

MUNICIPAL YEAR 2018/2019 REPORT NO.

**ACTION TO BE TAKEN UNDER
DELEGATED AUTHORITY**

OPERATIONAL DECISION OF:
Director Environment and
Operational Services

Agenda – Part:	KD Num: 4738
Subject: Haselbury Neighbourhood Improvements – Moore Brook Green Link	
Wards: Haselbury	

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1. EXECUTIVE SUMMARY

- 1.1 The Haselbury Neighbourhood Improvements aim is to make walking and cycling safer, as well as improve the public realm for residents, businesses and schools. Green infrastructure sustainable drainage features, such as rain gardens, will be used to improve the public realm, reduce flood risk, enhance underused green spaces and slow traffic near schools.
- 1.2 As part of these overall aims a series of rain gardens is proposed along a walking route that links Firs Farm Wetlands and Pymmes Park Wetlands, called the Moore Brook Green Link.

2. RECOMMENDATIONS

- 2.1 To consider and approve the proposal to construct Green Infrastructure Sustainable Drainage Systems across the Haselbury Ward to form the Moore Brook Green Link. The detailed designs for each rain garden have been guided by the public consultation and will be subject to final approval by relevant officers in Traffic and Transportation and Highway Services.
- 2.2 Accept £50k of funding from the GLA and seek additional funding both internally and externally from partner organisations identified in this report. Delivery of the scheme will be on a phased basis as funding is secured.
- 2.3 To delegate authority to the Head of Highway Services to authorise the placing of orders through any of the Council's existing relevant term contracts or to invite and evaluate tenders/quotations and, where suitable tenders/quotations are received, to award contracts for the works to create the rain gardens in compliance with the Council's procurement rules.

3. BACKGROUND

- 3.1 The Haselbury Neighbourhood is within the Moore Brook catchment of Enfield that covers a large urban area stretching from Edmonton to Winchmore Hill. Flood risk modelling of the catchment suggests there is significant residual flood risk despite the completion of Firs Farm Wetlands in early 2017 – the flood storage area at Firs Farm reduces risk for over 100 properties; however, there are still estimated to be almost 400 properties at risk for an event with an annual probability of 1 in 100 with the potential effects of climate change taken into account.
- 3.2 The most effective way to mitigate this remaining risk is to use Green Infrastructure Sustainable Drainage Systems (GI SuDS) such as rain gardens and SuDS tree pits to reduce rainfall runoff and therefore reduce flood risk. This approach is recommended in Enfield's Local Flood Risk Management Strategy (2016).
- 3.3 Discussions between the Structures and Watercourses team and Cycle Enfield have identified a number of opportunities to align delivery of SuDS measures in this area with works being undertaken to improve provision for cycling and walking, this has led to the concept of creating the Moore Brook Green Link. This is proposed to be a series of green SuDS features, following the route of Moore Brook, linking Firs Farm Wetlands to Pymmes Park Wetlands further downstream. In combination with additional measures to be delivered by Cycle Enfield in this area the project aims to achieve the following:
- Facilitate better pedestrian and cycle connectivity between Winchmore Hill and Edmonton by creating a walking and cycling route that connects Firs Farm and Pymmes Park wetlands
 - Use rain gardens as traffic calming features along Westerham Avenue, Bexley Gardens and Haselbury Road, these measures will reduce traffic speeds near Hazelbury Primary School, Westlea School and Latymer School
 - Reduce flood risk to properties in the Moore Brook catchment and reduce pollution entering local rivers by using SuDS features to capture and breakdown pollutants such as oil and heavy metals
- 3.4 Please refer to the map in the consultation document attached for further information about the nature and location of the proposed works. It is proposed that the measures at locations 1-3 and 9-13 will be delivered by Cycle Enfield. This paper focusses on the measures at locations 4-8 which are to be delivered by the Structures and Watercourses team in Highway Services. The estimated cost of delivering measures 4-8 is £420,000. The table in paragraph 3.9 summarises the potential funding for this project. Currently only £120,000 has been secured, opportunities for further funding are yet to be confirmed. If further funding is not realised the scale of the project will be reduced.
- 3.5 A public consultation has been carried out over the last few months, the activities involved and responses received are described below:

- 3,200 local residents were invited to a workshop at Hazelbury School on 27th June to discuss the proposals
- Over 30 residents attended this event along with representatives from the school, feedback on the rain garden proposals was predominantly positive
- Examples of some of the comments received include “the scheme has some very good points such as the rain gardens and improved public realm” and “the rain gardens marking the route of the hidden Moore Brook is a lovely idea and would transform streets aesthetically”
- A consultation document (please see background paper attached) was issued to the same 3,200 residents in September, the deadline for responses was 7th October
- Only 18 responses were received, however these were mostly positive
- 4 out of the 18 responses received raised concerns about the possible impact on driving of these proposals
- Any potential negative impacts will be minimised by ensuring that all designs are reviewed and approved by Enfield’s Traffic and Transportation team prior to installation; however, it is important to recognise that improving provision for cycling and walking by reducing traffic speeds may be perceived negatively by some members of the community even though the overall benefits are positive
- It is estimated that up to 21 parking spaces will be lost if all of these measures are implemented (the numbers and potential locations of lost parking spaces are clearly identified in the drawings included with the public consultation document – see background papers attached); this is just under 10% of the available on-street parking spaces on the streets where measures are proposed (the percentage is significantly lower if the remaining parking spaces on adjacent streets is taken into account)

3.6 The outline programme for the project is as follows:

- November/December 2018 – development of detailed designs based on the result of the consultations
- December 2018 – begin construction works on first phase of the rain gardens
- December 2018 to March 2020 – ongoing works in accordance with the agreed programme for Hazelbury Neighbourhood Improvements

3.7 The GLA has granted Enfield Council £50,000 for the delivery of rain gardens along the Moore Brook Green Link, as part of the Greener City Fund grant. Further funding for this project has been identified as part of the London Strategic SuDS Pilot (please refer to the attached background paper for further information on this project). Enfield is closely involved in this pilot project which seeks to demonstrate the benefits and deliverability of providing SuDS measures on a wide scale by integrating them into other public works such as cycle improvements and traffic calming. The £1.5m project is funded by the Thames Regional Flood and Coastal Committee (TRFCC) and Thames Water and is aiming to deliver SuDS measures in 6 London

Boroughs – it is expected that Enfield will receive an investment of £200,000, this will be confirmed in early 2019.

3.8 The Structures and Watercourses team are also discussing an additional source of funding with Network Rail. Network Rail is looking to fund biodiversity improvements in Enfield to offset negative impacts on biodiversity caused by works they are carrying out across their network (not all of these works are in Enfield). The funding amount has not yet been confirmed but Network Rail has indicated that it could be in the order of £20k – officers are working with Network Rail to understand the criteria for funding in advance of a bid submission.

3.9 The table below indicates the current position outline budget for the Haselbury Neighbourhood Improvements – Moore Brook Green Link.

Funding	Source	Amount	Secured	Spend Profile						Location *
				2018/19		2019/20				
				Q3	Q4	Q1	Q2	Q3	Q4	
Greener City Fund	GLA	£50k	Yes							5, 6, 7
London Strategic SuDS Pilot	Thames RFCC	£200k	No							5, 6, 7, 8
Section 106	LBE	£20k	Yes							5, 6, 7, 8
Quieter Neighbourhoods	LBE, TfL	£50k	Yes							4
Biodiversity Offsetting	Network Rail	Est. £20k	No							5, 6, 7

* Please refer to the map in the consultation document attached for location information

4. ALTERNATIVE OPTIONS CONSIDERED

Do Nothing: The scheme aims to reduce surface water flood risk in the Moore Brook catchment, which is exacerbated by the impermeable nature of the area. To do nothing will lose the opportunity to create a more resilient drainage system, improve the public realm and create safer streets. It would also mean the loss of an opportunity to comply with one of the actions identified in the Local Flood Risk Management Strategy. Furthermore, it would lose the opportunity to access external funding.

5. REASONS FOR RECOMMENDATIONS

- 5.1 Reduced surface water flood risk as highlighted in Enfield's Local Flood Risk Management Strategy (2016).
- 5.2 Improved water quality in Enfield's rivers by removing harmful pollutants from the drainage system.
- 5.3 Enhanced biodiversity and aesthetics by planting a wide variety of species.
- 5.4 Improved traffic management by slowing down traffic in proximity to schools and making several roads more pedestrian-friendly.

- 5.5 Aesthetic enhancement of the road and the surrounding area.
- 5.6 Improved public understanding and perception of urban drainage issues and sustainable drainage through school and community engagement.
- 5.7 Inspiring more Green Infrastructure SuDS development and collaborative approaches to public realm projects across the borough.

6. COMMENTS FROM OTHER DEPARTMENTS

6.1 Financial Implications

6.1.1 The report seeks the Council to consider and approve the proposals to construct Green Infrastructure Sustainable Drainage Systems across the Haselbury Ward to form the Moore Brook Green Link

6.1.2 The estimated cost of delivering all the potential measures associated with the Moore Brook Green Link is £420,000. Currently only £120,000 has been secured as described in the table in Section 3. The £200,000 allocated from the London Strategic SuDS Pilot has been provisionally approved by the Thames RFCC but cannot be confirmed until the Business Case for this project has been finalised and approved by the Environment Agency. The Structures and Watercourses team are also discussing an additional source of funding with Network Rail. Network Rail is looking to fund biodiversity improvements in this area to offset negative impacts on biodiversity caused by works they are carrying out. The funding amount has not yet been confirmed but it could be in the order of £20k, provided that the Moore Brook Green Link adequately fulfils the criteria set out by Network Rail.

6.1.3 The way the project is structured means it can be delivered on a phased basis as funding becomes available.

6.1.4 Future maintenance costs which will be contained within existing Highway Services budgets.

6.2 Legal Implications

6.2.1 The Council has the general power of competence pursuant to s.1 (1) of the Localism Act 2011 to do anything that individuals generally may do provided it is not prohibited by legislation and subject to Public Law principles. The proposals set out in this report are consistent with this power and the use of the organisation in this scenario facilitates this function in accordance with Section 111 of the Local Government Act 1972.

6.2.2 The Flood Water Management Act 2010 gives Lead Local Flood Authorities (LLFAs) various responsibilities relating to the management of local flood risk in order to provide preventive measures to mitigate against damage that can be caused by floods in the local area. The funding provided will assist with

allowing the Council to meet their obligations and comply with its duties under the 2010 Act.

6.2.3 Section 2 of the Local Government Act 2000 provides the Council with the power to do anything it considers likely to promote or improve the social, economic or environmental wellbeing of their area or residents. Therefore, the Council has the power to utilise funding from external organisations in these circumstances as the funding will improve the social wellbeing of residents in the area. There is no express prohibition, restriction or limitation contained in a statute against use of the section 2 power in this way.

6.2.4 The Council has a fiduciary duty to look after the funds entrusted to it and to ensure that public funds are spent appropriately. The Council must carefully consider any project it embarks upon and conduct its affairs in a business-like manner with reasonable care, skill and caution, with due regard to public funds. In embarking on any project, the Council must consider whether the project will be a prudent use of the Council's resources both in the short and long term and must seek to strike a fair balance between the interests of the public, and the wider community's interest on the other hand.]

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

6.3 Property Implications

6.3.1 Whilst there would appear to be no direct property implications the measures proposed make a positive contribution and enhancement to the environment, safety, on foot and cycle, and helps towards reducing pollution.

6.3.2 The measures proposed help in the mitigation of both flood risk and the Councils corporate landlord liabilities.

7. KEY RISKS

7.1 The following key risks relate to not implementing the project:

- Loss of opportunity to reduce flood risk downstream and compliance with an action in Enfield's Local Flood Risk Management Strategy
- Loss of attraction of up to £250k of external funding to Enfield
- Loss of opportunity for public realm improvements
- Loss of opportunity to increase biodiversity and wildlife habitat
- Loss of opportunity to cooperate with the local community

8. INTERNAL DEPARTMENT IMPLICATIONS/CONSULTATION

The proposals have been reviewed by officers in Traffic and Transportation to ensure that the designs are appropriate from a traffic perspective. They have

also been discussed with officers in Highway Services to ensure that they do not create an unacceptable maintenance liability in the future. The final designs will be reviewed and approved by these relevant officers prior to implementation.

9. IMPACT ON COUNCIL PRIORITIES – CREATING A LIFETIME OF OPPORTUNITIES IN ENFIELD

9.1 Good homes in well-connected neighbourhoods

By reducing flood risk, improving the public realm and improving infrastructure for walking and cycling this project contributes to the aim of creating good homes in well-connected neighbourhoods.

9.2 Sustain strong and healthy communities

This project has potential to significantly improve the green environment in the Haselbury area. Making it easier for residents to walk and cycle improves quality of life and supports independent living. Additionally, increased walking and cycling can lead to increased passive surveillance with associated community safety benefits. Reducing flood risk and pollution also helps to sustain strong and healthy communities.

9.3 Build our local economy to create a thriving place

Improving infrastructure for walking and cycling encourages residents to use local businesses and supports the local economy.

10. EQUALITIES IMPACT IMPLICATIONS

Corporate advice has been sought in regard to equalities and it is recommended that an equalities impact assessment be completed at an appropriate stage in the delivery of the project to ensure that the final agreed proposal remains fully accessible by all members of the community and supports the council to meet the Public Sector Duty of the Equality Act 2010. It should also be noted that the any contracts awarded should include a duty on the successful applicant to assist us with meeting our obligations under the Equalities Act 2010.

11. PERFORMANCE AND DATA IMPLICATIONS

The implementation of the scheme will satisfy actions derived from the Local Flood Risk Management Strategy by reducing surface water runoff rates (Objective 4) and helping to protect existing properties from flooding (Objective 5).

12. HEALTH AND SAFETY IMPLICATIONS

The scheme will be designed in accordance with the Construction Design and Management Regulations 2015, and industry good-practice standards, to be safe for members of the public.

13. PUBLIC HEALTH IMPLICATIONS

13.1 These improvements to the environment will reduce risk of flooding, improve the environment and encourage residents to visit Firs Farm and Pymmes Park Wetlands, and encourage local residents and school pupils to walk thereby increasing the physical activity on offer in Enfield.

13.2 It has been estimated that if England achieved the same level of cycling as Holland it would save the NHS £17 billion per year (excluding savings from reduced air pollution).

13.3 This is in addition to the less tangible but still significant public health gains that will be accrued through maintaining and increasing green infrastructure.

Background Papers

None