

MUNICIPAL YEAR 2018/2019 REPORT NO.

**ACTION TO BE TAKEN UNDER
DELEGATED AUTHORITY**

OPERATIONAL DECISION OF:
Doug Wilkinson – Director
Environment & Operational
Services

Part 1	KD 4706
Subject: Abandoned and Nuisance Vehicles – Award of a new contract	
Wards: ALL	

Contact officer and telephone number: Sue McDaid, Head of Regulatory Services. Contact Number, 020 8379 3680
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<p>1. EXECUTIVE SUMMARY</p> <p>1.1 This report advises on the outcome of the joint North London Borough procurement process for a new contract for the removal, storage and disposal of abandoned and nuisance vehicles. It was a joint procurement between the London Boroughs of Enfield and Waltham Forest – led by the London Borough of Enfield.</p> <p>1.2 There was only one tender submitted. This was from the current contractor; Redcorn Limited. The tender was thoroughly assessed and evaluated by representatives of the London Boroughs of Enfield and Waltham Forest, and the evaluation was reviewed by the procurement team at London Borough of Enfield. Redcorn Limited fulfilled the criteria.</p> <p>1.3 It is recommended that the contract be awarded to Redcorn Limited for a period of three years, with the option to extend for a further one year.</p>

<p>2. RECOMMENDATIONS</p> <p>2.1 That the Director of Environment and Operational Services endorses the decision to award the contract for the removal, storage and disposal of abandoned and nuisance vehicles to Redcorn Limited. The contract will cover the period 1 December 2018 to 30 November 2021 with an option to extend the contract for a further year.</p>

3. BACKGROUND

- 3.1 The current contract for the removal, storage and disposal of nuisance vehicles expires on 30 November 2018. The current contractor is Redcorn Limited.
- 3.2 On 6 July 2018 a specification document for the tender process was agreed between London Boroughs of Enfield and Waltham Forest.
- 3.3 On 11 July 2018 an advert inviting business to tender for the contract was placed on the London Tenders Portal using the Pro Contract System. This was an open tender process as the known market place is limited.
- 3.4 One company, Redcorn Ltd, subsequently submitted a tender.
- 3.5 On 3 August 2018 the tender assessment and evaluation was carried out by representatives of the London Boroughs of Enfield and Waltham Forest and the evaluation was reviewed by the procurement team at London Borough of Enfield.
- 3.6 Redcorn Limited was awarded preferred contractor status as a result of their successful tender.

Summary of Tender Process

- 3.7 The procurement and tender process was led by London Borough of Enfield on behalf of the two participating boroughs.
- 3.8 There was a limited response to the advert.
- 3.9 One company, Redcorn Ltd, subsequently submitted a tender.

4. ALTERNATIVE OPTIONS CONSIDERED

- 4.1 None. The resources necessary to undertake this work in-house are not available.

5. REASONS FOR RECOMMENDATIONS

- 5.1 We have a statutory duty to remove abandoned vehicles. This contract will overall be income generating and we do not have the in-house resource to undertake the removal, storage and destruction of nuisance vehicles.

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

6.1 Financial Implications

- 6.1.1 This report seeks that the Director of Environment and Operational service endorses the decision to award the contract for the removal, storage and disposal of abandoned and nuisance vehicles. The contract will cover the period 1 December 2018 to 30 November 2021 with an option to extend the contract for a further year.
- 6.1.2 This is a concessions for services contract. The contract is virtually Nil cost to the council and generates receipts from the contractor for each abandoned and untaxed vehicle removed.
- 6.1.3 Between 1 December 2014 and 30 November 2017 (under the current contract) the Council removed 241 abandoned vehicles and 5474 untaxed vehicles.
- 6.1.4 Under existing arrangements the Council receives an income from the contractor for each abandoned and untaxed vehicle removed. The Council has incurred nominal expenditure for the storage of vehicles which were deemed of value and not suitable for immediate destruction. For the period 1 December 2014 to 30 November 2017 the Council received an income of £122,746 (annual average of £40,915) and incurred expenditure of £2,255.
- 6.1.5 The value for Enfield and Waltham Forest combined is estimated as £452,785 based on turn over for the first 3 years (and an additional £150,261 for the 12 month extension). The estimated expenditure for Enfield for the 3 year contact plus the 12 month extension is £3,000.

6.2 Legal Implications

- 6.2.1 S.111 Local Government Act 1972 gives a local authority power to do anything which is calculated to facilitate, or is conducive or incidental to, the discharge of any of its functions.
- 6.2.2 The Council also has a power of competence under s.1(1) Localism Act 2011 to do anything that individuals may do, provided it is not prohibited by legislation and subject to Public Law Principles. The recommendations in this report are in accordance with these powers and will enable the Council to fulfil its duties.
- 6.2.3 When conducting the procurement, the Council must be mindful of and adhere to CPR 5 (Concessions or Contracts with Income Elements). Although the estimated contract value does not exceed the relevant EU threshold for Concessions Contracts, the Council must ensure it complies with the overarching procurement principles and the Public Contract Regulations (2015).

- 6.2.4 The officer has confirmed that the procurement was undertaken in accordance with the Council's Contract Procedure Rules, as set out in part 4 of the Constitution, and advice has been sought from Legal Services and Corporate Procurement when necessary.
- 6.2.5 Section 3 of the Refuse Disposal (Amenity) Act 1978 places a statutory duty upon Local Authorities to remove abandoned vehicles and thereafter to manage their proper disposal.
- 6.2.6 The contract must be in a form approved by the Assistant Director of Legal and Governance.
- 6.2.6.1 All legal agreements arising from the matters described in this report must be approved in advance of contract commencement by Legal Services.
- 6.2.6.2 Furthermore, the Council must comply with its obligations regarding obtaining best value in accordance with the Local Government (Best Value Principles) Act 1999.

6.3 Property Implications

None. There will be no use of Council premises. The contractor will use their own property and vehicles.

6.4 Procurement Implications

- 6.4.1 The Procurement was carried out in accordance with the Council's Contract Procedure Rules, the Public Contracts Regulations 2015 and Concession Contracts Regulations 2016. The opportunity was advertised on the London Tenders Portal and one compliant response was received.

7. KEY RISKS

- 7.1 Section 3 of the Refuse Disposal (Amenity) Act 1978 places a statutory duty upon Local Authorities to remove abandoned vehicles and thereafter to manage their proper disposal. Not to have in place a means by which to comply with this statutory duty will expose the council to legal challenge, reputational harm and is likely to be detrimental to the street scene.
- 7.2 The award of this contract will enable the Council to continue to address the problems associated with illegal vehicles on the highways and abandoned vehicles on land in the borough.

8. IMPACT ON COUNCIL PRIORITIES

8.1 Fairness for All

Removal of abandoned and untaxed vehicles ensures that all of the community does not suffer with detriment to their neighbourhoods.

8.2 Growth and Sustainability

This has the opportunity of being an income generating contract and therefore has a positive effect on growth and sustainability.

8.3 Strong Communities

Removal of nuisance vehicles which can blight the borough will help improve the perception of safety and build stronger communities. See also paragraph 12.

9. EQUALITY IMPACT IMPLICATIONS

9.1 The contract for abandoned and nuisance vehicles supports the whole community.

9.2 Corporate advice has been sought in regard to equalities and an agreement has been reached that an equalities impact assessment/analysis is neither relevant nor proportionate for the approval of this report.

10. PERFORMANCE MANAGEMENT IMPLICATIONS

10.1 The contract's specification will have a performance management framework which can be used to ensure contractor performance is effectively monitored and maintained.

10.2 This contract will enable the Council to continue to carry out effective enforcement activity against those individuals who use the highway illegally and remove abandoned vehicles from land in accordance with agreed timescales.

11. HEALTH AND SAFETY IMPLICATIONS

11.1 There are no health and safety implications to the council. The Contractor will be required to have its own health and safety procedures to ensure safety of its employees and the public in the conduct of its activities. Conditions of the contract will allow the council to monitor the Contractor's health and safety performance and suspend the contract for non-compliance with health and safety requirements if required.

12. PUBLIC HEALTH IMPLICATIONS

12.1 The early removal and controlled de-pollution and disposal of the abandoned and nuisance vehicles will positively impact upon the health and wellbeing of the public in Enfield. Not least of which this will contribute to reducing any sense of dereliction.

12.2 Furthermore, abandoned and nuisance vehicles, particularly if left to deteriorate, present physical dangers to the public and their prolonged presence detracts from the amenity of the area and can attract other crime and anti-social behaviour.

Background Papers

None

MUNICIPAL YEAR 2018/2019 REPORT NO.

ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

OPERATIONAL DECISION OF:
Director – Environment and Operational Services

Agenda - Part: 1	KD Num: 4628
Subject: Highways Recycling and Resurfacing Contract 2018 to 2020 (G MD 422)	
Wards: All Wards	

Contact officer and telephone number:
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1. EXECUTIVE SUMMARY

- 1.1 This report details the evaluation exercise for the Enfield Council Highways Recycling and Resurfacing Contract G MD 422, which was tendered through the London Tenders Portal in July/ August 2018.
- 1.2 The Contract period is for 2 years. It is to commence on 5th November 2018, expiring on 4th November 2020, subject to the Council's option to extend for 1 year further year or part thereof

2. RECOMMENDATIONS

That the Director of Environment and Operational Services notes and approves;

- 2.1 the award of the Enfield Council Highways Recycling and Resurfacing Contract G MD 422, to the contractor listed in Part 2 of this report to commence on 5th November 2018 for a two-year term, subject to the Council's option to extend for one further year extension or part thereof and.
- 2.2 the details of the evaluation exercise contained in part 2 of this report.

3. BACKGROUND

- 3.1 Over the past 8 years Enfield council has successfully used the specialised process of in-situ carriageway recycling to deal with the increasing instances of Tar bound asphalt uncovered in roads around the Borough.
- 3.2 The Council previously provided the maintenance of the Boroughs carriageways including carriageway recycling through its individual term maintenance contracts. On 1 November 2014, the Council changed its highway and civil engineering term contractor and uses a call-off contract with Ringway Jacobs as part of the London Highway Alliance Contract (LoHAC) framework. Although this contract was evaluated to provide savings across the overall highway works programme, it never accounted for the specialised carriageway recycling process which has proved more expensive to procure than under previous contracts.
- 3.3 Following a review of the contract service provision and in order to provide a best valued delivery mechanism for residents of Enfield, a decision was taken to undertake a compliant tender exercise for carriageway recycling and resurfacing works.
- 3.4 The scope of the contract includes carriageway recycling, resurfacing and associated works.
- 3.5 The initial shortlisting was carried out via Constructionline (Para 3.7 CPRs) and then the tendering process was conducted using the Council's e-Tendering system.
- 3.6 Tender documents were issued via the London Tenders Portal to the 9 selected companies on 17th May 2018, with a tender return date of 18th June 2018. Due to a number of tender queries the closing date was extended by a week to 25th June 2018.
- 3.7 During the tender period one company opted out of the tender process.
- 3.8 Section 8 the Schedule of Rates was reissued via the London Tenders Portal to the 8 companies on 17th July 2018, with a return date of 30th July 2018 to confirm rates following some minor amendments.
- 3.9 After evaluating the 8 submissions, all 8 bidders were compliant.
- 3.10 This contract has been tendered and evaluated on the basis of most economically advantageous to the Council. This was based on a 30/70 Quality/Price ratio.

- 3.11 The tender documentation consisted of two parts, namely the completed Technical Questionnaire (Quality Submission) and the Schedule of Rates Submission and Pricing Model (Financial Evaluation).
- 3.12 Representatives from Highway Services evaluated and scored the returned Technical Questionnaires (Quality Submissions).
- 3.13 A financial evaluation model was created taking into account each area of the provision of service. The model was reviewed and approved by Finance prior to the tender returns.
- 3.14 The criteria for award of the tender was stated under item 1.4 and Section 3 (Evaluation Criteria) in the Instructions for Tendering that were sent out as part of the contract documents prior to the tender period.
- 3.15 Details of the evaluation process are contained in the Part 2 report.

4. ALTERNATIVE OPTIONS CONSIDERED

LoHAC was considered. However, the rates provided were not seen as offering Best Value for the residents and businesses of Enfield.

5. REASONS FOR RECOMMENDATIONS

The tender received from the contractor listed in Part 2 of this report is recommended for acceptance as its tender achieved the highest overall combined (financial and quality) evaluation score, in accordance with the tender requirements.

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

6.1 Financial Implications

Please refer to the Part 2 report for financial implications.

6.2 Legal Implications

Section 111 of the Local Government Act 1972 further enables local authorities to do anything, including incurring expenditure, borrowing, which facilitate or are conducive or incidental to the discharge of their functions. The Council has the general power of competence under section 1(1) of the Localism Act 2011 to do anything that individuals generally 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.

- 6.2.1 The value of works contract fall below the threshold for works under the Public Contracts Regulations 2015 and therefore the full EU procurement procedures

do not apply. However, the Council must ensure that it complies with the overarching procurement principles of equality, transparency, proportionality, non-discrimination and mutual recognition when awarding any contract.

- 6.2.2 The procurement was conducted in accordance with the Council's Contract Procedure Rules. These state that competitive tendering must apply and that the Council is required to receive 5 quotes and 2 of those must be from a local supplier. Where this is not possible, the Council must give reasons.
- 6.2.3 The initial shortlisting was carried out utilising Constructionline (Para 3.7 CPRs) and then the tendering process was conducted using the Council's e-Tendering system. The Council must comply with its obligations of obtaining best value, under the Local Government (Best Value) Act 1999 and must keep a clear audit trail of its decision to award these services to the successful contractor, in order to demonstrate that best value has been and will continue to be obtained for the Council.
- 6.2.4 Any contract arising from this tender must be in a form approved by the Director of Legal and Governance Services.
- 6.2.5 All legal agreements arising from the matters described in this report must also be approved in advance of contract commencement by Legal Services.

6.3 Property Implications

None

6.4 Procurement Implications

- 6.4.1 The procurement was undertaken in accordance with the Council's Contract Procedure Rules (CPR's).
- 6.4.2 The award and future management of the contract must be managed through the London Tenders Portal.

7. KEY RISKS

The appointment of a competent contractor specifically to Recycle and Resurface the Boroughs Carriageways will mitigate any potential challenge from road users for the deterioration of Borough Roads.

8. INTERNAL DEPARTMENT IMPLICATIONS/CONSULTATION

This contract will assist Highway Services to deliver work commissions for other services within the Place Department. No other implications have been identified.

9. IMPACT ON COUNCIL PRIORITIES

9.1 Fairness for All

The continued maintenance and capital improvements of the Council's highway carriageways and footways will provide improvement for all users.

9.2 Growth and Sustainability

The continuous maintenance and improvement of the Council's highway network is essential to support transport and mobility for the borough's growth and sustainability.

Improvements to the external environment encourage residents and businesses to invest in the Borough.

9.3 Strong Communities

The maintenance and improvements to the external environment will improve the quality of the boroughs streetscape and its contribution to the public realm, thus developing better places and a better environment for residents, businesses and local communities.

10. EQUALITIES IMPACT IMPLICATIONS

Through the tender process the contractor has signed up to the Equality Act 2010, Human Rights Act 1999 and the Employers Equal Opportunities policy all detailed in Section 5 Terms and conditions (Para 72.4.1) of The Contract.

11. PERFORMANCE MANAGEMENT IMPLICATIONS

11.1 The Contractor's performance in delivering the service will have a direct impact on the Council's Vision and Priorities. The Contractor's performance will continually be assessed in the categories

- Contract Management
- Customer Satisfaction
- Operational Performance

11.2 Performance monitoring will be a continuous process and Key Performance Indicators will be reported monthly at the contract progress meetings.

12. HEALTH AND SAFETY IMPLICATIONS

The contract specifies health and safety requirements for working on the public highway ensuring the general public are protected from any works that are taking place.

13. PUBLIC HEALTH IMPLICATIONS

Transport has obvious public health implications in terms of physical activity, air pollution and access to employment, shops, services etc. Climate change has been described as the greatest threat to public health in the 21st century. If road materials can be recycled this will help to mitigate this threat.

Background Papers

None.

MUNICIPAL YEAR 2018/2019 REPORT NO.

**ACTION TO BE TAKEN UNDER
DELEGATED AUTHORITY**

PORTFOLIO DECISION OF:
Deputy Leader

REPORT OF:
Director – Environment &
Operational Services

Agenda – Part: 1

KD Num: N/A

**Subject: Fox Lane Area Quieter
Neighbourhood**

**Wards: Palmers Green, Southgate Green &
Winchmore Hill**

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1. EXECUTIVE SUMMARY

1.1 This report summarises the outcome of the statutory consultation relating to the proposals for the Fox Lane Area Quieter Neighbourhood and recommends that the scheme be implemented with some modifications to take into account the various comments received.

2. RECOMMENDATIONS

2.1 That the Quieter Neighbourhood scheme for the Fox Lane Area as illustrated in Appendix A be implemented, including:

- Provision of neighbourhood zone encouraging lower speeds with entry treatments using signs and planters;
- Provision of speed humps in Fox Lane;
- "3D speed cushion" markings in Devonshire Road;
- Informal crossing point at the Amberley Road / Fox Lane junction;
- Point No Entry on Meadway;
- School Street in Cannon Road

2.2 That the following is noted;

- Road narrowing, other than at junctions, is not progressed;
- Measures for the Meadway/Greenway junction will be brought forward for consultation with ward councillors and local residents.

2.3 That the traffic management orders be made to bring the scheme into operation, including any necessary experimental traffic management order relating to the point no-entry in the Meadway and the Cannon Road School Street.

3. BACKGROUND

- 3.1 Quieter Neighbourhoods form an integral part of the Council's Cycle Enfield Project, aimed at creating a 'Better Enfield' with healthy streets where walking and cycling takes precedence over through traffic.
- 3.2 Work on the Fox Lane Quieter Neighbourhood began back in 2015 with a perception survey and a series of workshops with residents to explore possible engineering interventions. Building on this initial engagement with residents there has been further consultation to enable residents to contribute towards the development of the scheme.

CONSULTATION

- 3.3 Aspects of the scheme required the making of traffic management orders to bring some elements of the scheme into operation. In line with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, notice of the Council's proposals was published in the London Gazette, the Enfield Independent and by way of street notices erected in every affected road within the area. Notices were also sent to the various prescribed statutory consultees, including the emergency services, bus operators and road-user groups. The statutory consultation ran for 3 weeks from 1 November until the 22 November 2017.
- 3.4 In addition to the minimum legal requirement, leaflets were delivered to approximately 2,500 local residents in the area, St Monica's RC Primary School and other interested parties, directing them to the consultation website to view the detailed proposals for each street.
- 3.5 The draft proposals consulted on comprised of five key elements:
 - Sinusoidal speed humps on Fox Lane;
 - Point No Entry on Meadway / Bourne Avenue junction;
 - 3D painted speed cushions in Devonshire Road;
 - Continuous footways – at Lakeside Road, Grovelands Road, Old Park Road and Devonshire Road; and
 - A neighbourhood zone encouraging lower speeds with entry treatments using signs and planters

Consultation results

- 3.6 In total 480 consultation responses were received, including from the following key stakeholders:
 - Federation of Enfield Residents' and Allied Associations (FERAA);
 - Fox Lane and District Residents' Association;
 - Better Streets for Enfield/Enfield Cycling Campaign
- 3.7 Copies of these responses are attached as Appendix B and the various issues raised by all respondents addressed in the tables below.

- 3.8 No formal written response was received from St Monica's School despite positive telephone conversations with officers about the proposed School Street. In addition, no responses were received from the Emergency Services or other statutory consultees.
- 3.9 Overall, some 59% of responses expressed some level of support for the scheme. The breakdown of responses by road can be seen in the tables included in Appendix B to this report.
- 3.10 This remainder of this section of the report sets out and addresses the objections to the various measures proposed, including those relating to:
- Speed humps
 - Displacement / disruption of traffic
 - Congestion
 - Parking
 - Proposals would make life difficult for residents of the area
 - Issues caused by introduction of cycle lanes on the A105

Sinusoidal Speed Humps

- 3.11 Sinusoidal speed humps¹ are proposed for Fox Lane as a necessary measure to reduce speed and will be introduced at regular intervals. This approach leads to a self-enforced reduction in speed.
- 3.12 Sinusoidal speed humps address residents' concerns about noise and vibration due to the smoother ramp profile that reduces the jolting sometimes experienced on traditional speed humps.

A sinusoidal hump is a development of the traditional speed hump in that the hump starts relatively flat and then become progressively steeper in the direction of travel. It then curves over the top and then the gradient reduces gradually on the other side. This profile has the same effect, but is much more comfortable to cycle over.

Table 1

Ref	Comment / Objection	Officer Response
1	Speed Humps do not work – A number of comments and objections related to the ineffectiveness of speed humps and speed cushions.	Speed humps used in isolation are not as effective as when used, as in this instance, in a series with the correct spacing applied to achieve the desired speed limit. In these circumstances they are very effective and studies show that they can have a reduction in speed of up to 10mph.
2	Speed humps increase pollution – Comments and objections in this category related to a concern that speed humps can increase emissions if drivers accelerate after a hump and brake hard before the next hump.	Research has shown that some traffic calming measures can cause some increase in harmful emissions, particular old-style speed humps. However, as speed humps are generally used in residential roads with low vehicle numbers, speed humps do not significantly contribute to the total amount of vehicle pollutants. In this case, any potential risk is mitigated by the use of sinusoidal humps spaced to ensure that a smooth and constant rate of speed can be maintained.
3	Noise and vibration – Comments and objections in this category related to the increase in noise and vibrations that speed humps can cause and the associated disturbance to residents.	There is the possibility that the introduction of speed humps could marginally increase the level of background noise and vibration. It is likely that any increase in noise and vibration will be due to large or empty goods vehicles rather than from cars. Consequently, wherever speed humps have been proposed we are using a new 'sinusoidal' speed hump profile which provides a smoother transition and should reduce the level of noise and vibration caused by any vehicles travelling over them.

4	<p>Speed humps damage cars and cause collisions – comments and suggestions in this category related to the concern that speed humps cause damage to the suspension and steering of cars.</p>	<p>The current guidance on the design of speed humps is based on thorough research in to what is the most appropriate profile for each type of measure. This has been done to reduce the level of discomfort and damage to the suspension and steering components of a car. It is also not possible to say that speed humps are the sole cause of any damage as other factors in daily driving, could also contribute to wear and tear on the components. However, long-term damage is only likely if, for instance, people regularly drive over speed humps without slowing down sufficiently.</p>
5	<p>20mph limit not needed – Comments and objections in this category suggested that in many roads vehicles could not achieve 20mph due to existing parking narrowing the road.</p>	<p>In some roads within the area, the vehicle speeds are lower than the current speed limit of 30mph. However, the intention of these proposals is to introduce a neighbourhood zone where drivers are reminded to consider their speed.</p>

3.13 Having considered all of the comments and objections received, It is recommended that the proposed sinusoidal speed humps for Fox Lane be implemented as shown in Appendix A.

Bourne Avenue Proposals

3.14 Survey data suggests that Meadway was one of the main through routes in the Fox Lane area. Introducing a point no-entry the Meadway/Bourne Avenue junction would disrupt the flow of traffic through this area and make the route less attractive. However, it is acknowledged that this would mean that some residents would be restricted to accessing their properties from one direction only.

3.15 Changes to the junction layouts at Bourne Avenue/The Bourne and Bourne Avenue/Parkway are also proposed to make routes less attractive for through traffic.

Table 2

Ref	Comment / Objection	Officer Response
1	Congestion / displacement – Comments and objections in this category suggested concerns with the potential displacement of traffic on to neighbouring roads.	Any engineering measure, which restricts the flow of traffic in one direction, is likely to cause some displacement, as drivers using through routes tend to be doing this as it is a more direct route to their destination and/or it saves time. The proposals consulted upon provide a balance between the needs of residents, residents in adjoining streets and other road users. However, it is proposed that the scheme be introduced initially on an experimental basis to enable the impact to be fully assessed.
2	Longer journeys / additional journeys – Comments and objections in this category related to not being able to access roads directly, due to the location of the proposals.	The point no-entry could reduce the level of through traffic, but may also cause some inconvenience to local residents living in the wider area. Again, a trial of the scheme will allow the impact to be monitored before a decision is made whether to make the scheme permanent.
3	Point no entry should be adjusted – Comments in this category provided suggestions on an adjustment to the location of the proposed entry.	Initially the proposed 'point no entry' was positioned outside Nos. 36/38 to prevent southbound traffic on Bourne Avenue from proceeding directly into Meadway since, by introducing a small diversion, this would make the route less convenient. However, following additional discussions with residents and further review of the original survey data, repositioning the 'point no entry' near Nos. 47/49 may deter a greater amount of through traffic from entering the area initially.
4	Not needed – Comments and objections in this category suggested that the proposals were unnecessary.	This proposal was based on previous engagement with residents who had complained about through traffic and congestion. Surveys suggest that there are routes that traffic is using to pass through the area and to achieve the aims of the Quieter Neighbourhood programme these need to be reduced.

5	Detailed design issues – some observations about the detailed design of the Bourne Avenue junctions were raised, with suggestions for minor amendments.	The issues raised relate to the detailed design of the junctions and can be overcome through the use of appropriate signing and lining. In addition, the final design will be subject to an independent safety audit and any necessary changes made prior to works being implemented.
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3.16 Reducing the volume of through traffic is key to making a Quieter Neighbourhood more appealing to walking and cycling, the introduction of a point no entry feature will help achieve this. Having considered all of the comments and objections received, it is recommended that the changes to the junctions along Bourne Avenue be implemented, with the location of the point-no entry at the junction with Meadway adjusted to reflect views of residents. This element of the proposals would be implemented experimentally to enable further adjustments and an opportunity for residents to provide further feedback.

Planters

3.17 The idea of introducing planters, particularly at the entrance to the area, is to try to deter vehicles from turning in by forcing them to give way to vehicles exiting the area.

3.18 In addition, to help make using the residential routes less appealing to through traffic, the option was presented to residents that additional planters could be introduced along residential roads to create additional road narrowing.

Table 3

Ref	Comment / Objection	Officer Response
1	Inconvenience to residents / deliveries – Comments and objections in this category suggest that there would be an increase in inconvenience to residents having to make longer detours to access their road.	Any engineering measure that restricts the flow of traffic is likely to cause some displacement and inconvenience. Making these roads less desirable to through traffic will reduce the volume of through traffic. However, this does mean some inconvenience is caused to residents, but in this instance it is likely to be minimal.

2	Congestion – Comments and objections in this category suggest that there would be increased congestion for vehicles looking to turn into the area and that this might increase the risk of collisions.	The proposals consulted on are designed to reduce the level of through traffic turning into the area. By restricting turning into the area drivers are more likely to remain on the main routes, consequently reducing through traffic in the area and congestion at the junction as through traffic is likely seek an alternative and easier route and consequently reducing risk of collisions.
3	Loss of parking spaces – Comments and objections in this category related mainly to the belief that the proposal to narrow the road meant the loss of parking places.	The proposal for planters at junctions does not result in the loss of any parking as these are placed within the areas where existing double yellow lines are in place. The proposal to introduce additional road narrowing along the road would reduce some parking and, in the light consultation feedback, it is recommended that this element be omitted at this stage. The need for additional traffic calming measures can be reviewed in light of the post-implementation monitoring results.
4	W9 Bus – Comments in this category related to the potential difficulty the W9 bus would face with the introduction of planters	Some concerns have been raised regarding possible delays to buses caused by planters located close to junctions. This will be monitored and planters repositioned if necessary. It is also noted that the bus operator has not objected to the scheme. The planters will be placed with sufficient space for cars to queue within the side road, therefore limiting the effect on turning movements.

3.19 Having considered all of the comments and objections received; it is recommended that planters be introduced at the junctions shown in Appendix A and that the maintenance of these be incorporated within the wider grounds maintenance contract.

School Street

3.20 The idea of a school street is to provide a car free area in front of schools at the start and end of the school day (Monday to Friday 8.00am to 9.15am and 2.30pm to 4.00pm). By creating a car-free area it is hoped that this will encourage more walking and cycling to school and create a safer environment outside the school.

Table 4

Ref	Comment / Objection	Officer Response
1	<p>Increased congestion at school times – Comments and objections in this category suggested that the School Street would lead to more congestion at peak school times as drivers used alternative roads to reach the school or for parking.</p>	<p>The proposal is designed to restrict school run traffic entering a cul-de-sac during am and pm peak times when there are high levels of pedestrian and vehicle movements. It is acknowledged that an effect of this is that some school traffic could use other roads for parking, particularly Conway Road (because of the footpath link to Cannon Road). However, many of the properties in Conway Road have off-street parking and it is noted that only 19% of those that responded to the consultation from Conway Road objected to the school street proposal. It is proposed to implement the school street on an experimental basis so that the impact on Conway Road (and other streets) can be fully evaluated and further consultation undertaken before it is decided if this aspect of the scheme be made permanent. Reducing conflict between vehicles and children in the immediate vicinity of the school is prioritised through this approach.</p>

3.22 Having considered all the comments and objections received, it is recommended that the school street be introduced as shown in Appendix A on an experimental basis to determine its impact on the wider area.

Additional consultation comments

3.23 In addition to feedback on the specific proposals outlined above, the following table captures those more general comments and objections that were received:

Table 5

Ref	Comment / Objection	Officer Response
1	<p>Proposals not necessary – Comments and objections in this category related to the statutory consultation not being necessary due to the feedback received during the informal consultation.</p>	<p>Quieter Neighbourhoods are a key part of the Cycle Enfield strategy, ensuring that the adverse effect of through traffic in residential areas is addressed. As such the Council has provided a method of consultation that has enabled residents to provide their views.</p>
2	<p>Consequence of Cycle Enfield – Comments in this category blamed the changes in traffic and the reason behind the Quieter Neighbourhood programme on the construction of the A105 Cycle Lane and asking for the A105 to be returned to its previous layout.</p>	<p>The Quieter Neighbourhood programme is Borough-wide and aims to reduce traffic in our residential roads and neighbourhoods.</p> <p>Through traffic in the Fox Lane area pre-dates the introduction of cycle lanes along A105, which were introduced following extensive consultation and engagement.</p> <p>The proposals for this area are aimed at tackling historical issues as well as responding to any change in traffic behaviour possibly as a result of the introduction of the major scheme, but also because of changes in driver behaviour with the increasing use of sat-navs and various apps, such as WAZE, which seek to encourage drivers to find more direct routes to destinations. The net result being more traffic on our residential roads. The Cycle Enfield scheme on the A105 is now complete and the road will not be returned to its previous layout.</p>

3	<p>Congestion/Displacement – Comments in this category were concerned that in combination with the A105 Cycle Scheme, that the proposals would just cause additional congestion or equally just displace traffic on to adjacent roads, simply furthering the problem.</p>	<p>The Quieter Neighbourhood proposals are aimed at slowing traffic and are not likely to cause additional congestion. However, any engineering measure that restricts the flow of traffic could cause some displacement. The proposals seek to balance the need for vehicles to safely move through the area whilst minimising the likelihood of displacement onto adjoining residential streets.</p>
4	<p>Additional Measures – Comments in this category were asking for either changes to the proposals or to introduce additional measures (e.g. additional signs) in roads within the area affected if these proposals were implemented.</p>	<p>The Council has a limited budget for Quieter Neighbourhoods and we are looking to maximise the benefits of the programme across the whole Borough.</p> <p>As a result, interventions need to be carefully targeted to maximise the benefits. The proposed scheme is not anticipated to divert traffic into other residential streets, but the situation can be monitored post-implementation and adjustments made to the scheme if necessary.</p>
5	<p>Flawed Consultation – Comments and objections in this category were all similarly structured and listed a number of different reasons why the consultation should be postponed and revisited after the local elections once the opportunity has been taken to improve the process. These comments and objections also called for traffic calming options to be introduced on Greens Lanes, which was outside of the scope of the Quieter Neighbourhood proposals.</p> <p>Additionally, there were comments about the suitability of the materials used as part of the consultation and a suggestion that a public exhibition should be held.</p> <p>Also, comments were expressed about the unusual procedure that was used for</p>	<p>The consultation process has been extensive, enabling residents to engage at a formative stage in the development of the scheme, with sufficient time and information to enable proper consideration of the proposals.</p> <p>Green Lanes has seen a wide range of traffic calming measures as part of the A105 major project and no further measures are considered necessary at this stage.</p> <p>The technical drawings have enough detail for local residents and businesses to be able to identify locations. The</p>

	<p>the consultation and statutory consultation and that this method would only allow for minor changes to be made.</p>	<p>maps supplied are from ordnance survey and are used nationally. Additionally the only junctions shown in the drawings are the ones being treated to reduce confusion.</p> <p>It is permissible to partially make a traffic order to give effect to some of the proposals thereby allowing construction, while deferring a decision on other aspects to allow for further consideration.</p>
<p>6</p>	<p>Trials – Comments and objections in this category were in reference to proposed measures being trialled to see if residents still remained in favour of the proposal before the measures were implemented permanently.</p>	<p>The trials proposed during the public meetings were for road closures. These measures have not been included in the final scheme.</p>

Further measures proposed

3.24 In addition to the measures outlined above that received specific objections, the following proposals form part of the recommendations for this Quieter Neighbourhood area:

- 3D speed cushion markings in Devonshire Road – In trials by TfL this approach has been shown to be a cost-effective method to help reduce speeds and this effective in making drivers slow down.

- Informal crossing point at the Amberley Road / Fox Lane junction – During the consultation residents expressed concerns that crossing the side roads along Fox Lane could be dangerous. However, the number of pedestrians using this route could not justify (or meet the criteria for) formal crossings. We are proposing to trial (at one junction to begin with) a patterned road surface across the mouth of the junction using a thermoplastic road marking material. The intention is to provide drivers with a visual indication to expect pedestrians crossing the road.
- Slower speed signage – Speed surveys showed that actual speeds in the area do not match with residents' perception of speed. However these proposals include the introduction of a neighbourhood zone which will be referenced by neighbourhood signs added to the planters at junctions. This signage will include visual reminders to drivers that they are entering a neighbourhood zone and encouraging them to slow down. A review of speeds post implementation on a series of roads is part of the monitoring of these proposals.
- Road layout changes Bourne Avenue – This is designed to make routes less desirable to vehicles turning into the area. The junction layouts at Bourne Avenue / The Bourne and Bourne Avenue / Parkway will be revised to make it less appealing for drivers to travel through. Appropriate signing will be in place to properly inform drivers of the new road layout and monitoring will be undertaken to address any issues that may arise.

Meadway / Greenway junction

- 3.25 A further issue has been raised by residents and stakeholders regarding driver behaviour at the Meadway / Greenway junction. Drivers are cutting the corner when making the turn from Greenway into Meadway.
- 3.26 The intention is for the wider Quieter Neighbourhood proposals to reduce the overall volume of traffic cutting through this area and to date there is no personal injury collision history at this junction. However, it is acknowledged that this junction remains a concern for local residents and as such further measures on a trial basis are being considered.
- 3.27 In summary, the proposal (subject to completion of a safety audit) is for the reduction of the hatching in this area and the installation of a small temporary island with reflective bollard. Once installed, a video survey would then take place to assist in monitoring the impacts of this intervention. This element would then be incorporated into the longer-term monitoring of the wider Quieter Neighbourhood measures to inform any next steps for the entire area.
- 3.28 The proposed measures require further discussion with local residents in order to gain their views. As such, whilst this report sets out the issue and provides a summary of the proposals, the recommendation for this report is for this proposal to be noted, subject to final agreement from ward councillors and local residents.

3.29 This approach will enable the wider Fox Lane Quieter Neighbourhood improvement measures to be progressed, with approval to proceed with these additional works should the support of ward councillors and local residents be secured. If these proposals are not agreed, a separate local consultation process will be held to discuss the Meadway / Greenway junction further.

Measures already implemented

3.30 The consultation also included proposals for continuous footways at the junction with Aldermans Hill and Lakeside Road, Grovelands Road, Old Park Road and Devonshire Road. Early analysis of the consultation results indicated that these measures were broadly welcomed. As there were no traffic order considerations related to the implementation of these measures they were implemented as a stand-alone improvement and constructed during the early part of 2018.

Monitoring of these proposals

3.31 The purpose of these combined measures is to both reduce the speed and volume of motor traffic through the Fox Lane Quieter Neighbourhood area. A review showed that there were a number of roads with similar characteristics and as a result vehicle speeds were likely to be similar. As such traffic officers conducted surveys prior to the implementation of similar measures to record the speed and volume in the following roads:

- Burford Gardens
- Caversham Avenue
- Cranley Gardens
- Derwent Road
- Devonshire Road
- Lakeside Road
- St Georges Road

3.32 Once the full range of measures are implemented the Council is committed to repeating these speed and volume surveys to determine the impact of these proposals. Depending on the results, alternative measures could be trialled if further reductions are considered necessary in order to create an environment where walking and cycling are facilitated and seen as the preferred form of travel.

3.33 In addition, further monitoring will take place to review the implementation of the school street, the Amberley Road crossing and the further measures proposed at the Greenway / Meadway junction.

4. ALTERNATIVE OPTIONS CONSIDERED

- 4.1 **Do nothing** – This is not recommended as Quieter Neighbourhoods form an essential part of the strategy to promote walking and cycling in the Borough.
- 4.2 **Implement the scheme as consulted on** – This is not recommended as several comments made in response to the consultation raised legitimate issues that have been addressed as part of the development of the final scheme.
- 4.3 **Introduction of modal filters** – This option was considered, but is not recommended at this time, subject to the monitoring of the recommendations contained with this report.

5. REASONS FOR RECOMMENDATIONS

The proposed recommendations will enable a scheme to be implemented that promotes walking and cycling by reducing the impact of traffic in the Fox Lane area. In view of the mixed response to the proposed point no-entry, it is also recommended that this be installed on a trial basis, with further consultation undertaken before a final decision is made whether it should be retained, removed or modified.

6. COMMENTS OF THE EXECUTIVE DIRECTOR RESOURCES AND OTHER DEPARTMENTS

6.1 Financial Implications

- 6.1.1 The estimated cost for implementing the scheme is up to £116,000. The funding of the scheme will be met from the 2018/2019 Local Implementation Plan TfL Quieter Neighbourhood allocation previously agreed by the Lead Member.
- 6.1.2 Expenditure once approved by Transport for London, will be fully funded by means of direct grant from TfL; hence no costs fall on the Council.
- 6.1.3 The release of funds by TfL is based on a process that records the progress of works against approved spending profiles. TfL make payments against certified claims that can be submitted as soon as expenditure is incurred, ensuring that the Council benefits from prompt reimbursement of any expenditure.

6.2 Legal Implications

- 6.2.1 The Highways Act 1980 provides a general power for the Council to improve highways as well as specific powers to introduce road humps. The Road Traffic Regulation Act 1984 and supporting regulations enable the Council to make traffic management orders to restrict traffic in a variety of ways, including the introduction of a 20mph speed limit, banned turns and prescribed routes.

- 6.2.2 In exercising powers under the Road Traffic Regulation Act 1984, section 122 of the Act imposes a duty on the Council to have regard (so far as practicable) to securing the 'expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway'. The Council must also have regard to such matters as the desirability of securing and maintaining reasonable access to premises and the effect on the amenities of any locality affected. Any final decision to implement any scheme needs to take account of the considerations set out above and the outcome of public consultation.
- 6.2.3 As part of the traffic order making process, there is a statutory requirement to consult a number of prescribed bodies and others likely to be affected by the scheme. The final decision to implement the scheme needs to take into the various representations and objections received, as outlined in the report.
- 6.2.4 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.

6.3 Property Implications

None Identified.

7. KEY RISKS

The key risks relating to the scheme are summarised below together, where relevant, with steps taken to mitigate the level of risk:

Risk Category	Comments/Mitigation
Strategic	<p>Risk: The scheme does not reduce traffic levels and result in more people walking and cycling.</p> <p>Mitigation: Post-implementation monitoring to take place and further measures could be introduced at relatively low cost.</p>
Operational	<p>Risk: Disruption during construction.</p> <p>Mitigation: Traffic management arrangements will be designed to minimise disruption for local residents. Roadworks will also be co-ordinated to take account of other work in the area.</p> <p>Risk: Sub-standard construction.</p> <p>Mitigation: Scheme being designed and supervised by experienced designers and built by experienced professional contractors, with a proven track record in Enfield.</p>

Risk Category	Comments/Mitigation
Financial	Risk: Insufficient funds/cost escalation. Mitigation: Funding from TfL has been allocated to the scheme and the estimated implementation cost falls within the available budget. Controls are in place to ensure that order is not placed until price is known and budget confirmed.
Reputational	Risk: Opposition to scheme from some local residents/organisations. Mitigation: Consultation has been undertaken to take into account views of local residents.
Regulatory	Risk: Failure to comply with statutory requirements. Mitigation: Scheme being delivered by experienced designers, with support from experts in the various statutory procedures.

8. IMPACT ON COUNCIL PRIORITIES

8.1 The scheme supports the Council's corporate aim to promote 'good homes in well-connected neighbourhoods'. In particular, it will help 'Drive investment in rail, roads and cycling infrastructure to improve connectivity and support economic development', by:

- Reducing congestion,
- Improving air quality; and
- Encouraging people to walk and cycle through the continued implementation of Cycle Enfield and associated active travel programmes.

9. EQUALITY IMPACT IMPLICATIONS

9.1 Local authorities have a responsibility to meet the Public Sector Duty of the Equality Act 2010. The Act gives people the right not to be treated less favourably because of any of the protected characteristics. We need to consider the needs of these diverse groups when designing and changing services or budgets so that our decisions do not unduly or disproportionately affect access by some groups more than others.

9.2 In recommending this proposal, we have considered the needs of all highway users including those from the protected characteristic groups. All members of the community have full access to the highways. However, it is recognised that some protected groups may have practical problems in using the service. We are confident that these proposals will ensure that everyone will continue to benefit from this service.

- 9.3 The Council are looking to introduce an informal 20mph zone with traffic calming on roads within what we have defined as the Fox Lane Quieter Neighbourhood Area to reduce vehicle speeds and volume through the neighbourhood. The aim is that reduced vehicle speeds and volume may improve safety for pedestrians, cyclists as well as for motorists and will also encourage and facilitate the use of more sustainable modes of transport. It is possible that the scheme could result in some displaced traffic transferring on to adjacent roads, but mitigation measures are being considered.
- 9.4 The proposal will restrict vehicles to 20mph within the area, with Fox Lane in particular having traditional traffic calming measures installed (speed humps). It is understood that certain protected groups can experience some discomfort when traversing the types of measures proposed. However, where possible the Council is using a new type of profile for the speed humps called 'sinusoidal'. This type of ramp profile aims to provide a smoother transition and reduce the jolting effects, which can be felt within a vehicle.
- 9.5 Post-implementation monitoring will be carried out to determine how effective the measures have been. Any adverse impact on socio-economic inequality is likely to be low, as those on low incomes are less likely to own cars and more likely to walk or cycle. The scheme is therefore expected to benefit those of lower incomes, promoting active travel and the associated health benefits by providing safer and healthier streets.
- 9.6 In conclusion, no negative impact on residents or users from the protected characteristic groups are anticipated if the report recommendations are implemented.

10. PERFORMANCE MANAGEMENT IMPLICATIONS

The scheme will 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 The scheme directly improves conditions for people to walk and cycle in the Fox Lane area. This will make walking and cycling more attractive, encouraging more people to take part in active travel. The scheme therefore supports the Council's wider strategy to improve public health by increasing levels of physical activity.

12.2 Meeting physical activity guidelines is associated with reducing long-term conditions, such as diabetes, cardiovascular, chronic respiratory and chronic neurological conditions, by 20-40%. Long-term conditions account for 70% of the NHS budget. This scheme will therefore contribute to both supporting the NHS and improving health in the Borough.

Background Papers

No background papers have been used in the preparation of this report.



Federation of Enfield Residents and Allied Associations

QUIETER NEIGHBOURHOODS CONSULTATION – FOX LANE AREA

Introduction

FERAA is an organisation which represents 20 residents associations in the London Borough of Enfield with a total membership of between 6000 and 7000 households.

A member of the Federation's executive committee, who is a retired Chartered Civil Engineer and has many years of experience of employment in traffic engineering in both the private and public sectors (including working for L.B. Enfield for 20 years), has looked into this matter on behalf of FERAA.

As a result of studying carefully Enfield Council's consultation document and its technical drawings, the comments made by the Fox Lane and District Residents Association (one of FERAA's constituent members) and several site visits, FERAA has produced the comments that are below for consideration by London Borough of Enfield.

General comments

FERAA considers that,

1. The overall scheme plan showing the proposed measures is unclear in terms of details of exactly where the proposed traffic calming features would be located.
2. The technical drawings are of limited use because of a lack of visible property numbers, not showing the locations of footway vehicular crossovers, not having any north points and only covering a limited number of junctions.
3. In view of 1 and 2 above there is obviously a real need for there to be a local public exhibition of the plans with one or more technically knowledgeable member of staff from

the Council's Environmental Services Dept and/or its consulting engineers present, who could answer any questions.

4. There are serious concerns about the potential loss of parking spaces in the residential roads leading off Fox Lane which are currently heavily parked. Some of these roads have been affected by displaced parking from Green Lanes which is occurring as one of the consequences of the introduction of the cycle lanes on that road.
5. In general there is no opposition to the proposals for 20 mph speed limits in this residential area. However installing planters to block half of the road width at the entrances and exits to residential roads has safety implications. It is likely that queues of vehicles waiting to enter the residential roads would form on the adjacent main roads (Aldermans Hill and Bourne Hill) because the drivers of these vehicles would have to give way to exiting traffic. There would therefore be a significant risk of "shunt" type accidents occurring on these main roads, where traffic speeds are higher. There would thus certainly be danger for pedestrians crossing these roads as well as other road users.
6. There would be problems for the W9 bus route as these buses would have great difficulty negotiating Cranley Gardens' entrance and exit where the road would be narrowed to one lane by planters.
7. At the initial public consultation meetings local residents were informed by L.B. Enfield officers that the traffic calming measures would be installed experimentally on a small number of roads prior to being implemented throughout the area. This would have been a much more acceptable way of carrying out these changes because any problems that might arise could be identified, and hopefully rectified, at an early stage of the works.
8. The highly unusual procedure that has been adopted by L.B. Enfield of advertising the legal Traffic Orders at the same time as it is carrying out this consultation is inherently undemocratic. The practical effect of it will be that, even if there are numerous objections to major features of the scheme, the Council would still only be legally able to make minor changes to the present draft Traffic Order. Major changes would require that a revised version of the draft Traffic Order would have to be advertised. Consequently, if major changes to the proposed scheme are actually suggested by a significant numbers of people, as a result of this consultation, this should definitely happen – even though it would mean that there would have to be another three week long objection period.

Proposals for Meadway / Bourne Avenue Area

(These comments relate to drawing no. QN/FOX/TMO/0003. The three smaller plans within this drawing do not have any north points, so the comments below have been written assuming that the normal convention of north being at the top of each plan has been used)

In general FERAA is not opposed to the principle of introducing suitable measures in these roads that are intended to discourage "rat running" between The Bourne and High Street. However it has a number of significant objections to the actual designs of these measures, which are detailed below.

The Bourne / Bourne Avenue Junction

The proposed "point no entry" which is shown on the plan already exists. However it is considered that it should be replaced by making the whole length of the road on the south east side of the triangular island one way, in the south westerly direction. The main reason for this is that it would obviously carry more traffic if the road on the west side of the island were to be made one way northbound – which is what is implied by the road markings shown on the plan at the north end of this section of road.

A secondary reason is that there might well be danger of a head-on collision occurring if the driver of a vehicle emerging from no. 1 Bourne Avenue were to turn right into the section of road on the south east side of the triangular island and travelled towards The Bourne. Drivers are presently entitled to do this but, if all vehicles entering Bourne Avenue from The Bourne were to use this section of road, this infrequently occurring situation would probably not be something that they were expecting to encounter.

One consequence of the changes suggested above would be that the proposed extension to the southern part of the triangular island, and the associated road markings, would have to be modified. This would be necessary to ensure that the driver of a vehicle emerging from no. 1 Bourne Avenue, and wishing to go towards The Bourne, would be able to make a right turn at this point.

Bourne Avenue / Parkway Junction

The road markings shown on the plan suggest that the intention is to make the section of road to the west of the large traffic island (outside nos. 18 to 22) one way northbound and the section of road to the east of this traffic island (outside nos. 19, 21 & 23 22) one way southbound. The latter assumption is backed up by the "Turn Left" road marking that is shown on Parkway.

If the above assumptions are correct it would not be appropriate to use a "point no entry" at the southern end of the section of road that is in front no. 23. The reason for this is the same as the reason, given above, for making the section of road in front of No 1 Bourne Avenue one way.

In this case if the driver of a vehicle emerging from no. 23 Bourne Avenue were to turn right into this section of road on the east side of the large island and drive towards The Bourne there might well be danger of a head-on collision occurring with a southbound vehicle. Driver travelling southwards on this section of road obviously would not be expecting to encounter this infrequently occurring situation.

One consequence of the changes suggested above would be that the proposed road markings at the north and south ends of the large island would have to be modified. This would be necessary to ensure that vehicles travelling northwards on Bourne Avenue would be able to make a right turn into Parkway and that vehicles approaching the junction on Parkway would be able to make a right turn into Bourne Avenue and continue travelling northwards towards The Bourne.

Bourne Avenue / Meadway Junction (at northern corner of the large traffic island)

There are no objection to the proposal to install a "point no entry" outside no.38 Bourne Avenue. However FERAA considers that it would be important to make it clear to the drivers of vehicles travelling northwards on the section of road that is to the west of the large traffic island (outside nos. 44 to 38) that it is a two way road. This could be done by installing an appropriate sign and road markings.

Bourne Avenue / Meadway Junction (at eastern corner of the large traffic island)

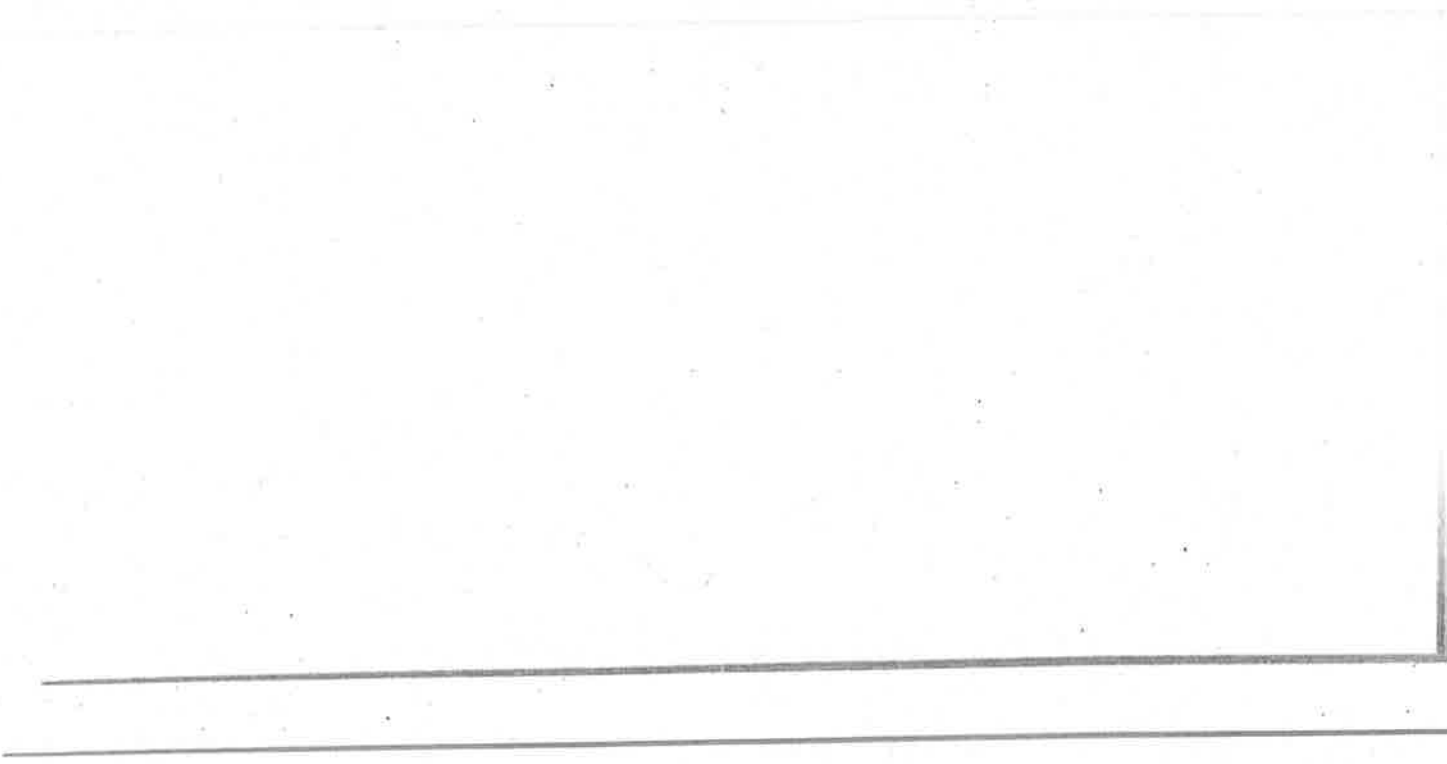
The plans do not show this part of the junction but FERAA's view is that consideration should be given to providing a Give Way sign and triangular road marking, plus a small traffic island, on the Meadway approach to the junction. The reason why that these measures are considered to be necessary is that they would prevent those drivers who continued to use Meadway as a "rat run", from The Bourne to High Street, from cutting the right turn that they would have to make at this part of the junction.

One consequence of the changes suggested above would be that an existing single car residents' parking bay, located outside no. 38 Meadway, would have to be removed, and possibly relocated elsewhere in the area.

[REDACTED]

[REDACTED]

1999



From: [REDACTED]
Date: 19 November 2017 at 17:42:02 GMT
To: [REDACTED]

Subject: FLDRA concerns about the Fox Lane Area Quieter Neighbourhood consultation

Dear Councillor

The committee of Fox Lane Residents Association has concerns about the ongoing Quieter Neighbourhood consultation and has urged its members to respond individually giving their views. We would also like our local councillors to consider the following points:

The FLDRA committee welcomes creating a 20mph zone within the Fox Lane Area under the Quieter Neighbourhoods Consultation. We are aware that there are a range of views on this scheme (as there are on the committee) but the committee feels that these points should be addressed:

1. This consultation should be delayed until the A105 Green Lanes Cycle Scheme has been finished and a further short period to see how the traffic settles down on Green Lanes and its effects on local residential roads. To carry out changes to residential roads now is premature and goes against what we were told at the time of earlier consultations on Quieter Neighbourhoods.
- 22 2. The map detailing the changes in the Fox Lane Area is unclear in terms of details of exactly where the calming features are being placed. The technical drawings are difficult to read and only cover a few junctions. There needs to be a local public exhibition of the plans with an official present who can answer any questions.
3. 3. There is a concern about a loss of parking spaces in residential roads in the area some of which have already been affected by displacement of parking from Green Lanes.
4. 4. Overall the 20 mph speed limit is welcomed in this residential area but placing planters half way across the entrance and exit to most of the roads has road safety implications. Traffic on the faster main roads (Aldermans Hill and Bourne Hill) will end up queuing to get into the residential roads as it has to give way to exiting traffic and there is a risk of a shunting on the main roads putting in danger pedestrians crossing the side roads as well as cyclists and other drivers.
5. 5. Concerns about traffic speeding on Aldermans Hill and Bourne Hill are not addressed in this scheme.
6. 6. There will be problems for the W9 bus route as the bus will have great difficulty negotiating Cranley Gardens' entrance and exit where the road will be narrowed to one lane because of the planters.

7. At the initial meetings we were told that the traffic calming measures would be tried out on a couple of roads first before being implemented throughout the area which would be a much more acceptable way of carrying out these changes.

The committee would like the Fox Lane Quieter Neighbourhood scheme to be successful and this is the reason for bringing these points to your attention. The local community has undergone a lot of upheaval during the A105 alterations and does not want the QN scheme to be rushed into without full consultation. FLDRAs and individual residents would like to receive feedback on the results of the current consultation.

Regards

[REDACTED]

for FLDRAs Committee

Response ID ANON-V27R-AQBG-C

Submitted to Fox Lane
Submitted on 2017-11-26 17:54:59

Introduction

1 What is your name?

Name:

2 What is your address?

address:

3 What is your Post Code?

post code :

4 What is your email address?

Email:

5 Please provide any comments you may have on these plans

your views :

I am submitting this response on behalf of the Better Streets for Enfield and Enfield Cycling Campaign committees.

The Better Streets approach to Quiet Neighbourhoods

As Better Streets for Enfield, one of our end goals is the removal of through traffic from residential areas to create low-traffic neighbourhoods. This will promote all-age active travel, discourage short journeys by car and allow residents of all ages to enjoy their streets as community space. This ambition is in line with the Mayor's Transport Strategy and Healthy Streets/Liveable Neighbourhoods approach. We will respond to each of the Quiet Neighbourhood consultations with this end goal in mind, and while we recognise that it can't be achieved overnight, we welcome any commitment or steps in this direction.

Continuous footways from the Triangle to Aldermans Hill zebra crossing

We welcome this design to signal priority to pedestrians over the side roads on a busy stretch of Aldermans Hill, especially train passengers. However, we're concerned that since these side roads are also well-used through routes, there will be lots of vehicle movement over them and that not all drivers will respect pedestrians' right of way. Therefore it will be essential to make the turns very tight to keep driving slow. The kerbs shown in the technical drawings should achieve this, but will need monitoring to ensure drivers don't mount the kerb.

Planters as width restrictions near the entrance of every side road

We welcome this innovative measure for its potential to slow drivers as they enter roads; to signal that drivers are entering a residential neighbourhood; and to green streets, possibly allowing for community gardening as well. We note that the whole area or 'coll' has been taken into account, not just individual streets, which is very welcome.

It may be worth putting something on the pavement, level with planters, to prevent drivers mounting the kerb and to restrict access by the largest vehicles that frequently and inappropriately use these streets. A second smaller planter or a large natural boulder (no maintenance required) could be used.

However, we don't think this measure on its own will discourage drivers from cutting through our streets, or necessarily reduce driver speeds along their length (unless more planters are introduced at intervals, if residents agree to lose parking). And without a reduction in traffic volume and speed we are unlikely to reach our goal of increased walking and cycling. Therefore, we want to see the council monitoring the effects on traffic speed and volume after implementation. If it hasn't produce the desired effect of less traffic, we would like the council to trial more effective measures. We welcome the statement that the planters could be repositioned to help further reduce traffic speeds/volumes.

Speed humps

Sinusoidal speed humps are welcome where they're being introduced, notably on Fox Lane. The absence of a sixth speed hump to the eastern end of Fox Lane is surprising given the speed levels seen here from vehicles moving in both directions. Ideally, we would like to see more streets in the neighbourhood receive speed humps – if not now, then when funding allows. We are sceptical about the optical illusion speed humps planned for Devonshire Road in terms of slowing down the habitual speeders on this one-way street. Residents complain of speeding as a daily nuisance and may perceive this option as inadequate given the scale of the problem. Again, the effects of this measure should be monitored.

Unofficial 20mph zone

We welcome the introduction of an unofficial 20mph zone as a first step towards slowing vehicle speeds. To reinforce the message, the council could issue households with 'Twenty's plenty' vinyl stickers for people to add to their wheelie bins, to help reinforce the message.

However, ultimately we would like to see an official, enforceable 20mph zone implemented throughout the neighbourhood in this area and all built-up areas of Enfield (although removing through traffic from residential areas is a higher priority for us).

Point no entries

We welcome these traffic reduction measures for the Bourn Avenue area, though we hope it will not add to the already heavy through traffic on The [REDACTED]

School street for St Monica's primary school

We warmly welcome this scheme – we hope it will not only boost walking and cycling rates for St Monica's families and improve safety on the street itself at school run times, but provide a model for school streets elsewhere in the borough.

Finally...

It bears repeating – while we support these proposals overall, we view them in themselves as unlikely to truly deliver a 'Quieter Neighbourhood' that is quiet, where walking and cycling rates rise, and car use falls. They do not, in their current form, address the heavy through traffic on streets such as Old Park Road, The Mall, Caversham Avenue, Amberley Road or Fox Lane itself. Our support is therefore based on the assumption that if these measures do, as we fear, prove relatively ineffective on their own, further steps will be taken to create true Quieter Neighbourhoods.

6 A number of the elements of this design are subject to statutory consultation (detailed in the dropdown section above). This consultation provides an opportunity for you to raise any specific objections on these statutory elements. If you have an objection please provide details below

your views :

We have no objections and support the plans overall.

7 Whilst not part of these proposals, additional planters could be placed along the length of streets, which could help reduce traffic speeds further. Their placement would result in a reduction of on street parking. If you have a view on this approach please share below:

your views :

We view traffic calming as more important than the provision of on-street parking. However, we observe that filtering through traffic out of the area with strategically placed modal filters would surely result in less net loss of parking than a series of planters along residential streets.

Keys

Support Index		Analysis - Objections	Analysis - Planters
1	Fully Supportive	1 No Objection	1 Yes
2	Partially Supportive	2 Humps	2 No
3	No View	3 Point No Entry	3 Don't Know
4	Partially Unsupportive	4 School Street	4 No View
5	Unsupportive	5 All	
		6 Hard to Tell	

Level of Support for Scheme		
	No.	%
1	159	33.1
2	125	26.0
3	27	5.6
4	55	11.5
5	114	23.8
Total	480	100

Objections to scheme		
	No.	%
1	309	64.4
2	31	6.5
3	14	2.9
4	14	2.9
5	78	16.3
6	18	3.8
2 3	3	0.6
2 3 4	2	0.4
2 4	7	1.5
3 4	3	0.6
Against Narrowings	1	0.2
Total	480	100

Objection to planters		
	No.	%
1	132	27.5
2	258	53.8
3	19	4.0
4	71	14.8
Total	480	100

RESPONSES FOR INSIDE THE AREA

By road	Total Responses from Road	Level of Support for Scheme					Objections					Multiple Objections	Planters				
		1	2	3	4	5	1	2	3	4	5		1	2	3	4	
Amberley Road	9	1	2	0	0	2	1	2	0	2	0	0	1	2	3	3	4
Bourne Avenue	4	1	1	2	0	0	2	0	0	0	0	0	0	0	2	1	1
Burford Gardens	21	11	4	0	4	2	17	1	0	2	1	0	5	14	0	2	
Cannon Road	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Caversham Avenue	21	9	3	1	5	3	13	2	0	2	4	0	8	11	2	0	
Conway Road	37	6	14	2	3	12	14	2	0	11	0	3	3	27	0	7	
Cranley Gardens	11	8	1	0	0	2	8	2	0	0	1	0	6	5	0	0	
Crothall Close	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Derwent Road	23	3	7	4	5	4	14	2	0	5	2	0	2	20	0	1	
Devonshire Road	22	12	6	1	1	2	21	0	0	1	0	0	8	5	0	9	
Dovedon Close	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Fox Lane	31	14	7	1	3	6	20	6	0	4	0	1	7	14	1	9	
Foxgrove	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Greenway	5	1	1	0	1	2	1	0	2	2	1	0	0	3	0	0	
Greenlands Road	15	8	4	1	1	1	12	1	0	1	1	0	7	7	1	0	
Harlech Road	9	0	4	0	1	4	4	1	0	1	0	1	1	5	1	2	
Kerry Close	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Lakeside Road	15	6	4	0	1	4	10	2	0	2	1	0	5	9	0	1	
Lucerne Close	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Meadway	18	8	5	1	0	4	11	0	2	2	0	0	7	8	0	3	
Norman Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Oakfield Road	3	0	1	0	0	2	1	0	0	1	1	0	0	3	0	0	
Old Park Road	52	35	7	2	2	6	49	1	0	1	0	1	0	3	2	6	
Parkway	2	1	1	0	0	0	2	0	0	0	0	0	1	0	0	2	
Pellipar Close	1	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	
Ridgeman Close	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Selborne Road	36	3	13	0	7	13	19	3	1	8	1	2	5	27	1	3	
St George's Road	2	0	0	1	0	1	1	1	0	0	0	0	0	2	2	0	
The Mall	48	7	20	5	9	7	32	0	0	6	4	2	10	21	4	13	
The Ridgeway	6	0	1	0	0	5	1	0	0	4	0	1	1	5	0	0	
Ulleswater Road	37	5	8	1	10	13	18	4	2	11	1	1	2	29	1	5	
Totals - Inside Area	429	139	120	22	53	95	276	29	14	66	18	12	116	230	17	66	

RESPONSES FOR OUTSIDE THE AREA

By road	Total Responses from Road	Level of Support for Scheme					Objections						Planters					
		1	2	3	4	5	1	2	3	4	5	6	Multiple Objections	1	2	3	4	
Aldermans Hill	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Atlow Road	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bechtale	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Belmont Road	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Berkeley Gardens	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Blagdons Lane	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Easton Park Road	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Elm Park Road	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Church Road	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
First Lane	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Forestdale	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gordon Road	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Green Lanes	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Halstead Road	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hazlewood Lane	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hillside Crescent	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hoppers Road	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hyde Park Avenue	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Langham Gardens	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lea Road	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Leigh Hunt Drive	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Leitchiff Road	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lodge Drive	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Road	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Meridene	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Oakwood View	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Orpington Road	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Palmerston Crescent	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Park Avenue	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perchival Road	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pilgrims Close	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Road	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Riverway	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Russett Road	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Second Avenue	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stambridge Place	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scorard Road	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
The Bourne	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
The Vale	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Uyedale Road	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vicars Moor Lane	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wades Hill	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Woodland Way	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Not Suspended	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals - Outside Area	51	20	5	5	2	19	33	2	0	12	0	4	16	26	2	2	5	
Total Responses from Road	480	159	2	27	55	114	309	31	3	14	78	18	16	132	258	19	71	
Total - All Responses	480	159	2	27	55	114	309	31	3	14	78	18	16	132	258	19	71	

Level of Support for Scheme

Objections

Multiple Objections

Planters

MUNICIPAL YEAR 2018/2019 REPORT NO.

**ACTION TO BE TAKEN UNDER
DELEGATED AUTHORITY**

OPERATIONAL DECISION OF:

Director – Environment &
Operational Services

Agenda – Part: 1	KD Num: 4496
Subject: Highways Minor Civil Engineering Works Contract	
Wards: All	

Contact officer and telephone number: Andrew Dodkins, 0208 379 4016
Email: andrew.dodkins@enfield.gov.uk

<p>1. EXECUTIVE SUMMARY</p> <p>1.1 This report details the evaluation exercise for the Highways Minor Civil Engineering Works Contract which was tendered through the London Tenders Portal in June 2018.</p> <p>1.2 The contract period is for 24months with the option to extend for a further 12 months. It is due to commence on 1 October 2018,</p>

<p>2. RECOMMENDATIONS</p> <p>That the Director of Environment and Operational Services notes and approves;</p> <p>2.1 the award of the Highways Minor Civil Engineering Works Contract to the Contractor listed in Part 2 of this report to commence on 1 October 2018 for a 24-month term with the option to extend of a further 12 months.</p> <p>2.2 the details of the evaluation exercise contained in part 2 of this report.</p>

3. BACKGROUND

- 3.1 Highways Services is placed within the Environment and Operational Services Division within the Place Department. Its core functions are to manage and maintain Enfield's highways and also provide an in-house consultancy service delivering a range of civil engineering, environmental improvements and public realm schemes. Its clients include other internal services as well as external organisations.
- 3.2 The Council has previously had a number of individual term contracts which allowed for the implementation of these works to be undertaken, including carriageway resurfacing, footway works, and other civil engineering works.
- 3.3 On 1 November 2014, the Council changed its highway and civil engineering term contractor and now uses a call-off contract with Ringway Jacobs as part of the London Highway Alliance Contract (LoHAC) framework.
- 3.4 The Contract has been effective for large projects, but has not been able to meet the needs of smaller on and off highway works.
- 3.5 Following a review of the contract service provision and in order to provide a best valued delivery mechanism for residents of Enfield, a decision was taken to undertake a compliant tender exercise for a Minor Civil Engineering works contract.
- 3.6 The scope of the contract comprises of on and off highway civil engineering works including, pavements, surfacing, drainage, and hard and soft landscaping.
- 3.7 The initial shortlisting was carried out via Constructionline (section 25 CPRs) and then the tendering process was conducted using the Council's e-Tendering system.
- 3.8 Tender documents were issued via the London Tenders Portal to the 8 selected companies on 30th May 2018, with a tender return date of 27th June 2018.
- 3.9 During the tender period one Contractor opted out of the tender process, and two did not respond.
- 3.10 After evaluating the 5 submissions, all 5 Contractors were compliant.
- 3.11 This contract has been tendered and evaluated on the basis of most economically advantageous to the Council. This was based on a 30/70 Quality/Price ratio.

- 3.12 The tender documentation consisted of two parts, namely the completed Quality Submission and the Schedule of Rates Submission and Pricing Model.
- 3.13 Representatives from Highway Services evaluated and scored the returned Quality Submissions. The scoring was undertaken individually. Scores were moderated under the supervision of LBE procurement.
- 3.14 A pricing model was created taking into account the variety of works that maybe procured through this contract. The evaluation model was automatically populated from the Contractors tendered rates. This was checked for arithmetic errors, and a high low analysis was carried out to look for further errors or abnormally high or low rates.
- 3.15 The criteria for award of the tender was stated under item 1.4 and Section 7 (Evaluation Criteria) in the Instructions for Tendering.
- 3.16 Details of the evaluation process are contained in the Part 2 report.

4. ALTERNATIVE OPTIONS CONSIDERED

- 4.1 **To continue with LoHAC.**
LoHAC have been unable to meet the needs of Highway Services which has resulted in delays, or additional procurement exercises. This is not seen as offering Best Value for the residents and businesses of Enfield.
- 4.2 **Re tender**
It is not necessary to retender as there are complaint tenders which offer best value, and are in accordance with the Council's Procurement regulations.

5. REASONS FOR RECOMMENDATIONS

The tender received from the contractor listed in Part 2 of this report is recommended for acceptance as their tender achieved the highest overall combined (financial and quality) evaluation score, in accordance with the tender requirements.

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

6.1 Financial Implications

Please refer to the Part 2 report for financial implications

6.2 Legal Implications

- 6.2.1 Section 111 of the Local Government Act 1972 further enables local authorities to do anything, including incurring expenditure, borrowing, which facilitate or are conducive or incidental to the discharge of their functions and the Council has the general power of competence under section 1(1) of the Localism Act 2011 to do anything that individuals generally 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.
- 6.2.2 The value of the contract falls below the threshold for Public Service Contracts for works under the Public Contracts Regulations 2015 and therefore the full EU procurement procedures do not apply. However, the Council must ensure that it complies with the EU general principles of equality, transparency, proportionality, non-discrimination and mutual recognition when awarding any contract. The five quotes obtained were in accordance with the Council's Contract Procedure Rules.
- 6.2.3 Throughout the procurement the Council must adhere to the Duty of Best Value and must consider this duty in the manner in which the services are provided in accordance with the Local Government Act 1999.
- 6.2.4 The initial shortlisting was carried out utilising Constructionline (section 3.7 CPRs) and then the tendering process was conducted using the Council's e-Tendering system.
- 6.2.5 All agreements (including all associated documentation) arising from the matters described in this Report must be approved in advance of contract commencement, by the Director of Law and Governance. Contracts which value exceeds £250,000 are required to be executed under seal and sufficient security should be obtained unless the Director of Finance Resources and Customer Services considers this to be unnecessary.

6.3 Procurement Implications

The value of this project is below the EU threshold for works. Therefore the procurement was carried out under CPR 3.7, which comprises compiling a shortlist of contractors from Constructionline. CPRs state competitive tendering must be used and that a minimum of 5 quotations must be obtained. The tendering process was conducted using the Council's e-Tendering system and 5 valid tenders were returned.

These tenders were checked and evaluated by Environment and Operational services, the moderation was carried out in conjunction with Procurement. Procurement notes the recommendation to award the contract to the provider listed in Part 2 of this report.

6.4 Property Implications

None

7. KEY RISKS

Contractor challenge of award. The Contract has been procured and evaluated in accordance with the Council's Procedure Rules and the Public Contract Regulations 2015.

8. INTERNAL DEPARTMENT IMPLICATIONS/CONSULTATION

This contract will assist Highway Services to deliver work commissions for other services within the Place Department. No other implications have been identified.

9. IMPACT ON COUNCIL PRIORITIES

9.1 Fairness for All

The continued maintenance and capital improvements of the Council's highway carriageways and footways, including minor highway improvements, street scene improvements, and hard and soft landscaping improvements off highway will provide improvement for all users.

9.2 Growth and Sustainability

The continuous maintenance and improvement of the Council's highway network is essential to support transport and mobility for the borough's growth and sustainability.

Improvements to the external environment encourage residents and businesses to invest the Borough.

9.3 Strong Communities

The maintenance and improvements to the external environment will improve the quality of the boroughs 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

10.1 Local authorities have a responsibility to meet the Public Sector Duty of the Equality Act 2010. The Act gives people the right not to be treated less favourably because of any of the protected characteristics. We

need to consider the needs of these diverse groups when designing and changing services or budgets so that our decisions do not unduly or disproportionately affect access by some groups more than others.

- 10.2 Corporate advice has been sought in regard to equalities and an agreement has been reached that an equalities impact assessment is neither relevant nor proportionate for the approval of this report to enter into a contract agreement with the Contractor listed in Part 2 of this report. However it should be noted that projects or work stream deriving from this may be subject to a separate Equalities Impact Assessment. Therefore any projects or work stream will be assessed independently on its need to undertake an EQIA to ensure that the Council meets the Public Sector Duty of the Equality Act 2010.
- 10.3 Through the tender process the contractor has signed up to the Equality Act 2010, Human Rights Act 1999 and the Employers Equal Opportunities policy all detailed in Section 5 Terms and conditions (Para 72.4.1) of the Contract.

11. PERFORMANCE MANAGEMENT IMPLICATIONS

Performance monitoring will be a continuous process and Key Performance Indicators will be reported monthly at the contract progress meetings.

12. HEALTH AND SAFETY IMPLICATIONS

The contract specifies the health and safety requirements for working on and off the highway to protect the public, and operatives.

The contract requires the successful tenderer to undertake the duties of the Principal Contractor under the CDM regulations where appropriate.

13. PUBLIC HEALTH IMPLICATIONS

There is increasing evidence that the public realm has a profound effect on behaviour and lifestyle influencing how people travel, how much time they wish to spend in the public realm and how they feel about where they live. How these budgets are spent will therefore have a significant effect on the health of the borough.

Background Papers

None