

## MUNICIPAL YEAR 2014/2015 REPORT NO.

### ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

#### PORTFOLIO DECISION OF:

Cabinet Member for Environment  
and Community Safety and  
Cabinet Member for Economic  
Development

#### REPORT OF:

Director – Regeneration and  
Environment

<b>Agenda – Part: 1</b>	<b>KD Num: 3977</b>
<b>Subject:</b> Angel Gardens (Rays Road) - Phases 2 - 5 Site Development	
<b>Wards:</b> Edmonton Green	

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### 1. EXECUTIVE SUMMARY

- 1.1 The Angel Gardens site was a vacant piece of Council-owned land that was subject to extensive fly tipping and a cause for concern for residents in the area.
- 1.2 Community engagement has demonstrated residents support for the concept of a new public open space incorporating a pathway allowing a connection between Angel Road Station and the existing pathway north-west of the site that continues to Edmonton Green.
- 1.3 The project forms an early part of delivery of Meridian Water. Planning permission was granted on 4 March 2014. Phase 1 of site development commenced on 14 July 2014 and is due to be opened to the public in late February 2015.
- 1.4 This report seeks authority to spend a total of £1,550,000 to complete the remaining phases of site development. This comprises £503,000 from external sources and £1,047,000 allocated from the Neighbourhood Regeneration Capital Programme.

### 2. RECOMMENDATIONS

It is recommended that Members authorise expenditure of the sum of £1,550,000 to complete the remaining phases of site development at Angel Gardens, which comprises:

- £233,000 from Section 106 contributions;
- £225,000 from the Cycle Enfield programme;
- £45,000 from the Pocket Parks programme; and
- £1,047,000 allocated from the Neighbourhood Regeneration Capital Programme.

### **3. BACKGROUND**

#### **3.1 The Site**

3.1.1 The Angel Gardens site is located between Montagu Road Industrial Estate and housing on Rays Road and Rays Avenue. Part of the site was formerly railway land for the line that ran in a north-westerly direction to Edmonton Green. Apart from its use as a contractor's compound, the site has remained vacant and unused since it was acquired under compulsory purchase powers by the Greater London Council in connection with major road improvements and subsequently transferred to the Council.

3.1.2 Over a number of years, the site became very overgrown, with fly-tipped material over much of the area, including remnants of concrete and steel from the old railway line. It has been a cause for concern for residents in the area.

#### **3.2 Development Proposal**

3.2.1 The project is a component of the wider Meridian Water development. Community engagement with local residents has shown that they support the concept of a new public open space. As well as serving existing residents in the area, the public open space would be of benefit to the new residents at Meridian Water.

3.2.2 Angel Road Station features as a key transport hub in the Meridian Water Masterplan (adopted July 2013). Residents were supportive of Angel Gardens incorporating a foot/cycle pathway that provides a connection between Angel Road Station, south of the site, and the existing pathway north-west of the site that continues to Edmonton Green (identified in the Masterplan as 'The Greenway'). This means that the creation of a new, ground-level, entrance to the station will be possible.

#### **3.3 Project Progress**

3.3.1 Planning permission was granted on 4 March 2014 for the 'change of use of former railway lands to provide new landscaped public open space' (Ref: P13-03340LBE). This provides for the development of the site in five phases:

1. The Activity Zone;
2. The Community Garden;
3. Woodland Walk;
4. The Waterway; and
5. Skate/BMX and Art Project Space.

3.3.2 Authority was obtained on 19 May 2014 for the expenditure required to complete Phase 1 (Key Decision Number 3843). This commenced on 14 July 2014 and is due to be completed and opened to the public in late February 2015. The Redevelopment and Environment Works Team has been managing the construction process.

3.3.3 Commencement of the remaining phases has been constrained by the need for an ongoing programme for the eradication of Japanese Knotweed. An herbicidal treatment began in September 2013 and was largely completed in December 2014, thereby allowing the remaining phases to be commenced.

### **3.4 Phases 2 - 5 Site Development**

3.4.1 The Redevelopment and Environment Works Team has prepared an outline design for the remaining phases (Appendix 1) and has detailed specific elements of this to a level suitable to provide an accurate cost estimate for works and fees. Phases 2 - 5 consist of a community garden, a foot/cycle pathway link and a skate/BMX and art project space. The scheme has been designed following consultation with the local residents and will offer high quality community infrastructure to existing residents ahead of new developments in Meridian Water.

3.4.2 Within Phase 2, a mature Lombardy Poplar tree currently exists adjacent to a residential property. The tree is too close to the property and its poor condition puts at risk people it is hoped will use the area.

3.4.3 Some works need to be undertaken to the tree. Highway Services has undertaken detailed investigations and advises that the tree should be gradually removed over the coming 12 months, with complete removal at the end of the process, which will be carefully monitored for a period of 12 months afterwards.

3.4.4 Comments regarding the tree works discussed above were obtained in May – June 2014 from Property Services, the Insurance and Risk Team, and Legal Services. No significant concerns were raised, but the comments prompted a risk assessment to be undertaken.

3.4.5 The total cost estimate for the remaining phases is £1,550,000. This includes some contingency, which is essential due to the complexities of the site and the risk of abnormalities occurring during site development. The majority of the works will be delivered through the Council's term contracts, but some elements will need to be procured directly with other suppliers.

3.4.6 The funding package for the above is as follows:

<b>Source of Funding</b>	<b>Amount</b>	<b>Limitations</b>
Section 106 contributions for 'Highways Works'	£233,000	To be utilised exclusively for the foot/cycle pathway (Phases 3 and 4)
Transport for London – Cycle Enfield Programme	£225,000	To be utilised exclusively for the foot/cycle pathway (Phases 3 and 4)
Greater London Authority – Pocket Parks Programme	£45,000	To be utilised exclusively for the Community Garden (Phase 2)

Neighbourhood Regeneration Capital Programme	£1,047,000	None
<b>TOTAL</b>	<b>£1,550,000</b>	

3.4.7 Subject to any abnormalities not having a significant impact on the timing of activities, the outline programme for the works, prepared by the Redevelopment and Environment Works Team, specifies that Phase 2 will be opened in Spring 2015 and Phases 3 – 5 will be opened in Autumn 2015. At this point, the public open space will be fully operational and the project will be complete.

### **3.5 Maintenance of Phases 2 - 5**

3.5.1 For Phase 1, an annual maintenance cost was estimated in co-operation with the Council's Waste, Street Scene and Parks Contracts Team, Parks Operations Team, the Public Safety Centre and the Street Lighting Client Team. The estimated amount was then incorporated into the 2014/15 Environment Budget, which includes an allocation for maintenance associated with forthcoming regeneration projects.

3.5.2 A similar process has been undertaken for the remaining phases and the annual maintenance cost is estimated as follows:

<b>Type of Maintenance</b>	<b>Amount</b>
Grass cutting, litter picking and leaf clearance	£17,300
Maintenance of lighting	£7,200
CCTV operation and maintenance	£5,300
Tree maintenance	£6,500
<b>TOTAL</b>	<b>£36,300</b>

3.5.3 It has again been agreed that the estimated total be incorporated into the 2014/15 Environment Budget against the allocation for maintenance associated with forthcoming regeneration projects.

## **4. ALTERNATIVE OPTIONS CONSIDERED**

Do Nothing - due to the expectations generated in the community that the site will continue to be developed in the form of a new public open space, it is considered that this alternative option would impact negatively on the council's relationship and reputation with the community. Therefore, it would not be an appropriate course of action to take.

## **5. REASONS FOR RECOMMENDATIONS**

5.1 The principle of progressing with the project has been firmly established given the progress to date, as follows:

- The project forms an early part of delivery of Meridian Water;
- Extensive work has been undertaken to survey contamination of the site and complete a remediation strategy to prepare it for development;
- Residents have demonstrated their support through the community engagement activities undertaken and there is an expectation that the project will be completed;
- Phase 1 is currently being undertaken and the completion of the remaining phases is essential to provide the comprehensive public open space envisaged;
- The Council has been able to secure external funding to assist with delivery of the remaining phases, thereby reducing the financial impact on its funds; and
- Arrangements have been made to ensure that ongoing maintenance of the new public open space can be undertaken.

5.2 Based on the above and when compared to the alternative option considered, progressing with the project on the basis of this report's recommendations is considered to be the most suitable course of action to take.

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

### **6.1 Financial Implications**

The estimated capital cost of Phases 2 - 5 Site Development at Angel Gardens is £1.55m. The scheme will be funded as follows:

<b>Source of Funding</b>	<b>Amount</b>
	<b>£000</b>
Section 106 contributions for 'Highway Works'	233
Transport for London – Cycle Enfield Programme	225
Greater London Authority – Pocket Parks Programme	45



Neighbourhood Regeneration Capital Programme	1,047
<b>TOTAL</b>	<b>1,550</b>

The S106 contribution to the provision of Phases 2 - 5 Site Development is £233k, which must only be used to fund 'highway works'. This will have to be paid back to the developers in the event that conditions are not met.

£225k grant has been agreed by TfL to be funded from the Greenways / Quietways Network allocation and £45k from the GLA pocket Parks grant. Both grants will be claimed in arrears and they meet the conditions of both grants.

There is sufficient budget included in the Council's Capital Programme (Meridian water Causeway) to fund £1,047,000 however it must be noted that this is met through prudential borrowing, the revenue cost of borrowing will be approximately £85k per million. The borrowing costs will form part of the pressure on revenue budgets in future years.

The majority of the scheme will be delivered through the councils existing terms contracts.

There will be maintenance costs associated with the Angel Garden site, the table below reflects this

<b>Type of Maintenance</b>	<b>Amount</b>
	£000
Grass cutting, litter picking and leaf clearance	17.3
Maintenance of lighting	7.2
CCTV operation and maintenance	5.3
Tree maintenance	6.5
<b>TOTAL</b>	<b>36.3</b>

Based on the above, the annual maintenance cost for phase 2-5 is estimated at £36.3k this will be met from the £157,000 built into the Environment Budget for maintenance associated with forthcoming regeneration projects.

Any future proposals with cost implications would need to be subject to separate reports and full financial appraisal.

## **6.2 Legal Implications**

Provided that the allocated funds are spent in accordance with the purpose for which they have been acquired and/or held, and within any prescribed time limits, the recommendations in this report are within the Council's powers.

## **6.3 Property Implications**

This proposal will transform an overgrown, neglected area into an early open space component of the Meridian Water development. It will serve existing as well as new residents. The site adjoins the Council owned Montagu Road Industrial Estate, but there are no direct property implications for the premises on the Estate.

## **7. KEY RISKS**

7.1 There could be potential delays in delivering the project, if issues relating to the following arise:

- Unexpected outcomes following completion of the knotweed eradication programme, which requires further treatment to be undertaken;
- Pre-commencement planning conditions not being discharged in a timely manner;
- Inaction by contractors and sub-contractors; and
- Inclement weather.

It is considered that suitable controls and actions are in place to mitigate the risk as far as possible.

7.2 The tree works discussed above in paragraphs 3.4.2 – 3.4.4 have been subject to a risk assessment. The main point to be noted is that the Council is self-insured for tree root liability. Therefore, if the property was to be damaged and costs incurred via a claim, these would need to be met from Regeneration and Environment budgets. Highway Services' advice is that it is unlikely that the property will be damaged.

7.3 Section 106 agreements require that contributions are spent within a set timeframe (usually five or 10 years after receipt from the developer), otherwise, any unspent amounts must be returned to the developer. The deadline for the contributions to be spent in this instance has passed, so there is a risk that the developers could request the funding to be returned, which the Council would be legally bound to do. Given that a number of years have passed since the deadline and no request has been made, it is considered unlikely that one will be made.

## **8. IMPACT ON COUNCIL PRIORITIES**

### **8.1 Fairness for All**

8.1.1 As referred to above, the Angel Gardens site forms part of Meridian Water and is strongly linked to Edmonton Green, both of which are identified as Place Shaping Priority Areas in the Enfield Core Strategy (November 2010) due to social and economic deprivation in the context of Enfield Borough.

8.1.2 Completing the remaining phases at Angel Gardens will continue to demonstrate the Council's commitment to this project which will bring physical and social improvements to the local area.

## **8.2 Growth and Sustainability**

- 8.2.1 By continuing to demonstrate the Council's commitment to the project and the local improvements it will bring, this in turn demonstrates a commitment to wider regeneration activities such as the Meridian Water development, which will bring significant economic growth to the whole borough and beyond.
- 8.2.2 Completion of Phase 1 and the change of use to public open space will provide sustainability benefits. Completion of the remaining phases will allow these to be further enhanced.

## **8.3 Strong Communities**

Section 3.2 refers to residents support for the development proposal. Undertaking Phase 1 has demonstrated that their involvement has helped to shape the Council's planning and implementation of activities in their area and it is hoped that this will encourage them to take 'ownership' of the public open space. This will be further enhanced by completing the remaining phases.

## **9. EQUALITIES IMPACT IMPLICATIONS**

Assessments indicate that there will be no negative impacts for any of the resident groups in the area.

## **10. PERFORMANCE MANAGEMENT IMPLICATIONS**

It is considered that completing the remaining phases will directly contribute to achieving the following performance indicators:

- Fairness for All – Sport and Culture; and
- Strong Communities – Health and Well Being.

## **11. HEALTH AND SAFETY IMPLICATIONS**

- 11.1 The design for the remaining phases involves improvements to the existing water course running through the site, including securing and grading the banks, and installation of low level fencing, making the water course safer once the site is opened to the public. The design also includes extensive lighting and CCTV, thereby addressing safety concerns for park users.
- 11.2 The duration of the remaining phases of works requires that the Health and Safety Executive is notified via an F10 notification. Once commissioned, the Principal Contractor will manage all aspects of health and safety on site and compile a full health and safety file which will be handed over on the completion of the works.

## **12. PUBLIC HEALTH IMPLICATIONS**



The remediation work that has already been completed on the site has provided public health benefits. By completing Phase 1 and the change of use to public open space, other benefits will be realised in terms of providing a space for, and encouraging, the public to engage in physical activity. Completing the remaining phases allows the benefits to be maximised and connecting residential areas to transport hubs through active transport will help to build physical activity into everyday lives and reduce air pollution.

### **Background Papers**

None

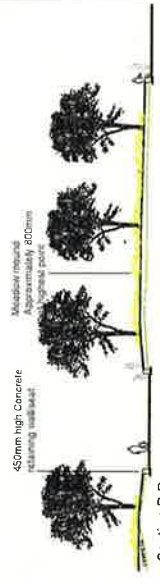


- NOTES**
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  2. ANY ERRORS OR OMISSIONS TO BE BROUGHT TO THE ENGINEER'S ATTENTION IMMEDIATELY FOUND
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  4. ALL LEVELS ARE IN METRES AND RELATE TO ORDNANCE DATUM LEVEL UNLESS NOTED OTHERWISE
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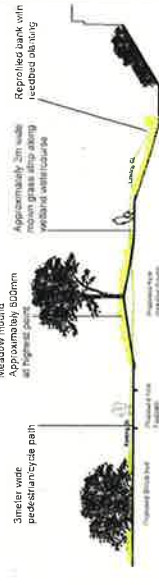
Section A-A  
Scale 1:100@A1

New watercourse/swale to replace existing culvert.  
See Section A-A



Section B-B  
Scale 1:200@A1

Restore Existing Bridge and create feature to explain basic history of Rail Bridge using sandblasted letters in granite stone



Section C-C  
Scale 1:200@A1

Concrete retaining wall/features with vegetated low mound See typical Section B-B and C-C



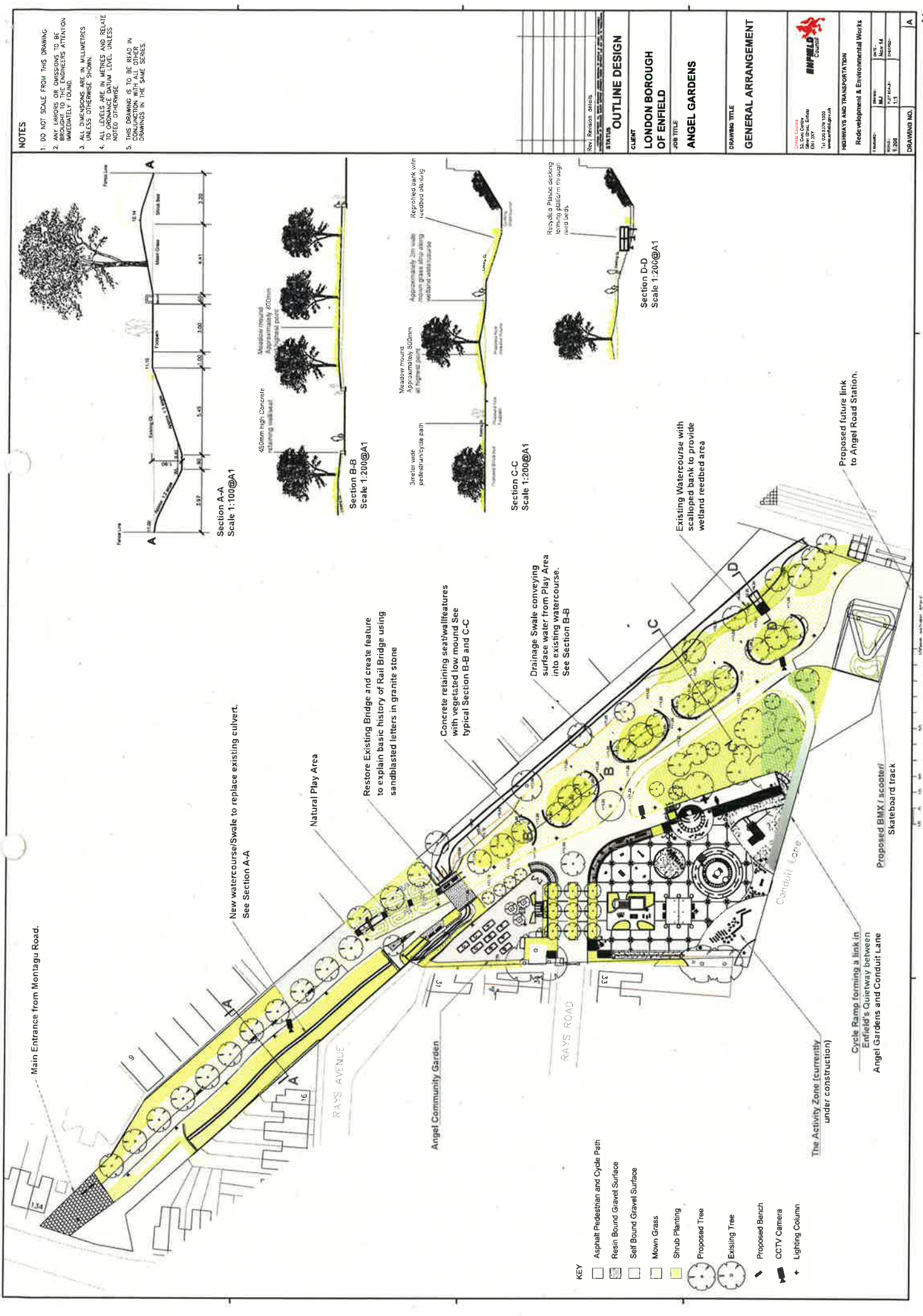
Section D-D  
Scale 1:200@A1

Existing Watercourse with scalloped bank to provide wetland reedbed area



Section E-E  
Scale 1:200@A1

Proposed future link to Angel Road Station.



- KEY**
- Asphalt Pedestrian and Cycle Path
  - Resin Bound Gravel Surface
  - Self Bound Gravel Surface
  - Mown Grass
  - Shrub Planting
  - Proposed Tree
  - Existing Tree
  - Proposed Bench
  - CCTV Camera
  - Lighting Column

Cycle Ramp forming a link in Enfield's Quietway between Angel Gardens and Conduit Lane

Proposed BMX / scooter / Skateboard track

The Activity Zone (currently under construction)

Drainage Swale conveying surface water from Play Area into existing watercourse. See Section B-B

Existing Watercourse with scalloped bank to provide wetland reedbed area

Proposed future link to Angel Road Station.

<b>OUTLINE DESIGN</b>	
CLIENT	LONDON BOROUGH OF ENFIELD
JOB TITLE	ANGEL GARDENS
DRAWING TITLE	GENERAL ARRANGEMENT
<b>REDEVELOPMENT &amp; ENVIRONMENTAL WORKS</b> HIGHWAYS AND TRANSPORTATION 11, Old Kent Road, Enfield, London N4 3JF Tel: 020 8736 1000 www.enfield.gov.uk	
DATE	11/11/20
BY	11/11/20
CHECKED BY	11/11/20
APPROVED BY	11/11/20
DRAWING NO.	A



## MUNICIPAL YEAR 2014/2015 REPORT NO.

### ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

### PORTFOLIO DECISION OF:

Cabinet Member for Environment  
and Community Safety

Contact officer and telephone no:

Dave Oxley 020 8379 3553 E mail: [traffic@enfield.gov.uk](mailto:traffic@enfield.gov.uk)

<b>Agenda – Part: 1</b>	<b>KD Num: N/A</b>
<b>Subject:</b> Sketty Road (Enfield Town) - Proposed Extension to the Controlled Parking Zone	
<b>Wards:</b> Southbury	

## 1 EXECUTIVE SUMMARY

- 1.1 This report presents a summary of the response to a statutory consultation undertaken in July 2014 on a proposal to amend the Enfield Town Controlled Parking Zone (CPZ) to include an additional section of Sketty Road. It includes the response of Council Officers to the comments received.
- 1.2 The proposal that is the subject of this report is the provision of resident permit holder bays in an extension area of the existing CPZ covering 49 addresses in Sketty Road area between the existing end of the CPZ and the junction of Sketty Road with Kimberley Gardens.
- 1.3 This report seeks approval to implement the proposal to extend the CPZ to include that section of Sketty Road between the existing end of the CPZ and the junction of Sketty Road with Kimberley Gardens.

## 2. RECOMMENDATIONS

To implement the proposed extension to the existing Enfield Town CPZ as per the plan distributed to residents in July 2014 (shown in Appendix A).



### 3. BACKGROUND

In 2013 the Council received a petition signed by 39 residents of Sketty Road. Of those 34 residents were requesting the Council to extend the Enfield Town CPZ to include their section of Sketty Road and 5 were opposing the extension of the CPZ. A consultation conducted in June 2013 resulted in a majority of responses in favour of the extension. Therefore the decision was made to proceed to the statutory consultation stage. This stage was conducted in July 2014, letters with questionnaires were delivered to all addresses in Sketty Road and street notices were erected. A summary of the responses is provided in Section 4.

### 4. QUESTIONNAIRE RESPONSE

- 4.1 This section of the report presents the results of the statutory consultation process. A consultation letter was sent to 49 properties within the proposed extension area.
- 4.2 A total of 10 completed questionnaires were returned, 20% of all addresses within the possible CPZ extension area.
- 4.3 The plan distributed to households is included in Appendix A and the questionnaire distributed to households is provided in Appendix B. The latter asked:
- Q1: Are you in favour of the Resident Permit Parking proposals shown on the plan? (Yes/No)
  - Q2: If you have any other comments or suggestions, please state them.
- 4.4 Of the 10 respondents within the proposed extension area, 90% (9) indicated that they agreed with the introduction of Resident Parking in Sketty Road with 10% (1) not agreeing. The majority of respondents are therefore in favour of parking controls in their section of the street.

### OTHER COMMENTS RECEIVED

- 4.5 A number of written comments were received in response to Q2. These are listed below together with Council officer's responses.

- The problem is residents' vehicles, not parking by commuters or local employees.

**Officer response:** *Clearly the residents which signed the petition wouldn't have supported the extension of the CPZ if it has no effect on their ability to park in the street and would not increase their chance to park in their street.*

- The proposed restrictions should be for a shorter time period.

**Officer response:** *The petition requested an extension of the current CPZ with the operational hours Monday to Saturday 8am to 6.30pm and consequently, the residents that signed the petition must have been in favour of those operational hours. These hours also match the existing CPZ hours. Using a shorter period may cause confusion to motorists.*

- No guarantee of a parking space even if the scheme was to go forward.

**Officer response:** *There is no guarantee that there would be parking space available within the proposed extension of the CPZ. However it is likely that there would be space and on the occasion that space may not be available the permit holders will be able to park in other roads in the vicinity which are within the current CPZ.*

- Not wishing to pay for permits.

**Officer response:** *The Council acknowledges that some residents may have concerns over the cost of the parking permits. However, 90 % agreed with the need for parking controls in their street during the statutory consultation, having being informed on the petition that they signed of the range of permit costs. Therefore it is expected that this would have been taken into account when respondents considered whether to sign the petition. The Council cannot provide free permits for residents because the revenue raised from permit sales covers the cost of administration and enforcement associated with CPZs in the borough. Permit prices are set centrally by the Council and cover all CPZs in Enfield. If a resident is disabled and a blue badge holder they, or their spouse, can apply for a free permit. Residents over the age of 65 receive a 50% discount on a permit.*

- Relying on poor response to mean that the proposals would proceed.

**Officer response:** *A response rate of 20% is not unusual and generally is in line with the response rate that the Council receives for consultation on traffic measures.*

## **STAKEHOLDER ENGAGEMENT**

- 4.6 In addition to residents in the area, copies of the consultation letters were distributed to the Ward Councillors, no comments were received.
- 4.7 As a result of the feedback received, the Council have drawn the following conclusions with regard to the CPZ proposal sent to statutory consultation:
  - The existing CPZ should be extended to cover the section of Sketty Road, as denoted by the boundary on the plan in Appendix A, with the same operational times as the existing CPZ i.e. Monday to Saturday 8am to 6.30pm.

## **5. ALTERNATIVE OPTIONS CONSIDERED**

**Do nothing** – this option would mean that residents and their visitors would continue to experience parking problems in Sketty Road around the existing boundary of the Enfield Town CPZ.

## **6. REASONS FOR RECOMMENDATIONS**

The proposed extension to the existing Enfield Town CPZ will benefit the residents of Sketty Road by deterring non-residents from parking in their street, and has the support of the majority of residents within the proposed extension area.

## **7. COMMENTS OF THE DIRECTOR OF FINANCE AND CORPORATE RESOURCES AND OTHER DEPARTMENTS**

### **7.1 Financial Implications**

- 7.1.1 The estimated cost for implementing the proposed Sketty Road (Enfield Town) - Proposed extension to the Controlled Parking Zone is £5,000 and this will be met from the Local Implementation Plan (LIP); TFL Allocations.

The operation and management costs of the Controlled Parking Zone (CPZ) will be met by issuing residential and visitor parking permits.

- 7.1.2 Expenditure once approved by Transport For London will be fully funded by means of direct grant. Which is governed through the TFL Borough Portal, hence no costs fall on the Council. The release of funds by TFL is based on a process that records the progress of works against approved spending profiles. TFL makes payments against certified claims as soon as expenditure is incurred; ensuring that the Council benefits from prompt reimbursement of any expenditure.

- 7.1.3 LIP financial assistance is provided by TFL under Section 159 of the GLA Act 1999. The funding is provided to support local transport improvements that accord with the Mayor's Transport Strategy Goals and Outcomes.

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

### **7.2 Legal Implications**

- 7.2.1 Under Section 39 of the Road Traffic Act 1988 the Council has duties to promote road safety, to monitor road traffic accident locations and to take measures to prevent such accidents. This includes the improvement of roads,

the movement of road traffic and traffic restrictions. The proposed restrictions are in accordance with the discharge of those duties.

7.2.2 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 122 and 124 and Schedules 1 and 9 of the Road Traffic Regulation Act 1984 (RTRA 1984).

7.2.3 Pursuant to section 45 of the RTRA 1984, in determining what parking places are to be designated for use under permits, the Council shall consider under 45 (3) both the interests of traffic and those of the owners and occupiers of adjoining property, and in particular the matters to which that authority shall have regard include:

(a) the need for maintaining the free movement of traffic;

(b) the need for maintaining reasonable access to premises; and

(c) the extent to which off-street parking accommodation, whether in the open or under cover, is available in the neighbourhood or the provision of such parking accommodation is likely to be encouraged there by the designation of parking places under this section.

7.2.4 By virtue of section 122 of the RTRA 1984, the Council must exercise its powers so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway.

7.2.5 Regulations contained in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 prescribe the procedure to be followed in making a Traffic Management Order and require consultation with specified persons, publication of proposals in the local press and giving adequate publicity as appropriate by, for example, the display of notices or the delivery of letters to premises likely to be affected by any provision of the Order. Before making an order the order making authority must conscientiously take into account and consider all objections made in accordance with the Regulations and not withdrawn. This report sets out the responses, including objections that have been made and considered by Council officers during the course of the consultation process, in accordance with the Regulations.

7.2.6 The recommendations contained within the report are within the Council's powers and duties

## **8. Property implications**

None identified.

## **9. KEY RISKS**

None identified.

## **10. IMPACT ON COUNCIL PRIORITIES**

- 10.1 **Fairness for All** – extensive consultation has been undertaken on the proposed measures to ensure that the views of all stakeholders have been taken into account in a fair and consistent way.
- 10.2 **Growth and Sustainability** – by reducing the ability of commuters to park locally it will encourage people to use public transport and hence support the aim of encouraging the use of more sustainable means of travel.
- 10.3 **Strong Communities** – the delivery of the proposed measures has involved working closely with the local community to deliver successful schemes that respond to local needs.

## **11. EQUALITY IMPACT IMPLICATIONS**

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

## **12. PERFORMANCE MANAGEMENT IMPLICATIONS**

The implementation of this scheme will directly contribute to the Council Business Plan, Outcome 2.5: 'Improved sustainability of transport and reduce its impact on the borough'.

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

The proposed extensions of the existing CPZ will enable residents to park closer to their properties thereby improving their individual safety.

## **14. PUBLIC HEALTH IMPLICATIONS**

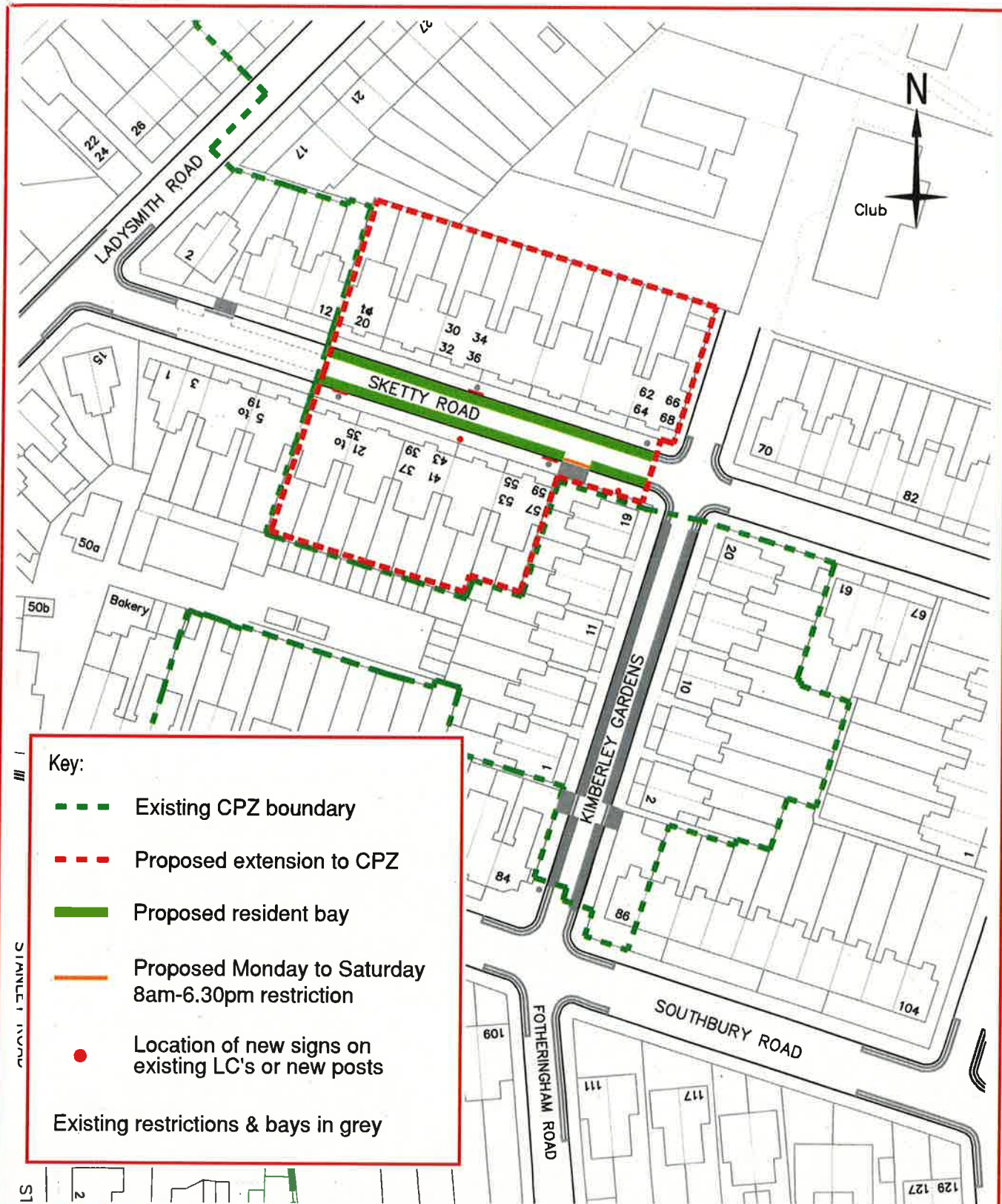
The extension of parking controls in the area will discourage people from driving to the area and encourage them to take up more sustainable and active modes of transport.

## **Background Papers**

None



# Appendix A



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Job Title

ENFIELD TOWN CPZ



IAN DAVIS - Director, Environment

P.O. Box 52, Civic Centre  
Silver Street, Enfield, Middx, EN1 3XD.  
Tel: 020 8379 1000 / Fax: 020 8379 3475

X-Reference

None

Drawing Title

EXTENSION INTO  
SKETTY ROAD

Date  
11/7/14

Drawn  
TS

Checked

Scale  
1:1000

Scheme/File No.

Frame Size  
A4P

Drawing No  
LBE-TE/ 2078/15

Rev  
—



Please reply to : Dave Oxley/Ed Jefferson

The Occupier  
Sketty Road  
Enfield

E-mail : [traffic@enfield.gov.uk](mailto:traffic@enfield.gov.uk)

Textphone : 0208 379 4998

My Ref : DGO/WR

Your Ref :

Date : 16 July 2014

Dear Sir/Madam,

Statutory consultation on resident parking in Sketty Road

You may recall that last year you were consulted on the proposal to extend the Enfield Town Controlled Parking Zone (CPZ) from its current boundary to the junction of Sketty Road with Kimberley Gardens.

The results of that consultation were that the majority of responses were in favour of the extension of the CPZ.

Therefore it is intended to advertise the appropriate Traffic Orders for the proposed extension of the CPZ, see attached plan, in the local press this week and this advertisement will invite the public to comment on the proposals by 13<sup>th</sup> August 2014.

These proposals are separate to other traffic proposals in your area associated with the George Spicer school expansion and the associated traffic measures.

Any comments received to the statutory consultation on resident parking in Sketty Road will be carefully considered before any decision is made on the proposals.

Yours sincerely,

**Traffic and Transportation**

Ian Davis  
Director – Regeneration & Environment  
Enfield Council  
Civic Centre, Silver Street  
Enfield EN1 3XY

CUSTOMER  
SERVICE  
EXCELLENCE



Website: [www.enfield.gov.uk](http://www.enfield.gov.uk)



For help with this document, please contact the above officer who will be able to assist in line with our accessible information policy

JULY 2014

**LONDON BOROUGH OF ENFIELD  
REGENERATION AND ENVIRONMENT**

**SKETTY ROAD  
RESIDENT PERMIT PARKING**

**QUESTIONNAIRE**

Your comments will help the Council to provide services that you want.  
Please read and complete this questionnaire and send it back to the Civic Centre  
in the envelope supplied by Wednesday 13<sup>th</sup> August 2014 - the postage is free.

**Are you in favour of the Resident Permit  
Parking proposals shown on the plan?**

**YES**

☐

**NO**

☐

**Please tick a box**

**Your comments on the proposals**

.....

.....

.....

.....

**Name (Optional)**.....

**Address (Essential)**.....

**Post code (Essential)**.....

Should you require additional space to make further comments, please use the reverse of this sheet.

You do not need to supply your name but your address with postcode is essential if your views are to be considered. Your details will be stored in accordance with the Data Protection Act

