landscaping Proposals



- KEY**
-  Proposed Steel frame Cycle Hub 5.75m x 10m. Height was three meters
 -  Proposed new surface Gray /tequila block paving
 -  Proposed new grass area formed by puncturing drain holes into existing hard surface and laying 150mm to wildflower meadow seeding
 -  Proposed new location for existing bus stop and bus shelter.
 -  Proposed raised planter approx. 600x600mm with a tree/shrub planting
 -  Proposed bench
 -  Proposed bike stands for use if Hub is full or cycle is not registered to use the Hub

Sketch Views



Birds Eye Sketch view of Cycle Hub proposal

The cycle hub will benefit from some decoration
 - this will be kept simple and removable with the use of vinyl adhered to the glass - all graphics to be developed with a graphic designer and consulted with Heritage



Street View Sketch of Cycle Hub proposal

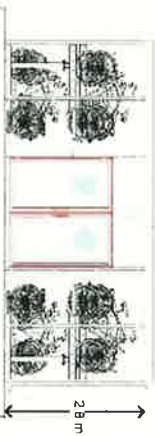


Image obtained from a Cycle Hub Supplier showing front elevation and the two tier cycle parking racks

MUNICIPAL YEAR 2017/2018 REPORT NO.

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PORTFOLIO DECISION OF:
Cabinet Member for Environment

REPORT OF:
Executive Director –
Regeneration & Environment

Agenda – Part: 1	KD Num: 4621
Subject: Approval of Edmonton Green Station Cycle Hub	
Wards: Edmonton Green	

Contact officer and telephone number: Andrew Dodkins x 4016
E mail: Andrew.dodkins@enfield.gov.uk

1. EXECUTIVE SUMMARY

This report seeks approval to install a Cycle Hub at Edmonton Green Station. This will provide secure cycle parking for Edmonton Green. It forms part of the Mayor's Transport Strategy, which seeks to increase cycling in London and the Council's wider strategy in seeking to deliver health and transport benefits for both local residents and visitors to Enfield.

2. RECOMMENDATIONS

It is recommended that the Cabinet Member for Environment:

- 2.1 Approves the scheme and expenditure of £450,000 to install a Cycle Hub at Edmonton Green Station.
- 2.2 Approves the placing of 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
- 2.3 Approves that authority is given to the Director of Operational Services to utilise any remaining financial resource from the Edmonton Green Station Cycle Hub to install additional mini hubs at future locations as recommended by the project team, subject to the agreement of the Cabinet Member for Environment.

3. BACKGROUND

- 3.1 Cycle Hubs form part of the Council's strategy aimed at increasing cycling levels across the Borough. The hubs are enclosed facilities that require a form of key/fob access, offering secure cycle parking for private cycles. There are two primary hubs proposed at Enfield Town Station and Edmonton Green Station, with additional secondary 'mini' hub locations to be determined once the primary hubs are installed.
- 3.2 The Edmonton Green Cycle Hub location is proposed on the open space owned by Enfield Council adjacent to the train station. These proposals provide a new cycle storage facility integrated into the existing space with new soft and hard landscaping.

4. SCHEME DESIGN PROPOSALS

- 4.1 The key design features of this scheme are:
- Installation of the cycle hub – a single storey glass clad structure, 10m x 6.75m with secure entrance for members to lock bikes to internal racks with a capacity for 50 plus 5% non-standard bikes;
 - Sedum green roof
 - Public realm improvements – hard and soft landscaping areas;
- 4.2 Following a TfL Sponsor Review of the proposals, the design was discussed with the Council's Heritage Team and presented to the Conservation Advisory Group. The internal urban design team was also consulted along with Traffic and Transportation, Parking and Highway Services. Key features included in the design that address issues that were raised include:
- Improved signage and road markings in the surrounding area to improve cycle access to the hub;
 - Internal lighting and CCTV cameras connected to the Communication Centre to improve safety and security
 - Sustainable drainage and soft landscaping, including a green roof.
 - Design of the hub to incorporate high quality, low maintenance design features and materials.
- 4.3 Consideration has been given to the maintenance implications for this project. The manufacturer of the Hub will provide a 24-month essential maintenance package including :-
- Quarterly inspections
 - Clean and dust electrical items, bike racks, tools, bike pump
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 - Clean, testing and lubricate door and mechanism.
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In addition to the above they will also carry out watering of the green roof as required for the first 12 months to ensure establishment of the grass.

The Hub supplier has also been requested to provide fast responses for replacement parts should vandalism occur. In the first instance this will be made safe by Parking Services, with replacement parts having a lead in time of between 24-hours and 2 weeks, depending on the item to be replaced.

After the initial 24 month period, the overall operation and routine maintenance of the Hub will be managed by Parking Services. As part of this, the CCTV will be managed by the Enfield Public Safety Centre, and the green roof will be accrued in the Ground Maintenance contract at the end of the maintenance period. Costs for maintaining the hub facility will be contained within the existing revenue budgets for Parking Services and Grounds Maintenance

4.4 The planning application was submitted on 16th October 2017 and was granted permission on 11th December 2017 with a number of conditions; the main one being:

- To provide details of how the hubs will connect to the proposed integrated cycling routes – addressed by providing improved signage and road markings in the surrounding area to improve cycle access to the hub

4.5 The design proposals for this scheme are included in Appendix 1.

5. ALTERNATIVE OPTIONS CONSIDERED

The option of not implementing this project would omit a key component of the Council's cycling strategy and potentially limit the uptake in participation. It would, therefore, reduce the anticipated benefits resulting from the new infrastructure and prevent the opportunity for wider public realm improvements that will positively impact bus passengers in this location.

6. REASONS FOR RECOMMENDATIONS

The recommended scheme will achieve the following benefits:

- Ensuring safe and secure cycle parking is available;
- Bringing public realm improvements and benefits for waiting bus passengers.
- Enabling increased levels of physical activity by providing the infrastructure to encourage more people to make short journeys by bike instead of by car.

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

7.1 Financial Implications

- 7.1.1 The total estimated capital cost for constructing the scheme will not exceed £450,000 and will be fully funded by Transport for London to help deliver the Mayor's Transport Strategy.
- 7.1.2 The funding arrangements are governed through the TfL Borough Portal. 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.
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- 7.2.1 Under the Greater London Authority (GLA) Act 1999, 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.
- 7.2.2 Planning permission for the new structure and associated landscaping has been granted (subject to conditions) under reference 17/04269/RE4.

7.3 Property Implications

The provision of this Cycle Hub will be a beneficial enhancement to Edmonton Green, both from the point of view of a shopping centre and a transport hub.

8. KEY RISKS

The following key risks have been identified:

- Opposition to the scheme from local residents/ organisations. - The scheme has been through a formal planning application and is being developed on council-owned land.

- Delays in delivery – Approval of this report by 12 February 2018 will enable the scheme to be substantially completed by 30 April 2018 subject to there being no unforeseen circumstances such as weather or poor ground conditions.
- The facility is poorly used – the facility is to be located at a busy transport interchange and shopping centre. It will be promoted as part of the wider cycling activities.
- Facility falls into disrepair – Maintenance responsibilities have been discussed and specific functions allocated to individual council service areas.

9. IMPACT ON COUNCIL PRIORITIES

9.1 The scheme supports the Council's vision to make Enfield a better place to live and work, delivering fairness for all, growth and sustainability and strong communities.

9.2 In particular, the scheme supports the following Council priorities:

- People make healthier choices and have access to quality local healthcare including mental health services - secure cycle parking will help encourage more residents of all ages to engage in physical activity.
- Diverse and attractive town centres and retail areas; and improving transport connectivity and capacity - this scheme brings public realm improvements to Edmonton Green and helps support multi modal travel through the provision of secure cycle parking at the train station.
- Neighbourhoods that are clean, safe, well regulated, welcoming, cohesive and resilient - cycle hubs form part of a strategy to reduce the impact of traffic on local neighbourhoods and to provide a coherent and integrated cycle network.

10. EQUALITIES IMPACT IMPLICATIONS

10.1 The Council has a duty pursuant to section 149 of the Equality Act 2010 when introducing new policies and making changes to services to have due regard to the need to eliminate discrimination, advance equality of opportunity between persons who share a relevant protected characteristic, and foster good relations between persons who share a relevant protected characteristic and persons who do not share it. This includes persons of different ages, disability, race and sex (along with other protected characteristics).

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electronic sliding door will also be installed which will allow easier access into the Hub with level access. Vinyl graphics will be used on the glass to give contrast for anyone with visual impairment.

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Cycle hubs may have limited impact on performance when considered in isolation, however the scheme will contribute to a number of key targets, including those relating to improving the health of adults and children in the Borough, reducing the number of vulnerable road users injured on our roads, and increasing the use of sustainable means of travel.

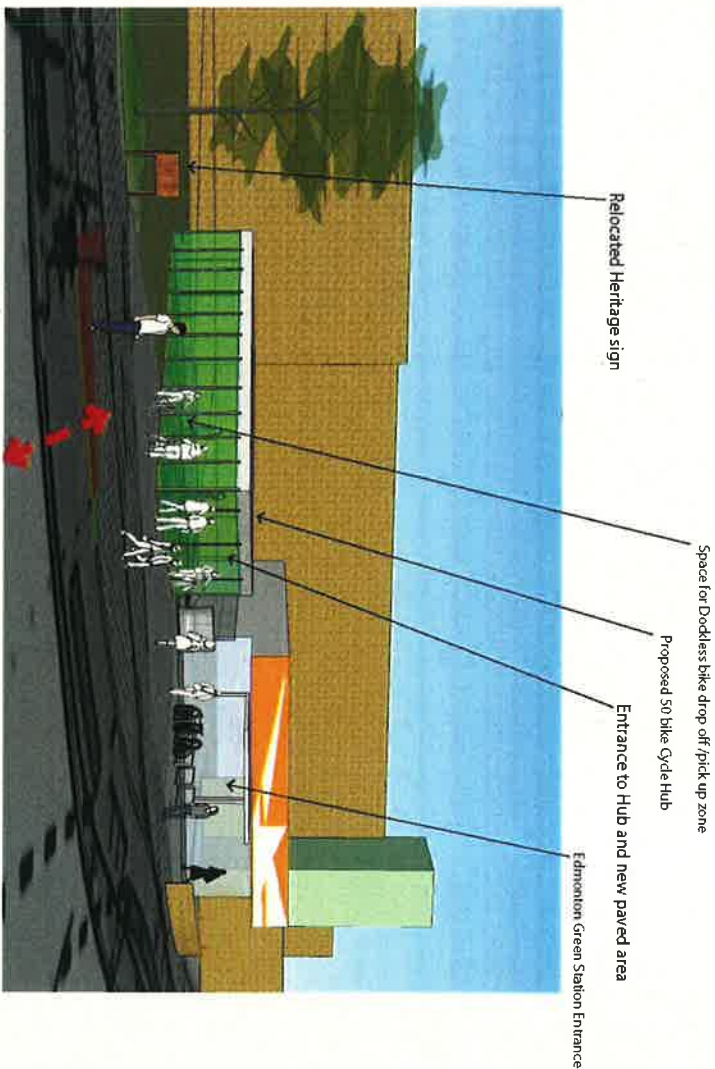
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- 14.3 25.4% of Year 6 pupils in Enfield (aged 10-11) are obese, higher than in London or England as a whole (22.6% and 19.1% respectively). 41% are either overweight or obese compared to 37.2% in London and 33.5% in England. This is the 6th highest in London.

Background Papers

None

Sketch view



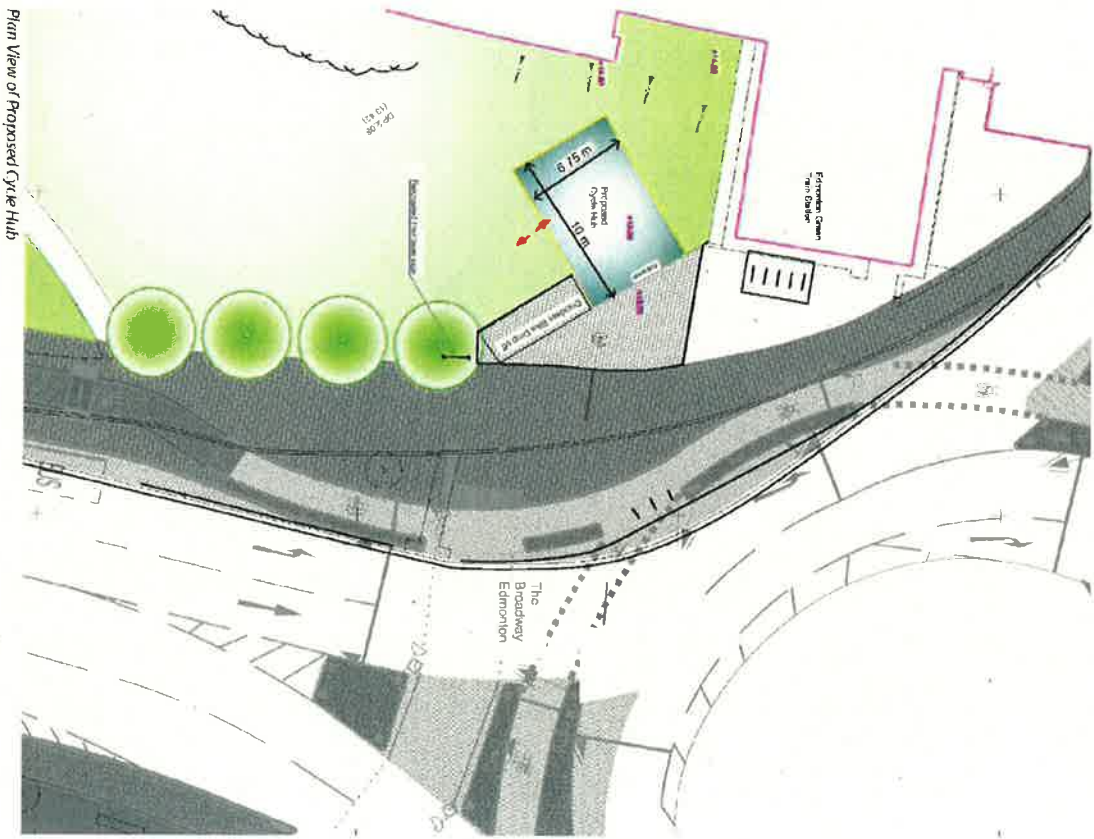
Artistic Impression of Proposed Cycle Hub at Edmonton Green Station



Supplier drawing showing the front elevation with 2 tier cycle storage along both sides of Hub


The cycle hub will benefit from some decoration - this will be kept simple and removable with the use of vinyl adhered to the glass - all graphics to be developed with a graphic designer and consulted with Heritage


Cycle Hub and Landscaping Proposals





Plan View of Proposed Cycle Hub


KEY

- 

Proposed Cycle Hub, width 6.75 x length 10 meters x height (less than 3 meters). Steel frame and glass clad
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Proposed new public space, grey tegula block paving. Existing poor quality tree in station forecourt to be removed.
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New tree avenue, species to be agreed with Highway arboricultural team
- 

Proposed location for dockless bike drop off zone
- 

Emergency exit from of Hub structure

