

MUNICIPAL YEAR 2018/2019 REPORT NO.

**ACTION TO BE TAKEN UNDER
DELEGATED AUTHORITY**

Agenda – Part: 1

KD Num: 4836

Subject: Ponders End Qube Relocation

OPERATIONAL DECISION OF:

Executive Director
Place

Wards: Ponders End

Contact officer and telephone number:

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1. EXECUTIVE SUMMARY

- 1.1** Ponders End is identified as a strategic location in the Upper Lee Valley Opportunity area and the North East Enfield Core Strategy 2010 – 2025. The Electric Quarter regeneration scheme is situated south of Queensway and west of Ponders End High Street. Phase A of the scheme has been delivered and Cabinet provided authority on the 12th September 2018 to enter the Lease to deliver Phase B.
- 1.2** On 16th June 2017 the London Borough of Enfield (Ponders End Electric Quarter) Planning and Compulsory Purchase Order 2016 was confirmed by the Secretary of State for Communities and Local Government. The Council executed a General Vesting Declaration on 21st August 2018. On the 10th December 2018 title vested in the Council and vacant possession of all interests within the Order area was secured on 7th January 2019 including interests subject to Notice to Treat (NTT) and Notice to Enter (NTE) with a minor interest in the Order Land.
- 1.3** The Ponders End Community Development Trust currently deliver a range of community services from a council owned modular building known as the Qube located in the Compulsory Purchase Order Area Phase B. It is now necessary to remove the modular building from the development site to enable construction works for Phase B of the scheme to begin.
- 1.4** This report seeks approval to award a contract for construction works to relocate the modular building from the Electric Quarter to Eagle House car park Ponders End EN3 4DN temporarily for a period of 24 months and for project expenditure including related services.

2. RECOMMENDATIONS

- 2.1** Approve the relocation of the Qube to Eagle House car park and note that costs will be allocated from the agreed Electric Quarter capital budget for its removal.
- 2.2** Approve the procurement, appointment and award of the contract to "Contractor A" in accordance with the specification in the Tender report prepared by Stace LLP dated 15th January 2019. Refer to Part 2 (Appendix 1).
- 2.3** Delegate to the Director of Law & Governance authority to prepare, complete and execute the required legal documentation relating to appointment of the contractor in accordance with the Councils Contract Procedure Rules.

3. BACKGROUND

Cabinet of 24th April 2013 (KD3682) gave authority to enter into an Agreement for Lease with the preferred bidder (Lovell Partnerships Limited) and delegated authority to the Executive Director of Regeneration, Leisure and Culture acting in consultation with Executive Director of Finance, Resources and Customer Services. The same Cabinet delegated authority to the Director of Regeneration, Leisure and Culture and the Cabinet Member for Business and Regeneration, in consultation with the Director of Finance, Resources and Customer services to grant a Lease for Phase A and B of the scheme to the development partner following satisfaction of the Conditions of the Agreement for Lease for the delivery of the Electric Quarter.

- 3.2** On 16th June 2017 the London Borough of Enfield (Ponders End Electric Quarter) Planning and Compulsory Purchase Order 2016 was confirmed by the Secretary of State for Communities and Local Government. The Council executed a General Vesting Declaration on 21st August 2018. On the 10th December 2018 title vested in the Council and vacant possession of all interests within the Order area was secured on 7th January 2019 including those interests subject to Notice to Treat (NTT) and Notice to Enter (NTE) with a minor interest in the Order Land.
- 3.3** Phase A is complete and has delivered 61 private sale and affordable units. Cabinet provided authority on the 12th September 2018 to enter the Lease to deliver Phase B (KD4560). Enabling and demolition works have commenced and the construction of Phase B of the scheme will commence on the signing and sealing of the lease imminently.

- 3.4** Land assembly was completed by way of Compulsory Purchase Order General Vesting Declaration, NTE and NTT on the 10th December 2018 and 7th January 2019 respectively. Legal title and vacant possession have been achieved of 100% of the land and property interests required to deliver Phase B of the scheme.
- 3.5** Phase B will deliver; a new Library, 103 housing units, consisting of 52 affordable rent and intermediate units, 750 sq m of community space, 1,349 sq m of commercial and retail space, along with new civic space, access roads, associated parking, and landscaping. This is part of the Council's overall place shaping strategy designed to deliver transformational change for Ponders End and the High Street.
- 3.6** Karakusevic Carson Architects are the Council's retained design advisors and have provided high level architectural support, with the objective of ensuring the overall scheme design meets its original aspirations in terms of new housing, design, cost, quality, and civic amenity a central focus being the creation of a community hub and a revitalised high street.

The Qube – Ponders End High Street

- 3.7** The Qube is situated to the west of the central portion of Ponders End High Street. It benefits from frontage on to the main road within the area required to deliver Phase B of the scheme specifically block B3 and B4 of the development. The location provides direct access for service users from the high street along with designated parking.



Image 1: The Qube – Electric Quarter Ponders End

3.8 Relocation Options Exercise

The Council undertook to review available sites within proximity to the current site suitable for relocation of the Cube. The exercise also considered the deficiencies and risks associated with each site. This included size, accessibility, relocation costs, revenue costs and consideration of the opportunity costs attached to each option. None of the options considered provided value for money and were therefore discounted.

3.9 Planning Application

At the same time as the Relocation Options Exercise was being undertaken it was necessary to put in place contingency plans. The Eagle House car park is a council owned site. Due to the constraints of meeting the developer's construction programme and to provide surety for the PECDT that services could continue during the construction of Phase B a decision was made to submit a planning application to relocate the building to the Eagle House car park.

- 3.10** Planning approval was granted by Decision Notice on 18TH December 2018 (Planning Application reference 18/03966/RE4) for the proposal to relocate a single storey modular building, reconfiguration of the Eagle House car park, and for multipurpose community use.

Tender Submission

- 3.11** The construction works have been procured following a competitive quotation process via the London Tenders Portal in accordance with the Council's CPR's. The form of contract will be a JCT Intermediate Building Contract with Contractor's Design, 2016 Edition where insurance option A is to apply.
- 3.12** The tender has been conducted through a single stage process. The tendering procedure is in accordance with JCT Practice Note 2012, where Alternative 2 is to apply.
- 3.13** A list of five contractors were selected by the project team based on location, turnover, relevant experience, Construction Line status and proven experience working with the client team. Four confirmed agreement to submit a tender in line with the project programme.
- 3.14** A Tender Report has been prepared by the Quantity Surveyor, Stace LLP, who recommended contract award to "Contractor A" on the basis that their tender was the most economically advantageous and programme compliant as detailed in Part 2 of this report. Tenders were evaluated in accordance with the award criteria, and arithmetic or pricing errors were dealt with in accordance with the Tender procedure set out in the Invitation to Tender document.

- 3.15** Subject to authorisation, the appointment of "Contractor A" will take place on the 8th February 2019.

4. ALTERNATIVE OPTIONS CONSIDERED

Do Nothing

- 4.1** There is no option to do nothing. The modular building must be relocated to enable the Phase B construction programme to begin and to ensure PECDT can resume service in the Spring of 2019.

Relocation Options

- 4.2** As detailed elsewhere in the report none of the sites could accommodate a modular building within proximity to Ponders End High Street. On conclusion of the exercise a review of the options and costs was undertaken the outcome of which is the Eagle House Car park option delivers the best value.

5. REASONS FOR RECOMMENDATIONS

- 5.1** The tender from Contractor "A" is compliant and is the most economically advantageous tender.
- 5.2** Ponders End Community Development Trust (PECDT) provide a range of voluntary services and play an important role as a key community stakeholder in Ponders End. The modular building is central to their ability to deliver community services. It is important therefore that this resource is retained within the area and that PECDT can use the building to continue to work with the Council to contribute to the economic and social wellbeing of local communities.
- 5.3** The Qube must be relocated as the site is required to enable the developer to commence construction of Phase B of the scheme. A delay in its removal will result in a delay in the developer's construction programme to a significant degree.
- 5.4** The Council will incur costs and will be in breach of its contractual obligations to the developer if the Qube is not removed within the timeframe specified by the Developer. This increases costs for the developer and the Council and will result in a delay to the construction of new homes, commercial units, and community buildings.

6. COMMENTS FROM OTHER DEPARTMENTS

6.1 Financial Implications

Refer to Part 2.

6.2 Legal Implications

- 6.2.1** S.111 Local Government Act 1972 ("LGA") 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** S.1 Localism Act 2011 permits the Council to do anything that individuals generally may do provided it is not prohibited by legislation and subject to Public Law principles. This would include the power to enter into contracts for works.
- 6.2.3** The Council must comply with its Constitution and in particular its Contract Procedure Rules (CPRs). The contract price falls below the relevant EU threshold for works (£4,551,413,148) of the Public Contracts Regulations 2015 ('Regulations'), therefore, the EU procurement procedures do not apply. Nevertheless, strict compliance with the CPRs must be ensured. It has been confirmed by the Procurement team that the tender exercise conducted is compliant with the requirements contained in the CPR.
- 6.2.4** Furthermore, in accordance with CPR 19.2.2, the Council must comply with its obligations regarding obtaining best value in accordance with the Local Government (Best Value Principles) Act 1999. It has been confirmed that the most advantageous tender has been chosen, as per recommendation of the Tender Report prepared by the Quantity Surveyor, Stace LLP.
- 6.2.5** The Council must at all times during the procurement and contract award process, comply with the central EU treaty principles of transparency, equal treatment, non-discrimination, and proportionality, whatever the design of the procurement process chosen even if the overall value of the services to be retendered falls below the relevant EU threshold.
- 6.2.6** The contract will be in the form of an industry standard JCT Intermediate Building Contract with Contractor's Design, 2016 Edition with insurance option A. The works contract and all ancillary documentation arising out of it must be approved by Legal Services and sealed in the Legal department on behalf of the Council.
- 6.2.7** This report constitutes a Key Decision and the Council's Key Decision process must be followed.

6.3 Property Implications

6.3.1 Property Services have assisted on the potential option sites for the Qube Relocation. Property Services agree that the location of Eagle House Car Park as the best option. Property Services await to be engaged to address terminating the existing lease for the Qube and granting a new lease for PECDT for the Qube's new location in Eagle House Car Park.

7. KEY RISKS

Risk: Contractor Poor Performance

The risk to this contract is related to the possible poor performance of the consultant/contractors.

Mitigation:

This risk is mitigated by robust performance/contract management by the Corporate Construction and Maintenance Team.

Risk: Not accepting the Tender

The risk in not accepting the tender is that the contractor will fail to deliver the relocation of the building. Consequently, the construction programme for Phase B will be delayed significantly, PECDT will be restricted in its ability to deliver valuable community services, the Council will be in breach of its contractual obligations to the developer and incur significant increased costs and reputational damage.

Mitigation:

The implications and ability for the project team to mitigate the risks is limited in the circumstances. All currently available relocation options have been considered, extensive work has been completed. The mitigation options are: **(1)** Revert to the developer to delay the construction programme and begin a new options relocation exercise. **(2)** Remove the modular building and place in storage off site thereby reducing the relocation costs as whole.

Risk: Stakeholder Dissatisfaction

Mitigation:

The PEDCT is being engaged and a long-term strategy is being put in place. The Trust is currently operating from Vincent House. There is the option to provide dedicated space in the new Library Community Hub and in the preceding years to develop a coherent strategy to build the organisations capacity to deliver services and an income generating strategy that increases sustainability over the long term.

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

8.1 Good homes in well-connected neighbourhoods

Enfield Council are committed to delivering affordable homes in well-connected neighbourhoods. The Electric Quarter delivers on this commitment by ensuring the homes will be a mixture of tenures, sizes, and designs providing housing options for all people living and aspiring to live in the borough and through improvements in infrastructure in accordance with the Councils Corporate Strategy.

8.2 Sustain strong and healthy community

The Electric Quarter also contributes to Enfield Council's Corporate plan and place-shaping agenda by improving the built environment and providing places that increase the social and economic resilience and wellbeing of the communities we serve.

8.3 Build our local economy to create a thriving place

Enfield Council is an ambitious Council, committed to creating an enterprising environment for businesses to prosper with world-class digital infrastructure and access to the right skills and networks. The Electric Quarter Phase B contributes to this priority by providing a variety of homes commercial and civic buildings that will attract inward investment to the borough building on the success of a thriving local economy and delivering economic resilience and growth.

9. EQUALITIES IMPACT IMPLICATIONS

The Electric Quarter Ponders End Equalities Impact Assessment (EIA) September 2015 submitted as part of the approved planning application of 26 January 2016 (15/04518/FUL) found that the development scheme has responded positively to delivering a development that will promote equality. The EIA Matrix sets out the positive aspects of the development which are Involvement; Crime, Fear of Crime; An Affordable Home; A Home to Meet Needs; Access to Facilities and Services, Public Transport and Accessibility; The table below also sets out the impact against the nine Protected Characteristics set out in the Equalities Act 2010. Overall the Equalities Impact Assessment proposes development will respond positively to securing a development that promotes equality.

Electric Quarter, Ponders End: Equality Act 2010 Protected Characteristics

Protected Characteristic	Scheme: Electric Quarter	Mitigation
Disability	Positive	Not applicable
Gender	Neutral	None
Age	Neutral	None
Race	Neutral	None
Religion & Belief	Positive	Not applicable
Sexual Orientation	Neutral	None
Gender Re-assignment	Neutral	None
Pregnancy and Maternity	Positive	Not applicable
Marriage and Civil Partnership	Neutral	None

10. PERFORMANCE AND DATA IMPLICATIONS

The Regeneration of Ponders End High Street contributes towards the achievement of:

- Enfield Council Corporate Plan 2019 - 2022
- Core Policy 41 of the Core Strategy
- Shaping Enfield's Future
- North East Enfield Preferred Options Report
- Ponders End Central Planning Brief (approved for adoption)
- 5a of the Sustainable Community Strategy 2007-2017
- 2.10 "Improve the Quality of life for residents through the regeneration of the priority regeneration areas" of the Enfield Council Business Plan.
- London Plan

11. HEALTH AND SAFETY IMPLICATIONS

Refer to Construction Management programme

12. PUBLIC HEALTH IMPLICATIONS

The detailed Planning Application (**15/04518/FUL**) included a **Health Impact Assessment**. It concluded the development will contribute to objectives that have an overall beneficial effect on several determinants of health such as increases in the quality and affordability of housing, supporting active travel, creating a healthy environment and delivering a vibrant neighbourhood. Overall the development has the potential to support the delivery of healthy living benefits and increased quality of life for several vulnerable groups during the pre-and post-construction

phases. These groups include the elderly, disabled, unemployed, young people, and children in poverty.

Background Papers

1. Tender Report Refer to Part 2.
2. Planning Application Reference Number:18/03966/RE4

MUNICIPAL YEAR 2018/2019 REPORT NO.

ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

PORTFOLIO DECISION OF:

Cllr Guney Dogan
Cabinet Member for Environment

REPORT OF:

Director – Environment &
Operational Services

Agenda – Part: 1

KD Num: 4825

Subject: Enfield Transport Plan / Local Implementation Plan 3 – Final Version

Wards: All

Contact officer and telephone number: Dominic Millen, 020 8379 3398

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1. EXECUTIVE SUMMARY

This report provides an update on the preparation of the final version of the Enfield Transport Plan (ETP), incorporating Enfield's Third Local Implementation Plan (LIP3), following Cabinet approval of a final draft version in October 2018. This report also seeks agreement from the Cabinet Member for Environment, under delegated authority from the Cabinet, to the submission of the final version of the ETP and LIP3.

2. RECOMMENDATIONS

It is recommended that the Cabinet Member for Environment approves:

- 2.1 To note the changes made to the Enfield Transport Plan, incorporating Enfield's third Local Implementation Plan since the final draft version was approved by Cabinet under Key Decision Number 4707.
- 2.2 Using authority delegated from the Cabinet, the Cabinet Member agrees to the submission of a final version the Enfield Transport Plan, that includes Enfield's Third Local Implementation Plan, to Transport for London with the aim of seeking the approval of the Mayor of London.
- 2.3 To note that a borough may revise its Local Implementation Plan at any time if it considers it appropriate, although this is likely only to happen in response to a significant change in local circumstances and would subsequently require Cabinet Member approval.

3. BACKGROUND

- 3.1 A Local Implementation Plan (LIP) is a statutory document, prepared under Section 145 of the Greater London Authority (GLA) Act 1999, which sets out how a London borough proposes to implement the London Mayor's Transport Strategy (MTS) in the borough locally. A LIP must contain the borough's proposals for implementing the MTS in its area. The proposals must be adequate for the purposes of delivering the MTS and consistent with it.
- 3.2 A draft of Enfield's Transport Plan (ETP), including Enfield's Third Local Implementation Plan (LIP3), was approved by Cabinet on the 17th October 2018 under Key Decision Number 4707. Following on from this the draft document was sent out for statutory consultation.
- 3.3 Following completion of the statutory consultation process as required by the GLA Act 1999, responses have been considered, and the ETP/LIP3 has been amended as is appropriate and necessary for it to meet the requirements of the related LIP guidance published by Transport for London (TfL).
- 3.4 TfL has assessed the final draft of Enfield's LIP on behalf of the Mayor to ensure that the requirements set out in previously provided guidance had been met. Copies of TfL's response to Enfield's draft LIP submission and Enfield's proposed reply are contained in Appendix A.
- 3.5 Our response letter contained in Appendix A outlines the changes we have made to the ETP/LIP, the key differences between the Draft ETP/LIP that was approved at Cabinet and the final version of the document contained in Appendix B.
- 3.6 The final version of the LIP needs to be approved by the Cabinet Member for Environment prior to being submitted for final approval by TfL and then, assuming it meets the statutory requirements, the GLA (acting on behalf of the Mayor of London).

4. ALTERNATIVE OPTIONS CONSIDERED

The Council has a statutory duty to prepare a LIP and the form and content of the document are specified in detailed guidance prepared by TfL. There are therefore very limited alternative options in terms of the need for and basic structure of the LIP3. However, there is some flexibility for the Council to develop programmes that meet its own transport priorities, providing that they also help with the implementation of the Mayor's Transport Strategy.

5. REASONS FOR RECOMMENDATIONS

- 5.1 The submission of the LIP is essential to qualify for the annual transport grants, which Enfield will benefit from to the order of £2.5+ million each year. The recommendations include the Cabinet Member approval necessary to enable the submission of the LIP and, assuming it receives TfL and Mayoral approval, the unlocking of LIP funding.
- 5.2 As noted in the previous approval report, there is an obligation imposed by legislation to prepare a LIP. Even if a borough receives no TfL funding, there is still a requirement to produce a LIP.

6. COMMENTS FROM OTHER DEPARTMENTS

6.1 Financial Implications

- 6.1.1 Expenditure, once approved by TfL, is fully funded by means of direct grant; hence no costs fall on the Council.
- 6.1.2 Delivery of the full Cycle Enfield programme is contingent on LIP funding.

6.2 Legal Implications

- 6.2.1 The MTS provides the framework for the development of LIPs by London Boroughs; it also provides the basis for the assessment and approval of annual grant applications.
- 6.2.2 Section 145 of the GLA Act 1999, states that London local authorities must prepare LIP's containing their proposals for the implementation of the MTS in their areas.
- 6.2.3 Under the GLA Act 1999, The Mayor of London is empowered, through TfL, to provide grants to London Boroughs to assist with the implementation of the Transport Strategy. TfL are charged with responsibility of ensuring that the key rationale for allocating grants is the delivery of the MTS as agreed though the borough's approved LIP.

6.3 Property Implications

- 6.3.1 There are no property implications at this stage on the Enfield Transport Plan.
- 6.3.2 When individual schemes are identified specific property implications will be provided.

7. KEY RISKS

The key risks relating to the LIP are identified in the table below, along with associated mitigation measures.

Risk Category	Comments/Mitigation
Strategic	<p>Risk: No clear direction for future transport investment in Enfield</p> <p>Mitigation: LIP produced in conjunction with Local and Corporation Plan.</p>
Financial	<p>Risk: TfL will not provide grant funding for local transport schemes</p> <p>Mitigation: Compliant LIP produced in line with TfL guidance</p>
Reputational	<p>Risk: Failure to submit LIP on-time.</p> <p>Mitigation: Approval times built into programme to ensure submission of final document by February 2019.</p>
Regulatory	<p>Risk: Failure to comply with statutory requirements.</p> <p>Mitigation: LIP discussed with TfL officers at key stages including statutory consultation and produced in accordance with TfL guidance.</p>

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

8.1 The Council has three key strategic aims, which are integral to the delivery of Council services. These are **Good homes in well-connected neighbourhoods, Sustain strong and healthy communities and Build our local economy to create a thriving place**. This report indicates how the ETP and LIP3 will contribute towards the achievement of these aims and the new Corporate Plan.

8.2 **Good homes in well-connected neighbourhoods**

The proposed LIP activities represent vital investment in the improvement and renewal of the transport infrastructure, particularly supporting regeneration and environmental enhancements with clear beneficial impact on climate change. The LIP is also informed by and supports the LDF Core Strategy and associated evolving Local Plan. LIP schemes and activities will contribute positively towards the

delivery of good homes, improving the connectivity of existing neighbourhoods.

8.3 Sustain strong and healthy communities

8.3.1 The impact of LIP proposals are positive on disability groups, disadvantaged groups and disadvantaged areas. Particular elements of work related to the improvement and promotion of sustainable modes of travel will enhance the cohesion of communities. Several LIP projects and programmes have emphasis on community engagement and safety. The consultation process carried out for new schemes allows the representation and input of all interest groups.

8.3.2 The policies, programmes and initiatives contained within the ETP will help us improve the ease in which we travel in the borough, encourage sustainable and active travel helping us to manage environmental problems related to congestion, local air quality, reduce our impact on climate change and improve health, safety and accessibility for all in our communities.

8.3.3 The LIP falls within the scope of the Strategic Environmental Assessment Directive and an Environmental Report has been undertaken to assess the implications of the LIP prior to its submission for Mayoral approval in February 2019. This assessment is contained in Appendix C. The SEA concludes that no significant adverse environmental effects will result from the implementation of the Transport Plan and LIP in Enfield.

8.4 Build our local economy to create a thriving place

8.4.1 The evolving Local Plan is the overall strategic plan for Enfield, setting out an integrated economic, environmental, transport and social framework for the development of Enfield over future years. The Local Plan will set out the framework for the development and use of land in Enfield, linking in improvements to infrastructure (especially transport); setting out proposals for implementation, coordination and resourcing. The ETP and its proposals, will support the Local Plan helping to ensure that Enfield reaches its full economic potential; supporting local businesses, attracting investment; increasing jobs and business growth; supporting and empowering the voluntary and community sector; whilst building strong and sustainable futures for our residents, the environment and the economy as a whole.

8.4.2 Several of the objectives contained in the ETP will help enhance people's ability to reach their full potential by improving accessibility for sustainable modes of transport making it easier for people access opportunities in Enfield and further afield.

9. EQUALITIES IMPACT IMPLICATIONS

- 9.1 In developing our objectives/proposals we have had regard to TfL's equality objectives specifically the commitment to:
- Provide accessible transport services and a consistent customer service that meets the needs of all customers
 - Ensure access to London's transport infrastructure so that more people can make the most of life in the Capital
 - Provide safe travel in London so that fewer young people, women and people from BAME communities are deterred from travelling because of safety concerns
 - A transport system that promotes and improves the health of all Londoners
 - Engage with more of London's diverse communities to effectively inform, develop and deliver our strategies, services and programmes
- 9.2 Given the scale of the Enfield TP and associated funding, it has required the preparation of an Equality Impact Assessment (EqIA). This was undertaken in parallel with the preparation of the final draft report.
- 9.3 The EqIA examined the proposed strategy, socio-demographic data gathered in relation to the LIP and the available information on the outcomes of the policies. Based on this, and using professional judgement, it identified several disproportionate impacts that may occur on Equalities Groups because of the implementation of the proposed strategy.

The key beneficial impacts relate to:

- Measures to encourage active travel, particularly to and from schools, will benefit people in many of the protected groups. The health benefits to many older and/or disabled people with respiratory illnesses will be greater than for the general population. Similarly, children and young people are particularly vulnerable to air pollution as their respiratory systems are still developing, and therefore also will benefit disproportionately. The health benefits for children from greater participation in active travel also will be greater than for the general population.
- Actions to improve air quality are likely to benefit older and/or disabled people with respiratory illnesses more than for the general population. Similarly, children and young people also will benefit disproportionately.
- Managing growing demand for on-street parking may benefit some of the protected groups, especially where they are afforded greater priority in parking allocations.
- Older people, children and disabled people are more vulnerable road users, and will disproportionately benefit from improvements in road safety.

- Policies to improve the reliability and accessibility of public transport will benefit protected groups with a greater reliance on public transport than the public at large to a disproportionate extent.
- 9.4 The EqIA identified that there may be an adverse impact on people on lower income due to increases in parking charges as part of policies to manage on-street parking. This will need to be assessed further to understand the actual impact (including whether proposed charges are significant in terms of the overall running costs of a private car), particularly given that low income groups are less likely to own a car, with any potential mitigation balanced against the wider aims of the LIP3 including the intention to reduce health inequalities.
- 9.5 It should be noted that in drafting the ETP and LIP3, reducing inequality has been at the core with a focus on health outcomes.
- 9.6 The ETP / LIP3 looks extensively at Enfield's key challenges and considers what role transport can play in addressing them. What is apparent is that there are serious health inequalities across the borough and that promoting safe, sustainable and active travel can go some way to addressing these. For these reasons the strategic priorities focus on health:
- Making active travel the natural choice, particularly for those trips less than 2km in length
 - Making more school trips safe, sustainable and healthy
 - Reducing the impact of private vehicles on our streets
 - Making the public transport network more reliable, accessible and the natural choice for longer trips
 - Maintaining our assets for the benefit of the public
- 9.7 It should also be noted that existing larger scale programmes, including Cycle Enfield, have been subject to strategic equality impacts assessments, while individual schemes and interventions take account of equality impacts as part of their development and delivery lifecycles.

10. PERFORMANCE AND DATA IMPLICATIONS

Obtaining approval for the LIP is an absolute legal condition to be entitled to the LIP transport expenditure grants in the order of £2.5+ million annually. The continued availability of the funds into the future from 2019 onwards is legally dependent on having an approved LIP by 31st March 2019. The removal of LIP funding will very directly and detrimentally affect the delivery of transport initiatives and schemes on street. The negative impact will be substantial and fall on all sections of residents and visitors. Enfield's LIP activities will have clear and direct bearing upon on other services as the programmes aid regeneration, improve public health and contribute to the wider aims and goals of other departments.

11. HEALTH AND SAFETY IMPLICATIONS

There are no direct health and safety complications from the LIP. Individual schemes implemented through LIP funding may need to be subject to Health and safety considerations through individual scheme level reports as appropriate.

12. PUBLIC HEALTH IMPLICATIONS

- 12.1 Transport is one of the fundamental determinants of health; it may be health-damaging or health promoting. The LIP as outlined here will make transport in Enfield much more health-promoting by increasing physical activity and reducing the health costs of motorised transport. It will increase physical activity by making this part of everyday life e.g. walking or cycling as a normal, everyday transport mode. Achieving a modal shift towards active travel will also reduce the health damaging effects of motorised transport e.g. road traffic injuries, air pollution, community segregation and noise. Such is the effect of physical activity upon health that it has been calculated that a modal shift to levels of active transport in The Netherlands would save the NHS £17 billion per year. This would be achieved through savings in treating Type 2 diabetes, heart disease, stroke, some cancers, musculo-skeletal disease and dementia. Improving the walking and cycle infrastructure would also be likely to positively impact upon health inequalities as income or wealth would become a less significant factor in a person's ability to travel within the borough e.g. access to employment, healthcare, social networks etc.
- 12.2 Reducing obesity is a priority for Enfield, as outlined in the Borough's Health and Wellbeing Strategy. 61.4% of adults are classified as overweight or obese (ALS, 2016). Data for academic years 2014/15 to 2016/17 shows that the average prevalence of excess weight in year 6 pupils is 41.5%. This is significantly higher than London (37.9%) and England (33.87%) averages. If left unchanged, this situation will lead to serious health complications later in life, such as diabetes, heart disease and cancers.
- 12.3 At the heart of the plan is improving people's health. Our local priorities reflect this, with a focus on making travel more sustainable, active and safe.
- 12.4 Creating an environment where people actively choose to walk and cycle as part of everyday life can have a significant impact on public health and has the potential to reduce health inequalities. It is an essential component of a strategic approach to increasing physical activity and may be more cost-effective than other initiatives that promote exercise, sport and active leisure pursuits.

- 12.5 Increased walking and cycling offers many other advantages including cleaner air, less noise, more connected neighbourhoods, less stress and fear, and fewer road traffic injuries.
- 12.6 More walking and cycling also has the potential to achieve related policy objectives:
- Supports local businesses and promotes vibrant town centres
 - Provides a high-quality, appealing public realm
 - Reduces road danger and noise
 - Increases the number of people of all ages out on the streets, making public spaces seem more welcoming and providing opportunities for social interaction and children's play
 - Provides an opportunity for everyone, including people with impairments, to exercise and enjoy the outdoor environment
- 12.7 There is an extensive evidence base for effective action on active travel. The most relevant review has been conducted by BICE, looking specifically at local measures to promote active transport¹.
- 12.8 The policies, programmes and initiatives within the TP will help us improve the ease in which we travel in the borough, encourage sustainable and active travel helping us to manage environmental problems related to congestion, local air quality, reduce our impact on climate change and improve health, safety and accessibility for all in our communities. This supports Public Health's efforts to embed Health in all Policies across the Council.

Background Papers

None.

¹ National Institute for Health and Care Excellence. Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation. London 2012.



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7 December 2018

Dear Sarah

Enfield's Draft Local Implementation Plan

Thank you for submitting the London Borough of Enfield's draft Local Implementation Plan (LIP) to TfL for consultation.

London's boroughs play a vital role in delivering the Mayor's Transport Strategy (MTS) and helping to achieve the ambitious target for 80 per cent of all trips in London to be undertaken by active, efficient and sustainable modes of travel by 2041. That is why this third round of LIPs is so important in demonstrating how the MTS will be implemented at a local level across the city.

Colleagues at TfL have reviewed your consultation draft submission. The intention of our assessment is to be constructive in assisting you to achieve approval. I enclose here detailed comments for your consideration ahead of the final draft LIP submission to TfL on 16 February 2019.

Final approval of the LIP will be a matter for the Mayor. There are many elements of the London Borough of Enfield's consultation draft LIP which are welcomed. However, our review has identified a number of matters we consider necessary to be reviewed and strengthened. Addressing these issues in full is required for the London Borough of Enfield's LIP to meet the necessary standard we believe the Mayor would consider adequate for approval, in accordance with the conditions set out in section 146 of the GLA Act (1999).

A summary of our key comments is as follows:

- The LIP clearly sets out how Enfield's aspirations and objectives align with those contained in the MTS.
- The longer term goals included within the LIP are consistent with the aims of the MTS and there is a very clear prioritisation process set out in your LIP for these.

MAYOR OF LONDON



VAT number 756 2769 90

- The commitment to adopt a Vision Zero approach and develop a Vision Zero Action Plan is strongly welcomed.
- More spatial analysis could be included to sign post how the programme of work will address the challenges and overcome barriers to achieving the outcomes set out in the MTS. To help with the spatial analysis, more detail could be included from the City Planner tool which is now available.
- The proposals and programme of delivery could benefit from further, more specific detail to provide further confidence that the outcomes set out in the MTS are achievable.

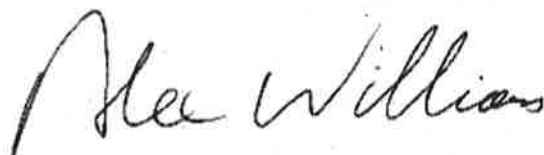
A list of specific comments is enclosed in the annex to this letter.

We look forward to continuing to work with Enfield over the coming months as you finalise your LIP. My team will contact your officers to request a follow-up meeting to discuss our feedback. In addition, I request that you write to me confirming receipt of this letter and outline in your reply how you will amend your LIP in response to our comments.

Please do not hesitate to contact us going forward should anything in our response require clarification or if you need any support with the further development of the LIP. The key contacts for Enfield are:

Helen Fallon - Transport Strategy contact
Sideeck Roojee - Network Sponsorship contact

Yours sincerely



Alex Williams
Director of City Planning
Email: alexwilliams@tfl.gov.uk
Direct line: 020 3054 7023

**Third Local Implementation Plan – Consultation Feedback Form
December 2018**

Borough name: Enfield

1.LIP guidance requirements

1.1 All requirements met.

2.Objective setting – Mode share

2.1 All requirements met, however clearer links between proposed programmes of work and the borough challenges would strengthen this section.

- *Clarification: 60% of existing car journeys are generated locally (p.30). This contradicts the impacts of traffic congestion from the M11 and the M25 as stated in the Mini-Holland report.*

3.Objective setting – MTS Outcomes

3.1 The LIP is aligned with the MTS Outcomes, however, more detail around the delivery programmes will demonstrate the borough's to deliver against them. More detail should be included around co-ordination with neighbouring boroughs, e.g. schemes and existing facilities in neighbouring boroughs.

3.2 Further commentary, graphics and spatial information should be provided to support the following outcomes:

Outcome 1: Whilst there is a good level of contextual data on health, there is less on cycling. Given the strategic work and excellent delivery record Enfield has for the Mini Holland programme this section could easily be strengthened e.g. using the TfL cyclable trips analysis.. Do the demographics of the borough suggest any particular pockets of opportunity for investment.

- *Clarification: Legend is missing on the cycle map on p.47; what do the cycling routes represent and how do they connect with other cycle routes in neighbouring boroughs.*

Outcome 2: To demonstrate alignment with Vision Zero, more spatial analysis of where there are road danger hotspots and how this will inform interventions..

Outcome 3: Use of data in the LIP is good for this outcome, however it could be strengthened with further detail on car ownership in the borough, possibly spatially if available and where and why (trip purpose) people drive.

Outcome 4: This section could be strengthened with a spatial breakdown of where the air quality hotspots are in the borough, possibly taken from your AQAP.

Outcomes 5,6 & 7: A map of bus speeds could be included as this is one of the KPIs. There are references in the text, but they could be more specific.

Outcomes 8 and 9: Further detail could be included here on the opportunity/challenge in getting people to make non-car trips in the growth areas. CR2 is mentioned, but bus priority and better cycle routes could also be identified.

4. Borough targets

4.1 We note that targets have been set in line with the borough data pack in all cases. Further spatial data, assessment of local challenges and opportunities to address these through a more detailed delivery plan would provide more confidence that these are achievable.

Outcome 2

4.2 Following the moves to new collision reporting systems – the Case Overview and Preparation Application (COPA) for the Metropolitan Police Service and Collision Reporting And Sharing (CRASH) for the City of London Police – we have now completed initial back estimates for the number of people killed or seriously injured (KSI) for each borough between 2005 and 2017 (contained in the 2017 'Casualties in Greater London' factsheet, available on the TfL website alongside supporting data tables at <https://tfl.gov.uk/corporate/safety-and-security/road-safety>).

4.3 We will issue a revised set of borough trajectories for Outcome 2 and Vision Zero and need boroughs to update their targets to reflect these new trajectories in their final LIP for 2022 and 2030 (2041 is unchanged at 0). The level of ambition remains unchanged, despite these revised figures. The borough is also asked to include the following text in the final LIP under Outcome 2 explaining the reasoning for the change in trajectories and targets:

'The Metropolitan Police Service (MPS) introduced a new collision reporting system in November 2016 - the Case Overview and Preparation Application (COPA). The City of London Police also moved to the Collision Reporting And Sharing (CRASH) system in October 2015. This has had a number of impacts on the data that is available to Transport for London (TfL), and the London Boroughs in the ACCSTATS database for collision investigation.

Under the new systems officers use an 'injury-based assessment' in line with DfT STATS 20 guidance and online self reporting is available. Both of these changes are expected to provide a better assessment of injury occurrence and severity but have made data collected from November 2016 onwards difficult to compare with earlier data.

TfL commissioned the Transport Research Laboratory (TRL) to undertake a back-casting exercise to enable pre November 2016 data to be compared with post November 2016 data. These initial back cast estimates include the number of people killed or seriously injured (KSI) for each borough between 2005 and 2017 and this data has been used to update borough targets to align with those contained in the Mayor's Transport Strategy, namely a 65 percent reduction in KSIs by 2022 against the 2005-09 baseline, a 70 percent reduction in KSIs by 2030 against the 2010-14 baseline and zero KSIs by 2041. The targets contained in this final version of the LIP have been set against Outcome 2 for Vision Zero to reflect the reporting changes. The level of ambition remains unchanged, despite these revised figures.'

5.Delivery Plan – Longer term

5.1 Good detail included on method of prioritisation for long term investment.

6.Delivery Plan – 3 year programme

6.1 Further detail could be included in the three year programme to demonstrate the programmes are targeted to meet the outcomes of the MTS and challenges identified in the earlier sections of the draft LIP.

7.Delivery Plan – 1 year programme

7.1 Further detail should be included on what is being proposed under each area (or at minimum a long list ahead of the prioritisation process being applied). Further detail could be included on how outcomes are being addressed, e.g. locations and timescales.

It is also noted that there has been no allocation in the delivery plan to develop bus priority measures. Bus priority measures should be investigated / identified. Whilst it is recognised that it is not always feasible to reallocate road space to bus lanes, other measures can support prioritisation of buses ahead of general traffic.



Please reply to: Dominic Millen

Alex Williams
Director of City Planning

E-mail: DominiC.millen@enfield.gov.uk

My Ref: LBE Rep to TfL LIP3 Com

Via email: alexwilliams@tfl.gov.uk

Your Ref: -

Date: 2nd February 2019

Dear Alex

TfL's Response to Enfield's Draft Local Implementation Plan

Thank you for your letter of 7 December 2018. It is welcome that you acknowledge the vital role that London's Boroughs play in working with TfL to deliver the Mayor's Transport Strategy. I and colleagues here at the London Borough of Enfield look forward to building on our existing relationship with TfL, to deliver an ambitious programme of work as set out in our draft Local Implementation Plan 3 (LIP3) document.

Your summary of key comments in respect of this document are helpful and we have taken these as supportive of our priorities and objectives. We have also taken the view that there is nothing in your response which questions the fundamental soundness of our LIP3. This is something of a relief to the various members of my team who have worked to bring this together.

In respect of the specific comments, I thought it would be useful to outline what we have done to address them:

- 2.1 This has been clarified with colleagues at TfL.
- 3.1 More information has been provided on the detail of our work programme including joint initiatives with neighbouring boroughs.
- 3.2 Where available and relevant additional information has been provided including from the City planner tool:
 - Outcome 1 – The case for promoting cycling was made extensively in Enfield's Mini-Holland submission so this has been referenced.
 - Outcome 2 – Work has been commissioned to look at priority locations for our next tranche of interventions. This will be informed by the latest collision data which has only recently been made available.
 - Outcome 3 – More analysis has been provided.
 - Outcome 4 – More information has been provided which shows that the majority of air quality hotspots are on roads outside of the Council's control.
 - Outcomes 5,6 & 7 – More information has been provided.
 - Outcomes 8 and 9 – More information has been provided.
- 4.1 Given we are in the final quarter of 2018/19 and funding has now been confirmed for 2019/20, our intention is to prepare a more detailed delivery plan before the end of March. This will be subject to political approval but can be shared with TfL colleagues once drafted.

- 4.2 The LIP3 has been updated to reflect the update historical data with targets changed in line with the guidance.
- 4.3 The LIP3 has been updated to reflect the update historical data with targets changed in line with the guidance.
- 6.1 Given that the three-year funding programme allocations are constant and it is the actual schemes which are subject to change, including re-profiling in line with external funding availability, we believe that the level of detail provided is appropriate at this time.
- 7.1 More detail has been provided and there is reference to the Proforma A which accompanies the main LIP3.
- 7.1 Bus priority is something which is considered when identifying and delivering schemes under other programme areas, for example Cycle Enfield, so a separate allocation has not been included at this time.

I would like to thank you and your team for your hard work supporting the preparation of our LIP3. We look forward to working with TfL colleagues to finalise our LIP3 and begin delivery.

Regards

Sarah Cary
Executive Director, Place

IMPORTANT – Enfield residents should register for an online Enfield Connected account. Enfield Connected puts many Council services in one place, speeds up your payments and saves you time – to set up your account today go to www.enfield.gov.uk/connected

MUNICIPAL YEAR 2018/2019 REPORT NO.

ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

PORTFOLIO DECISION OF:

The Lead Member for Meridian Water, in consultation with the Executive Director – Place.

Agenda – Part: 1	KD Num: 4796
Subject: Meridian Works Site One: Authority to sign key agreements to enable project delivery.	
Wards: Upper Edmonton.	

Contact officer and telephone number: Nick Fletcher, 0208 379 8310

Email: nick.fletcher2@enfield.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 On 25th July 2018, Cabinet authorised the Meridian Water Employment Approach report (KD 4717), including in relation to the delivery of *Meridian Works One*.
- 1.2 The Meridian Works One project is focused on supporting professional and highly skilled makers and creative entrepreneurs and is directly aligned with the emerging Meridian Water employment strategy, as articulated in the Meridian Water Employment Approach agreed by Cabinet on 25th July 2018 (KD 4717). The project involves working with Building BloQs, an existing business within the Meridian Water regeneration area, to expand to provide high quality makerspace.
- 1.3 The project follows the emerging employment strategy and vision for Meridian Water by supporting local businesses. The project will safeguard 84 FTE jobs, and create 209 new FTE jobs.
- 1.4 The recommendations set out in this report reflect the agreement made by Cabinet in July 2018 to progress the project with Building BloQs.
- 1.5 Cabinet delegated authority to the Executive Director Place (in consultation with the Meridian Water Programme Director, the Executive Director Finance and Lead Member) to make all implementation decisions within the budget and scope approved by Cabinet to deliver *Meridian Works One*. Cabinet further delegated to the Director of Law and Governance to approve any legal agreements as required, and this report recommends that the Council signs a Grant Funding Agreement with *Building BloQs* to deliver the project outputs.

2. EXECUTIVE SUMMARY

- 1.6 Cabinet delegated authority to the Executive Director of Resource to authorise the business plan of Building BloQs – the Council's chosen delivery partner for Meridian Works One. The Acting Executive Director of Resource has also now authorised the Building BloQs Business Plan, which was a delegated decision from the Cabinet report.
- 1.7 This Report provides an update on progress on Meridian Works One to date and, subject to the approval of the necessary legal documentation by the Director of Law and Governance, recommends the Council make grant funding available to Building BloQs in accordance with the Cabinet approved scope and budget.
- 1.8 This Report also seeks authority to enter into a Deed of Variation with the GLA to amend the outputs and scope of the current Grant Funding Agreement between the GLA and Enfield Council.

2. RECOMMENDATIONS

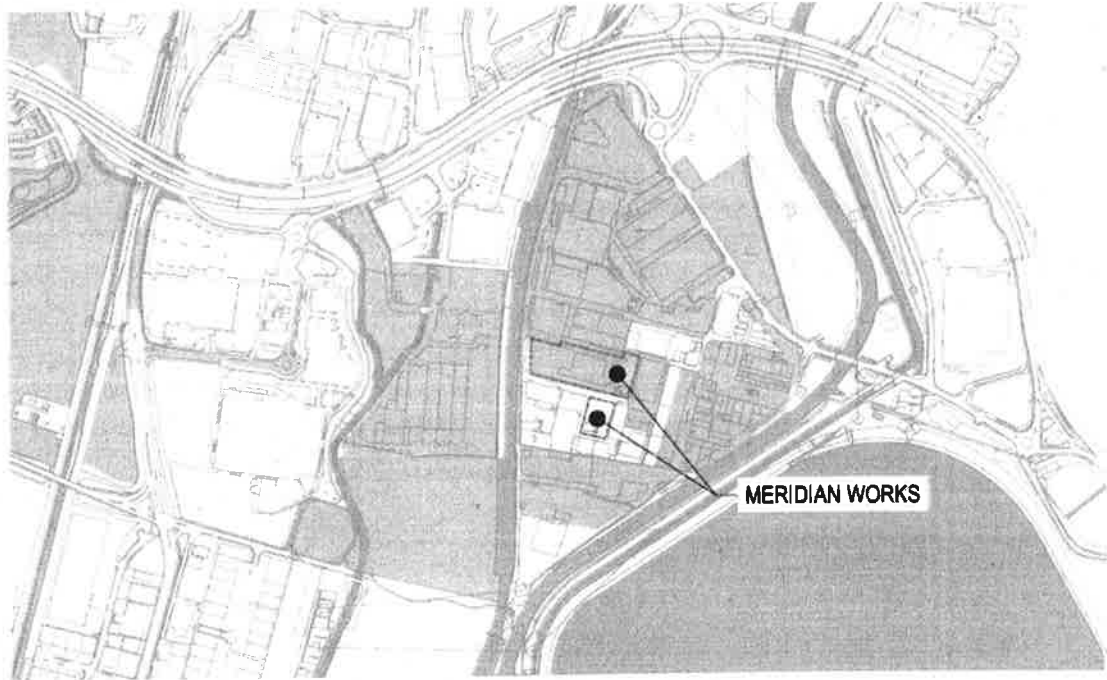
That the Lead Member for Meridian Water in consultation with the Executive Director for Place;

- 2.1 Note progress made with the *Meridian Works One* project to date, and the recommendations that are made in the Part 2 report.
- 2.2 Subject to approval of the necessary legal documents by the Director of Law and Governance, approves the provision of a grant to Building BloQs at Meridian Works Limited to assist in the delivery of the Meridian Works One Project.
- 2.3 Approves entering into a lease with Building BloQs at Meridian Works Limited for the former VOSA site.
- 2.4 Approves commencing the procurement of works at the former VOSA site to enable the Council to enter into a lease with Building BloQs at Meridian Works Limited.

3. BACKGROUND

Project background and Cabinet authority

- 3.1 On 25th July 2018, Cabinet authorised the Meridian Water Employment Approach report (KD 4717), which included a proposal for the delivery of Meridian Works One. Meridian Works One is to be delivered at Anthony Way within the east bank area of the Meridian Water Masterplan.



Location of Meridian Works: 2 Anthony Way (the former VOSA site) and 4 Anthony Way (currently home to Building BloQs)

- 3.2 The Meridian Works One project focuses on supporting professional and highly skilled makers and creative entrepreneurs and is directly aligned with the emerging Meridian Water employment strategy, as articulated in the Meridian Water Employment Approach agreed by Cabinet on 25th July 2018 (KD 4717). The project, which is supported by the Greater London Authority (GLA), involves working with Building BloQs, an existing business within the Meridian Water regeneration area, to expand to provide high quality 'makerspace'.
- 3.3 By authorising the Meridian Water Employment Approach report (KD 471) Cabinet authorised a budget and revised scope for the Meridian Works One project to provide approximately 35,000 square feet of existing (refurbished) and new commercial space at Meridian Water for Building BloQs, to be relocated from their current premises at 4 Anthony Way to the larger former VOSA Depot site at 2 Anthony Way. Subsequently, potential artist studios (subject to reaching agreement with ACAVA, which is the intention of the

Council) or other creative space can occupy the existing 10,000 sq ft of the now Council owned 4 Anthony Way. The Cabinet approvals were all subject to agreeing commercial terms and further delegated approvals within that report.

- 3.4 The Cabinet report sets out the wider context, chronology of events to date including various options which were considered, and further details of the project objectives.
- 3.5 The recommendations set out in this report reflect the agreement made by Cabinet in July 2018 to progress the project with Building BloQs.

Socio-economic benefits

- 3.6 Meridian Works One follows the emerging employment strategy and vision for Meridian Water by supporting local businesses. The project will safeguard 84 full time equivalent (FTE) jobs, and create 209 new FTE jobs.
- 3.7 As explained in the Meridian Water Employment Approach report, the scale of the Council's control, vacant land and existing industrial buildings offers a significant opportunity for the Council to start to deliver on the employment vision from the outset by creating the right conditions for existing and new enterprises to be established, nurtured and grown rather than waiting for the long-term development. It is envisaged that many of these pioneering businesses will eventually be important employers in the permanent development.
- 3.8 As explained in the Meridian Water Employment Approach report, the benefits of providing both makers and creative businesses in a single scheme is that one use provides a stream of work – and therefore income for the other, as well as together creating a critical mass to be viable and create positive place-making benefits.
- 3.9 The diversity of maker space uses within both the existing, and proposed expansion of the Building BloQs workshop which this report relates to, will provide higher levels of employment and employment density than an otherwise anticipated commercial letting for logistics and storage type uses which might be achieved at this site. Though the latter may be slightly more competitive in terms of a rental income, ultimately, they will fail to realise the Council's ambitions for both economic development and place making at Meridian Water.
- 3.10 With investment in Meridian Works One, there is an opportunity for Meridian Water to benefit from the development of skilled creative industries cluster which has the potential to be regionally significant for makers and creative communities. Increasing land values in central and east London make Meridian Water an attractive opportunity for such industries to locate and develop at a greater scale, which can further support the Council's place making agenda.

Contribution to Place Making; Aligning with the Place Vision

- 3.11 The Place Vision for Meridian Water articulates the Council's vision for delivering a successful and distinctive neighbourhood, designed to nurture economic, environmental and social sustainability with over 10,000 new homes and 6000 jobs. There are three pillars of Place Making within the Place Vision, which are; "Parklife on Your Doorstep", "Your Place to Make and Create" and "Mixing Uses Animating Streets".
- 3.12 The Place Vision explains the following aspirations for the Council in realising the "Your Place to Make and Create" pillar;
- That the site's history is one of industry and innovation, and that the Council sees Meridian Water as an opportunity to bring back production and making in a 21st century context, building resilience and diversity of people into the mix of office and workspaces.
 - That the Council hopes to turn Meridian Water into London's new home for production, offering an ideal environment for strategic business occupiers as well as small scale businesses and start-ups.
 - That the Council is committed to addressing deprivation and reducing inequality in the borough, and that attracting and nurturing companies that pay higher salaries will be central to creating a prosperous community. Providing benefits to local people will be at the heart of all decision-making at Meridian Water.
 - That Meridian Water will seek to retain the 'meanwhile pioneers', creative makers, local artists and manufacturers in the Lee Valley as well as attract strategic businesses from further afield to enrich the mix. The masterplan will foster connections and opportunities within the local economy and wider, international networks.
- 3.13 It is considered that proceeding with the delivery of additional high skilled creative employment space provided by Building BloQs is of fundamental importance to realising the "Your Place to Make and Create" pillar of Place Making, not only in the key early stages of the project, but as Meridian Water becomes a more established, thriving sustainable part of London, and beyond.

Meridian Works One: Project progress since Cabinet authority

- 3.14 Progress has been made since that Cabinet meeting on a number of fronts. Efforts have largely been focused on agreeing terms with Building BloQs and developing a scheme design for the new premises at the former VOSA site.
- 3.15 The Council also completed the acquisition of 4 Anthony Way in November which increases its landholdings at Meridian Water and its ability to deliver both meanwhile projects to generate employment and revenue, and longer-term development to realise the vision of the masterplan.

- 3.16 In terms of the Building BloQs scheme, a new project team of architects, engineers, a quantity surveyor/Employer's Agent, the Council's project manager and representatives from Building BloQs has been established through new procurements and variations to existing contracts. The team is progressing the scheme design to transform the site of the former VOSA Depot at 2 Anthony Way, partly through refurbishment of the existing structure and the construction of a new weather proof canopy and new thermally proofed structures within it.
- 3.17 After various options were tested, a cost plan has been developed at the end of RIBA Stage 1 which has informed the scope and level of specification for the emerging scheme design, to ensure the project is delivered within the approved Cabinet budget. Assurance that the alignment of the Boulevard, the new east west road and design of the access road to enable continued access for vehicles including buses to the Arriva depot, has been secured.
- 3.18 The Council has agreed the revised outputs, project scope and budget with Building BloQs and the GLA, to support a necessary Deed of Variation to the GLA Funding Agreement which can be signed subject to the approval of the recommendations in this report. As explained in the Meridian Water Employment Approach report (KD 4717), the original project was developed in late 2015 following a successful bid to the GLA as part of the London Regeneration Fund (LRF) and while the project is still supported by a £1.35m grant from the GLA, the set of outputs and anticipated scope have changed since Cabinet authorised the new strategy to deliver Meridian Works One at the former VOSA building and 4 Anthony Way. The new outputs reflect the reduced scale of the building at VOSA and 4 Anthony Way compared to the original proposed location at Orbital Business Park. The revised deed of variation allows for outputs to be reduced/altered further to meet any revisions required as a result of a fixed budget.
- 3.19 The GLA grant will be paid to LBE as their contribution to the overall project which includes LBE's grant to Building BloQs to deliver machinery, fit-out costs, and capital project costs. The Council is additionally investing in the building refurbishment and construction project to shell & core, for which it will receive a market rent. Due to the GLA London Regeneration Fund (LRF) deadline of 31st March 2019 for drawing down funding, and the timescales for delivering a revised Meridian Works One project at a different site, the Council has agreed with the GLA that the GLA funding will be drawn down against those elements of the project where expenditure has been incurred by that date, namely the acquisition cost of 4 Anthony Way which is required to deliver floorspace to meet the wider outputs, and the capital costs for Building BloQs which are largely for machinery that will be used now and when the new premises are occupied.
- 3.20 A number of commercial meetings have taken place between Officers and Building BloQs since the approval of the Cabinet report in July.
- 3.21 Negotiations on the Heads of Terms for the Agreement for Lease and Lease of the former VOSA site have been agreed with Building BloQs based on the

Cabinet approval for the project. The Council has received a report from an independent valuer confirming that the terms of the disposal represent Best Value for the Council in respect of section 123 the Local Government Act 1972.

- 3.22 LBE Finance has been in dialogue with Building BloQs to ensure sufficient information on their Business Plan is provided. The Director of Resources, as delegated by Cabinet, has now reviewed and agreed the Building BloQs Business Plan. As set out in part 2 financial implications, there are risks with any expanding business, however mitigations are in place and ongoing monitoring of Building Bloqs will continue.
- 3.23 Further information on the commercial aspects of the project is included in the Part 2 report.

Programme and next steps

- 3.24 Subject to the recommendations of this report being approved, the Council will be able to sign an Agreement for Lease that commits both parties to a twelve year lease following the completion of the new premises. The Council will be able to sign the Deed of Variation to the GLA Funding Agreement to draw down GLA monies, and after signing the Grant Agreement with Building BloQs, will be able to fund Building BloQs initial capital costs.
- 3.25 Following completion of the necessary legal documents, efforts will be focused on project delivery and based on the current programme, it is expected that a planning application will be submitted during spring 2019. A formal pre-application meeting will be held at an appropriate stage in the programme to inform the design development and planning strategy and minimise planning risk as far as possible.
- 3.26 Subject to that planning application being successful, the Council will procure a contractor to deliver refurbishment works to the former VOSA building; and the construction of the new extension building under a single contract, both to a shell and core level of specification
- 3.27 It is currently envisaged that a single-stage procurement will be undertaken, with five contractors invited to tender. The form of contract and details of the procurement are being considered and will be presented to Procurement & Commissioning Review Board for approval.
- 3.28 It is anticipated that construction will commence on site in autumn 2019 with completion expected in summer 2020. The project team is seeking to expedite this programme where possible.
- 3.29 Fit out works in accordance with a specification agreed in advance by the Council will be undertaken by Building BloQs (or their sub-contractors). A portion of the grant funding provided to Building BloQs will be used to fund these works. The scope of these fit-out works which sit outside of the building contract are subject to further design development and consideration by the

Council and the proposed Agreement for Lease makes provision for a reduction in specification as necessary to ensure that the project remains within the available budget as approved by Cabinet at its meeting in July 2018.

4. ALTERNATIVE OPTIONS CONSIDERED

- 4.1 The recommendations set out in this report reflect the agreement made by Cabinet in July 2018 to progress the project with Building Bloqs. Any other approach, for example to pull out of the deal or to seek an alternative site, would not be in line with that decision and would result in the withdrawal of GLA funds and are not therefore considered appropriate.

5. REASONS FOR RECOMMENDATIONS

- 5.1 The recommendations in this report reflect the decision made by Cabinet in July 2018.

6. COMMENTS FROM OTHER DEPARTMENTS

6.1 Financial Implications

- 6.1.1 Financial Implications are included in the Part 2 report.

6.2 Legal Implications

- 6.2.1 Section 1 of the Localism Act 2011 provides the Council with the power to do anything an individual may do, subject to a number of limitations. This is referred to as the "general power of competence". A local authority may exercise the general power of competence for its own purpose, for a commercial purpose and/or for the benefit of others
- 6.2.2 The Council has a fiduciary duty to look after the funds entrusted to it and to ensure that its Council tax and ratepayers' money is 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 tax/ratepayers' interests. 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 tax/ratepayers on the one hand, and the wider community's interest on the other hand.

- 6.2.3 Any procurement arising from the matters described in this report (including the procurement of building contractors and consultants) must comply with the Council's Constitution (including the Contract Procedure Rules) and, where applicable, the EU Public Contracts Regulations 2015 and the Public Services (Social Value) Act 2012.
- 6.2.4 Any acquisition or disposal of property (including by way of lease) arising from the matters described in this report must comply with the Council's Property Procedure Rules. Furthermore, any lease granted for more than 7 years will be subject to compliance with s123 Local Government Act 1972. For more information, please see section 6.2 below.
- 6.2.5 The Council must ensure value for money in accordance with the overriding Best Value Principles under the Local Government Act 1999. Accordingly, officers should robustly monitor the recipient's use of the funding in accordance with the provisions of the grant funding documents to ensure that
- 6.2.6 All legal agreements arising from the matters described in this report must be approved in advance of contract commencement by the Director of Law and Governance.

6.3 Property Implications

- 6.1.1 The Council's Property Procedure Rules (PPR's) set out mandatory procedures regarding the acquisition, management and disposal of property assets and form part of the Council's Constitution.
- 6.1.2 It is noted that the rental income that will be derived for the proposed letting of this asset to Building BloQs is below Market Value and therefore does not comply with the PPR's Market Value requirement. This means that the letting cannot be signed off by Property Services under standard delegated procedures.
- 6.1.3 Whilst this is the case, Property Services recognise the Meridian Water team's position in stating that there are wider economic and social benefits to the proposed letting, which can be considered outside of the Council's PPRs but are still within the legal framework of s.123 the Local Government Act 1972.
- 6.1.4 Therefore, in order to obtain the appropriate authority to proceed with this letting, the proposal to let to Building BloQs will need to be approved by either the Leader of the Council or Cabinet by way of a Portfolio decision report.

7. KEY RISKS

- 7.1 A project specific risk register is included as an Appendix to Part 2 of this report. The content of the document contains commercially sensitive information throughout.

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

8.1 Good homes in well-connected neighbourhoods

The implementation of this project has a broadly neutral impact on this objective. Please refer to the Meridian Water Employment Approach Cabinet report, KD4717, for further detail.

8.2 Sustain strong and healthy communities

The implementation of this project has a broadly neutral impact on this objective. Please refer to the Meridian Water Employment Approach Cabinet report, KD4717, for further detail.

8.3 Build our local economy to create a thriving place

The implementation of this project has a highly positive impact on this objective by facilitating the growth of skilled creative industries and boosting employment opportunities at Meridian Water and the borough. Please refer to the Meridian Water Employment Approach Cabinet report, KD4717, for further detail.

9. EQUALITIES IMPACT IMPLICATIONS

- 9.1 Equality and diversity considerations will continue to be integrated into the development and delivery work for Meridian Water to make sure they are embedded in the decision-making process and to avoid costly design changes.
- 9.2 Corporate advice has been sought in regard to equalities and whilst there are no Equalities implications in agreeing this report seeking authority to sign key agreements to enable project delivery. It is recommended that as part of the review of the Meridian Water Project, the Meridian Water EQIA be reviewed and updated at an appropriate

time to embed Equalities and Diversity in the future procurement, design and delivery of the project.

9.3 In addition to this it should be noted that projects or work stream deriving from this may be subject to a separate Equalities Impact Assessment and they will therefore be assessed independently on the need to undertake an EQIA to ensure that the council meets the Public Sector Duty of the Equality Act 2010.

9.4 It is also recommended that any contracts awarded should include a duty on the successful applicant to assist us with meeting our obligations under the Equalities Act 2010.

10. PERFORMANCE AND DATA IMPLICATIONS

Please refer to the Cabinet report KD4714.

11. HEALTH AND SAFETY IMPLICATIONS

Please refer to the Cabinet report KD4714.

12. HR IMPLICATIONS

n/a

13. PUBLIC HEALTH IMPLICATIONS

It is considered that this particular project does not have particular public health implications of note.

Background Papers

None

