

## MUNICIPAL YEAR 2016/2017 - REPORT NO.

### ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

#### REPORT OF:

Director of Finance, Resources and  
Customer Services  
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Agenda - Part: 1	Item:
<b>Subject: Tender Acceptance Report for the design and supply of specialist library furniture and fittings as part of the Edmonton Green Library redevelopment project</b>	
<b>Wards: Edmonton Green Key Decision No: KD 4273</b>	
<b>Cabinet Member consulted: Cabinet Member for Finance and Efficiency</b>	

### 1. EXECUTIVE SUMMARY

Library Development Strategy 2015-2018 approved by Cabinet and Full Council in June 2015 (Key Decision 4043) obtained approval for the capital works required to deliver improvements to Edmonton Green Library with the Director of Finance, Resources and Customer Services and the Cabinet Member for Finance and Efficiency given delegated authority to award contracts subject to further key decision notifications.

This report provides the financial background information and seeks approval to accept a tender for the design and supply of specialist library furniture and fittings for Edmonton Green Library.

### 2. RECOMMENDATIONS

To accept the tender of Tenderer C for the works in the sum of £265,183 plus associated project costs.

To appoint the selected specialist provider and award the contract for Tender C to undertake the design and furniture solutions for the purpose

newly refurbishment Edmonton Library/Access.

That this report be read in conjunction with the Part 2 report of the same date and title.

### **3. BACKGROUND**

The Library Development Strategy 2015-2018 approved by Cabinet and Full Council in June 2015 (Key Decision 4043) obtained approval for the capital works required to deliver improvements to Edmonton Green Library.

The library will be reconfigured from a single floor facility to two floors including a customer access and digital centre.

Budget has been set aside for the design and supply of appropriate specialist library furniture and fittings as part of the project.

The procurement was undertaken as a mini competition under ESPO Framework 695 (Furnishing solutions for libraries and community buildings) using the London Tender Portal.

The three suppliers listed in ESPO Framework 695 were all invited to tender in April 2016 and all submitted formal tenders via the London Tenders Portal within the specified deadline in May 2016.

All supplier tenders were evaluated and the tender of Tenderer C received the highest evaluation score. The recommendation is therefore to accept the tender of Tenderer C in the sum of £265,183 plus associated project costs and award a contract for the works.

Subject to approval of this report and Call In Procedure, it is anticipated that the design process will commence in August 2016 with an overall 52 week programme to design and supply.

Once agreed, detailed design concepts will be drawn up for wider consultation, including with the Cabinet Member for Education, Children's Services and Protection.

The library is due to close on 26<sup>th</sup> September 2016 and it is anticipated that the refurbished library will be operational in August 2017.

### **4. ALTERNATIVE OPTIONS CONSIDERED**

**Do nothing** - the existing furniture would not be suitable due to the poor condition and no longer 'fit for purpose' due to the new proposed layout over two floors, along with Access Centre provision.

The service would be unable to deliver the newly refurbishment building without the guidance of professional library furniture designers, and bespoke furniture solutions suitable for the new library/access centre service delivery.

## **5. REASONS FOR RECOMMENDATIONS**

The acceptance of the tender for the design and supply of specialist library furniture and fittings is required to facilitate the Edmonton Green Library redevelopment project.

The project addresses the Library Development Strategy 2015-2018, approved by Cabinet and Full Council in June 2015 (Key Decision 4043), in relation to the improvements to Edmonton Green Library.

**See Part 2**

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

### **6.1 Financial Implications**

6.1.1 The Cabinet and Full Council Decision taken in June 2015 (Key Decision 4043) authorised a budget of up to £5m for the capital works required to deliver the improvements to Edmonton Green Library. The anticipated contract costs are within the original project estimates.

### **6.2 Legal Implications**

6.1.2 On the basis that the call-off and mini-competition to award the contract, has been carried out in accordance with the processes required under the ESPO Framework 695, there is negligible, if any, risk in awarding the contract as proposed.

### **6.3 Property Implications**

Not applicable

## **7. KEY RISKS**

**See Part 2**

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

### **8.1 Fairness for All**

The redeveloped library will directly contribute to the delivery of high quality accessible services.

### **8.2 Growth and Sustainability**

The redeveloped library will provide a clean environment using sustainable materials where possible.

### **8.3 Strong Communities**

The redeveloped library will provide a high profile local facility encouraging civic pride in the locality. As well as contributing to literacy, it will provide a major gateway to council services and local democracy.

## **9. EQUALITIES IMPACT IMPLICATIONS**

A Predictive Equalities Impact Assessment has been completed for the refurbishment of Edmonton Green Library.

The Project Manager will ensure that all supplied furniture and fittings are DDA compliant.

## **10. PERFORMANCE MANAGEMENT IMPLICATIONS**

ESPO Framework 695 includes performance management requirements.

The project manager will ensure all necessary performance management processes are undertaken in accordance with the framework for the duration of the contract.

Once the contract has been awarded, the project manager will arrange regular meetings with the supplier and stakeholders to ensure the design process and all works are completed to deadlines and budget.

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

The project manager will ensure that all supplied furniture and fittings comply with appropriate safety standards.

## **12. HUMAN RESOURCES IMPLICATIONS**

Not applicable

## **13. PUBLIC HEALTH IMPLICATIONS**

Not applicable

## **Background Papers**

None

## MUNICIPAL YEAR 2016/2017 REPORT NO.

### ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

**PORTFOLIO DECISION OF:**  
Cabinet Member for Environment

**REPORT OF:**  
Director - Environment

**Agenda – Part: 1**

**KD Num: 4305**

**Subject:**

Local Implementation Plan Programme and  
Borough Cycle Programme 2016/17 –  
Amendments to Proposed Schemes and  
Measures

**Wards: All**

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### 1. EXECUTIVE SUMMARY

- 1.1 This report seeks approval to amend the Local Implementation Plan (LIP) programme 2016/17 agreed in the September 2015 report to Cabinet "Enfield's Local Implementation Plan (LIP) Spending Proposals for 2016/17".
- 1.2 It also outlines the Council's proposals for spending the £210,000 of Borough Cycle Programme funding allocated to Enfield by Transport for London (TfL).

### 2. RECOMMENDATIONS

- 2.1 To agree the revised LIP programme detailed in Appendix A of this report.
- 2.2 To agree the Borough Cycle Programme (BCP) detailed in appendix B of this report.
- 2.3 To agree that any future minor changes to the 2016/17 LIP or BCP programmes, amounting to less than 10% of the overall allocation, can be approved by officers in consultation with the Cabinet Member for Environment.

### 3. BACKGROUND

- 3.1 The Council's programme for 2016/17 of LIP funded schemes was set out in the report "Enfield's Local Implementation Plan (LIP) Spending Proposals for 2016/17" (report No. 15/49, key decision No. 4186). This report was approved by the Cabinet on 16 September 2015, including the following recommendation:

*Delegation of authority to the Cabinet Member for Environment to make any changes necessary to the programme should there be any change to the allocation from TfL or for any other operational reason.*

- 3.2 Each of the schemes in the LIP programme was allocated funding by Transport for London based on a budget estimate provided by officers in July 2015. Since July 2015 officers have refined and developed the programme. For this operational reason, this report seeks approval for amendments to the LIP programme.
- 3.3 The Council has also been allocated £210,000 of funding by TfL for its Borough Cycling Programme.

### 4. PROPOSALS

- 4.1 It is proposed to amend the LIP programme to that detailed in the tables in Appendix A. It is also proposed to spend our Borough Cycle Programme allocation as detailed in Appendix B.
- 4.2 Appendix A is based on tables in the September 2015 report and shows all the schemes and measures originally proposed for 2016/17. Where it is proposed to change the allocation for a scheme the new figure has been highlighted in yellow, together with some explanatory text. Appendix A also shows schemes new to the 2016/17 programme.
- 4.3 Some of the key changes are summarised below:

<b>Walking &amp; Cycling</b>
<ul style="list-style-type: none"><li>• Programme to focus on delivery of Edmonton-Enfield Town Quietway and The Ridgeway to Hadley Wood Greenway.</li><li>• Design and consultation of other Greenway schemes to enable delivery in 2017/18.</li></ul>
<b>Road Safety</b>
<ul style="list-style-type: none"><li>• Programme broken down into specific schemes</li><li>• Quieter Neighbourhood schemes re-phased to align with Cycle Enfield delivery programme.</li></ul>
<b>Local Traffic &amp; Environmental Schemes</b>
<ul style="list-style-type: none"><li>• Programme broken down to specific CPZ schemes</li></ul>

<b>School Travel Plans</b>
<ul style="list-style-type: none"> <li>Increased allocation to enable continued engagement with schools</li> </ul>
<b>Cycle Training</b>
<ul style="list-style-type: none"> <li>Increased allocation to enable delivery of more cycle training to both children and adults</li> </ul>
<b>Local Transport Fund</b>
<ul style="list-style-type: none"> <li>Allocation of funds to £10 cycle loan cycle and continued provision of school crossing patrol service.</li> </ul>

- 4.4 Appendix B is based upon the BCP allocations awarded to the Council by TfL following our bid for funding. No changes to this programme are currently proposed.
- 4.5 The most significant change to the programme relates to walking and cycling schemes (see first page of Appendix A). While the overall allocation for walking and cycling schemes has remained about the same there have been several changes to the number of schemes and their allocations. The postponement of the Quieter Neighbourhoods programme until after the A105 cycle route is implemented is another significant change.

## 5. ALTERNATIVE OPTIONS CONSIDERED

**Do nothing** – If the programme agreed in the September 2015 report is not amended it will result in the funding allocation from Transport for London being poorly used, and Enfield Council failing to realise the benefit of the schemes listed in appendices A and B.

## 6. REASONS FOR RECOMMENDATIONS

Approving the amendment of these programmes will allow the Council to realise the benefit of the schemes listed in Appendices A and B.

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

### 7.1 Financial Implications

- 7.1.1 The table below sets out the Council's overall TfL Allocations for 2016/17. Appendix A and B of this report provide further details of the specific proposed schemes.

16/17 TfL Programme	16/17 TfL Allocation
CORRIDORS & NEIGHBOURHOODS	£2,671,000
SUPPORTING MEASURES	£400,000
LOCAL TRANSPORT FUNDING	£100,000
PRINCIPAL ROAD MAINTENANCE	£1,121,000
MAJOR SCHEMES (Ponders End)	£755,000
MAJOR SCHEMES (London Overground Station Improvements)	£500,000
Borough Cycle Programme (BCP)	£210,000
<b>Grand Total</b>	<b>£5,757,000</b>

7.1.2 Expenditure once approved by Transport for London will be fully funded by means of direct grant from TfL, governed via the TfL Borough Portal. All costs associated with the implementation of the LIP programme are therefore met by TfL, with no costs falling on Enfield 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 TfL provides financial assistance to boroughs, for transport related projects and/or proposals under the GLA Act S159 1999. Under current arrangements, delegated authority is given to Boroughs to move funds within transport areas or, subject to limits between areas. Underspends occurring during a financial year are normally returned to TfL and there is no presumption given that funding not required in a particular year can be carried forward.

7.1.4 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 The Mayor's Transport Strategy (MTS2) provides the framework for the development of Local Implementation Plans (LIPs) by London Boroughs; it also provides the basis for the assessment of grant applications.

- 7.2.2 Under the Greater London Authority Act 1999 (GLA Act) Section 145, each London Borough Council shall prepare a Local Implementation Plan (LIP) containing its proposals for implementing the MTS2. The Mayor's LIP Guidance and Transport Strategy Implementation Targets provide the framework for common content and pace of delivery within which each LIP has been prepared. The targets arise from provisions in the GLA Act Section 41(9).
- 7.2.3 Under the GLA Act, the Mayor 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 MTS2.
- 7.2.4 The generic matters to which TfL will have regard in allocating financial assistance and the generic conditions that will apply to any such assistance are:
- Under Section 159 the GLA Act, financial assistance provided by TfL must be for a purpose which in TfL's opinion is conducive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within Greater London.
  - In order to ensure this purpose is met, TfL may have regard to the following matters when exercising its functions under Section 159:
    - Any financial assistance previously given
    - The use made by the authority of such assistance
  - Conditions - Section 159 (6) of the GLA Act also allows TfL to impose conditions on any financial assistance it provides and in specified circumstances to require repayment. Other more detailed conditions may be imposed that relate to particular projects.
- 7.2.5 The recommendations contained in this report are within the Council's powers and duties.

### **7.3 Property Implications**

- 7.3.1 Although there are no direct property implications, the implementation of the Edmonton – Enfield Quietway is relevant to specific Council owned sites, including re-development proposals for the former Bury Street depot, the proposed section from Angel Gardens to Montagu Road, at the Ridge Avenue Library site in Bush Hill Park, and some sites within Enfield Town. Council owned sites related to the Ridgeway to Hadley Wood cycle route proposals may also be relevant.
- 7.3.2 The detailed implementation should be developed in collaboration with Strategic Property Services to ensure that the Council's efforts are harmonised.

## 8. KEY RISKS

A summary of the key risks associated with the recommendation are set out below:

<b>Strategic</b>	Failure to deliver the LIP programme would adversely affect implementation of both the council and Mayor for London's strategic transport objectives. This risk is mitigated by effective programme management.
<b>Financial</b>	Unauthorised spending of LIP funding would leave the council liable for cost. This risk is mitigated by the approval and governance arrangements put in place to manage the LIP programme, including the Borough Portal.
<b>Reputational</b>	Failure to deliver the agreed LIP programme could affect future investment in the borough by TfL. This risk is mitigated by effective programme management.

## 9. IMPACT ON COUNCIL PRIORITIES

### 9.1 Fairness for All

Extensive consultation will be undertaken on many of the schemes listed in appendices A and B to ensure that the views of all stakeholders have been taken into account in a fair and consistent way.

### 9.2 Growth and Sustainability

Most of the schemes in appendices A and B will improve safety for pedestrians and cyclists. This in turn will encourage people to walk or cycle and hence support the aim of encouraging the use of more sustainable means of travel.

### 9.3 Strong Communities

The delivery of the proposed measures will involve working closely with the local community to deliver successful schemes that respond to local needs.

## 10. EQUALITY IMPACT IMPLICATIONS

- 10.1 Boroughs have a duty to carry out an EQIA of their LIP. This should identify whether or not (and to what extent) a LIP has an impact (positive or negative) on a particular protected group, or whether any adverse impacts identified have been appropriately mitigated. The Disability Discrimination Act 2005 specifically requires local authorities to promote equality for disabled people, and to have regard to the needs of disabled people, both in developing and implementing plans. The general duty under the new Equality Act 2010 also

requires authorities to assess the impact of relevant proposals on all protected groups.

- 10.2 In developing the general workstreams in Enfield's LIP, an equality impact assessment had been undertaken to ensure that the proposals presented do not discriminate against equality groups and that equality is promoted whenever possible. The amendments to the LIP programme recommended in this report maintain this position.
- 10.3 Specific equality impact assessments may also be required to inform the development and design of some of the schemes set out in the Appendices.

## **11. PERFORMANCE MANAGEMENT IMPLICATIONS**

- 11.1 The Neighbourhoods, Corridors and Supporting Measures funding stream contributes directly to four of the five core performance indicators defined by the Mayor:
- Modal share of non-car modes including cycling and walking levels
  - Bus reliability
  - Road casualty reductions
  - Levels of CO<sub>2</sub> emissions from ground based transport
- 11.2 In addition, the Council's Local Implementation Plan has also proposed local indicators relating to:
- Reliability of bus services
  - Improved bus stop accessibility
  - Provision of cycle training
- 11.3 The proposed programme of works has been designed to help improve all of the above indicators.
- 11.4 Finally the proposed programme meets a number of the aims in the Council's Business Plan, '*Enfield a Fairer Future for All*', in particular those relating to the environment and health.

## **12. HEALTH AND SAFETY IMPLICATIONS**

The schemes in appendices A and B will improve road safety.

## **13. PUBLIC HEALTH IMPLICATIONS**

The Corridors, Neighbourhoods and Supporting Measures programme will improve public health in a number of ways. Some of the main ones are:

- Greenways will encourage walking and cycling. Physical activity reduces the risk of mortality and all long-term conditions by 20-40%
- Safety schemes and Quieter Neighbourhoods will reduce road casualties. By reducing the perception of road danger they will also encourage walking and cycling.
- Bus schemes will encourage the use of public transport and reduce car use and thereby reduce air pollution. Air pollution is estimated to cause over 170 deaths per year in Enfield.
- The Smarter Travel programme will encourage sustainable travel and thereby reduce air pollution.
- Achieving a modal shift in transport away from motorised transport will help to reduce air pollution, estimated to be associated with some 17% of deaths in Enfield.

### **Background Papers**

No background papers were used in the preparation of this report.

## Appendix 1

### Local Implementation Plan (LIP) Funding Allocations and Expenditure Proposals for 2016/17

#### TABLES 1 - 6

**TABLE 1: TRANSPORT FUNDING THEME: CORRIDORS & NEIGHBOURHOODS – ALLOCATION: £2,671,000**

ROUTE NAME	Current Local Authority	Current LIP Allocation (2016/17)	Current LIP Expenditure (2016/17)
<b>WALKING &amp; CYCLING</b>		<b>2201</b>	<b>1893</b>
Edmonton - Enfield Town Quietway	Completion of a cycle route using low trafficked roads or traffic free paths and including improved crossings of main roads. Revised allocation reflects re-profiling of scheme programme.	20	1226
The Ridgeway to Hadley Wood Greenway	Implementation of a pedestrian and cycle path as part of the route linking NCR 1 and NCR 12. Implementation was expected in 2015/16 but delayed due to consultation complications.	253	185
Enfield Town to Broxbourne Greenway	Implementation of a pedestrian and cycle path using low trafficked roads or traffic free paths and including improved crossings of main roads. Implementation was expected in 2015/16 but delayed due to staff shortage.	0	20
Broxbourne to Ponders End Greenway	Implementation of a pedestrian and cycle path using low trafficked roads or traffic free paths and including improved crossings of main roads. Revised allocation reflects more detailed recent estimate.	260	25
Palmers Green to Montagu Road Greenway	Implementation of a pedestrian and cycle path using low trafficked roads or traffic free paths and including improved crossings of main roads. Revised allocation reflects more detailed recent estimate.	325	125
Winchmore Hill to New Southgate Greenway	Implementation of a pedestrian and cycle path using low trafficked roads or traffic free paths and including improved crossings of main roads. Revised allocation reflects more detailed recent estimate.	525	20
Bush Hill Park to Picketts	Implementation of a pedestrian and cycle path using low trafficked	549	20

SCHEME NAME	SCHEME DESCRIPTION	Estimated LIP Expenditure (£,000)	Estimated LIP Expenditure (£,000)
Lock Greenway	roads or traffic free paths and including improved crossings of main roads. Revised allocation reflects more detailed recent estimate.		
Enfield Town to Ponders End Greenway	Implementation of a pedestrian and cycle path using low trafficked roads or traffic free paths and including improved crossings of main roads. Implementation was expected in 2015/16 but delayed due to consultation complications.	0	20
Palmerston Crescent Greenway	Implementation of a pedestrian and cycle path using low trafficked roads or traffic free paths and including improved crossings of main roads. New scheme	0	7.5
Pretoria Road Greenway	Implementation of a pedestrian and cycle path using low trafficked roads or traffic free paths and including improved crossings of main roads. New scheme.	0	7.5
Enfield Island Village Greenway	Implementation of a pedestrian and cycle path using low trafficked roads or traffic free paths and including improved crossings of main roads. Implementation was expected in 2015/16 but delayed due to staff shortage.	0	15
Ponders End High Street	Contribution from LIP to Ponders End Major Scheme. Additional funding to cover 2015/16 overspend.	0	172
DIY Church Street	Implementation of improved pedestrian facilities along Church street Edmonton. Implementation was expected in 2015/16 but delayed due to consultation complications.	0	20
Firs Farm DDA Path	Design and consultation on pedestrian and cycle path that will improve access for the mobility impaired to Firs Farm Wetlands. New scheme.	0	30
TLRN Severance Sites	Implementation of improved crossings where Greenways cross the Transport for London Road Network. These crossings will now be funded directly by TfL.	269	0
<b>ROAD SAFETY</b>		<b>240</b>	<b>428</b>
Road Safety Schemes to identified though	Borough wide analysis of personal injury collision data is being carried out to identify locations for treatment. Appropriate safety	100	0

RECOMM. SCHEME	SCHEME DESCRIPTION	Estimated Implementation Cost (£'000s)	Estimated Annual Savings (£'000s)
recommended Technical & Economic Criteria	schemes will then be designed, consulted on and implemented. The programme will consist of 8-10 junction treatments. Individual schemes have now been identified and set out below.		
Bounces Road	Buildouts/refuges, signs/lines New scheme	0	20
Green Lanes – South of NCR	Rationalisation of turning movements New scheme	0	20
Carterhatch Ln / Myddelton Ave (Baker St to A10)	Buildouts/refuges, signs/lines New scheme	0	15
Montagu Rd (Bounces Rd to Conduit Ln)	Signs/lines New scheme	0	15
Town Rd	Signs/lines New scheme	0	10
Church St (The Green / The Broadway to A10)	Buildouts/refuges, signs/lines New scheme	0	15
Silver St (Sterling Way to Gt Cambridge RAB)	Signs/lines New scheme	0	10
Bridport Rd / Wilbury Way	Signs/lines New scheme	0	10
Carterhatch Ln (West of A10)	Signs/lines New scheme	0	15
Chase Side (Merrivale to Southgate Circus)	Signs/lines New scheme	0	10
Betstyle Circus	Kerb buildouts	0	30
Bullsmoor Lane	Anti-skid surfacing and lining	0	25
Quieter Neighbourhoods	Design of six Quieter Neighbourhoods around A105 + Warwick Road. Allocation decreased following decision to delay implementation of Quieter Neighbourhoods until after A105 cycle route is implemented	100	25
Carterhatch Lane by Layard Road	Implementation of zebra crossing to encourage walking to Worcesters Primary School.	0	40

Scheme Name	Scheme Description	2016/17 Expenditure (£ 000s)	2017/18 Expenditure (£ 000s)
Parsonage Lane / Baker Street / Silver Street	Implementation of all red pedestrian phase at traffic lights.	0	60
School Travel Measures	Physical measure to encourage walking and cycling to school	20	20
Ordinance Road	Pedestrian crossing and footway widening around bus stop New scheme.	0	38
Junction Protection	Restrictions to maintain junction safety -- additional allocation to reflect 15/6 expenditure	20	50
<b>BUS RELIABILITY &amp; ACCESSIBILITY</b>		<b>50</b>	<b>50</b>
Bus Stop Accessibility	Ongoing programme to make all bus stops in Enfield accessible.	50	50
<b>LOCAL TRAFFIC &amp; ENVIRONMENTAL SCHEMES</b>		<b>50</b>	<b>100</b>
Local Traffic Schemes	Investigation and implementation of measures to reduce the impact of traffic in local areas. Schemes have now been identified and this allocation distributed to the four schemes below.	50	0
Chelmsford Road	Implementation of extension of Southgate CPZ into western end of Chelmsford Road.	0	8
North Middlesex Hospital	Implementation of changes to existing CPZ around North Middlesex Hospital.	0	5
Proposed CPZs	Consultation on resident requested CPZs around Cannon Road, Elsie Lane, West Close, Gordon Road, Harton Road, Felixstowe Road, Lavender Hill, Holtswite Hill and Ashmead.	0	32
Abbey Road	Consultation, investigation and implementation of amendments to existing CPZ parking bays in Abbey Road.	0	5
Callard Avenue	Widths restrictions to prevent HGV rat-running. -new Scheme	0	30
Galliard Road	Traffic calming measures -- new scheme		20
<b>FUTURE CORRIDORS AND NEIGHBOURHOOD SCHEMES</b>		<b>50</b>	<b>50</b>
Schemes for 2016/17 & 2017/18	Investigation and design of traffic, road safety & environmental improvement schemes for implementation in future years.	50	50
<b>CORRIDOR IMPROVEMENTS &amp; TRAFFIC SIGNS REVIEW</b>		<b>10</b>	<b>50</b>

SCHEME NAME	SCHEME DESCRIPTION	Current LTP weighting (1000000)	Proposed LTP weighting (1000000)
Reducing Clutter – traffic signs review	Application of new traffic signs policy aimed at reducing street clutter – additional allocation to reflect 15/16 allocation.	10	50
<b>RIGHTS of WAY IMPROVEMENTS</b>		<b>15</b>	<b>15</b>
Rights of Way Improvement Plan	Implementation of improvements to Enfield's rights of way network, including the strategic walking routes	15	15
<b>AIR QUALITY &amp; TRAFFIC</b>		<b>75</b>	<b>75</b>
	Maintain & monitor at 12 monitoring sites and various local projects to improve air quality, including EV charge points.	75	75
<b>SMOOTHING TRAFFIC &amp; CLIMATE CHANGE MITIGATION</b>		<b>10</b>	<b>10</b>
	Tree planting and measures to smooth traffic on key routes.	10	10

**TABLE 2: TRANSPORT FUNDING THEME: SUPPORTING MEASURES – ALLOCATION: £480,000**

WORK CATEGORY	WORK CONTENT	Current Cost (£000's)	Proposed Cost (£000's)
<b>ROAD SAFETY – EDUCATION , TRAINING &amp; PUBLICITY</b>		<b>120</b>	<b>120</b>
In Car Safety Advice Service	Provision training & advice on correct child restraints to people carrying child passengers. Reduced demand.	10	5
Junior Travel Ambassadors in Schools – Road Rangers	Development of a Road Rangers project in schools to enable children to take a lead promoting road safety and travel awareness to their peers. Increased take up expected.	20	25
Safe Drive Stay Alive	Theatre based drama aimed at year 12 students. Refined estimate based on experience of last year's SDSA.	35	30
Road Safety – Public Engagement	Engagement with the public in priority areas of Road Safety – Concentrating on areas of deprivation, language difficulties and areas identified as priority for accident prevention; provision of theatre based education; interventions through community events	35	35
Enforcement Project	Targeted enforcement aimed at excessive speeds, seat belt non-use and mobile phone use whilst driving. Reduced estimate due to reduced Police capacity to deliver.	20	5
Young drivers / riders	Targeted road safety education. New project.	0	20
<b>SCHOOLS TRAVEL PLANS</b>		<b>5</b>	<b>60</b>
Supporting STP Delivery	Training of school staff in writing, reviewing and promoting STP Increased allocation to enable capacity building for schools, based on experience of delivery in 15/16.	5	60
<b>CYCLE TRAINING</b>		<b>100</b>	<b>155</b>
Cycle Training	Provision of Bikeability nationally accredited cycle training to adults and children. Increased allocation based on experience of delivery in 15/16.	100	155
<b>ACCESSIBILITY for IMPAIRED USERS</b>		<b>30</b>	<b>10</b>
Shopmobility	Support for Shopmobility service for impaired shoppers. Service being taken on by new provider.	30	10

WORK CATEGORY	WORK CONTENT	Current Cost (£000's)	Proposed Cost (£000's)
SMARTER TRAVEL CHOICES		145	135
Travel Awareness	Co-ordination of travel awareness – development of joint initiatives with adjoining boroughs and Support, Implementation and development of Car Club schemes. Increased allocation based on experience of delivery in 15/16.	75	75
Promotion of environmental awareness and Cycling	Projects, publicity & promotion of Travel Awareness initiatives and promotion and support for cycling through the Biking Boroughs Action Plan activities. Reduced allocation based on experience of delivery in 15/16.	70	60

**TABLE 3: TRANSPORT FUNDING THEME: LOCAL TRANSPORT FUNDING – ALLOCATION: £100,000**

GENERAL TYPES OF WORK	Current Cost (£000's)	Proposed Cost (£000's)
Local transport projects to be identified in 2016/17. Schemes have now been identified and this allocation distributed to the two schemes below.	100	0
Funding of Bike Loan scheme.	0	50
School Crossing Patrol service.	0	50

Each Borough is allocated an 'unassigned amount' of £100,000 for spending on 'Any Locally Identified Transport Need' so long as the expenditure is consistent with the priorities of the Mayor's Transport Strategy. There is no requirement to submit explicit proposals, to TfL, regarding the expenditure of this allocation of £100,000.

## Appendix B

### Borough Cycle Programme (BCP) Funding Allocations for 2015/16 - £210,000

VISION THEME	PROGRAMME	WORK CONTENT	Current BCP Allocation (000's)
Safer Streets for Cycling	Cycle Training Adults and Children	Delivery of adult and/or child cycle training, the training of National Standards Instructors (NSI's) to build local capacity and an appropriate level of marketing and promotion (up to 10% of total BCP cycle training funding allocation). Additional marketing /promotional activity, bike maintenance, led rides, equipment, etc. will be funded through our LIP allocation.	41
	Safer Lorries and Vans	Implementing the Enfield Safer Freight & Fleet Action Plan approved in November 2015, including promotion of the Freight Operators Recognition Scheme (FORS) to local fleet operators and delivery of Exchanging Places local pop-up cycle safety events.	15
	CPC Safe Urban Driver Training	This funding is to continue to train LBE's HGV drivers in safe driving around cyclists, crucial to our Cycle Enfield programme.	11
More People Travelling by Bike	Bike It Plus	This funding is to continue our schools cycle engagement project with national charity Sustrans. The contract is co-funded by TfL.	34
	Cycle Grants for Schools	This funding is to continue our programme of small grants to schools with accredited School Travel Plans, to help them provide for cycling.	9
	Cycle Parking	This funding is to continue our programme of installing cycle parking across the borough.	60
Support for Cycling	Staffing	This funding is specifically for our Cycling Projects Officer to ensure delivery of the Borough Cycling Programme plus other Cycle Enfield activities.	40
<b>TOTAL</b>			<b>210</b>

## MUNICIPAL YEAR 2016/2017 REPORT NO.

### ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

**PORTFOLIO DECISION OF:**  
Cabinet Member for Environment

**REPORT OF:**  
Director – Regeneration &  
Environment

**Agenda – Part: 1**

**KD Num: N/A**

**Subject:**  
**CARTERHATCH LANE BY LAYARD ROAD  
EN1**

**Wards: TOWN**

Contact officer and telephone number: Howard Kennedy

E mail: [howard.kennedy@enfield.gov.uk](mailto:howard.kennedy@enfield.gov.uk)

### 1. EXECUTIVE SUMMARY

- 1.1 This report presents a proposal to introduce a new zebra crossing in Carterhatch Lane by Layard Road to mitigate for the recent loss of the school crossing patrol service.
- 1.2 Residents directly affected by the proposals have been informed by letter and were given the opportunity to comment and or object to the Council's intention to implement the proposal in the Traffic Notice published on the 30<sup>th</sup> March this year.
- 1.3 No objections were received during the objection period.
- 1.4 Funding for the introduction of an approved scheme has been allocated from the 2016-17 LIP Programme.

### 2. RECOMMENDATIONS

To implement the proposed zebra crossing described in this report.

### **3. BACKGROUND**

- 3.1 The proposed zebra crossing site is located in Carterhatch Lane at an informal pedestrian refuge crossing west of its junction with Layard Road.
- 3.2 A school crossing patrol service operated at the site until the member of staff recently resigned. The site has been reviewed and the proposed zebra crossing is felt to provide a better and more sustainable facility to enable children and others to safely cross this section of Carterhatch Lane.
- 3.3 Worcesters Primary School is located a third of a kilometre north of the crossing and has recently completed expansion works increasing its capacity to cater for up to 630 primary pupils and 30 nursery places.

### **4. PROPOSALS**

- 4.1 To introduce a new zebra crossing in Carterhatch Lane by Layard Road as shown in Appendix A, to mitigate the loss of the school crossing patrol service.
- 4.2 An assessment of the site has been carried out under nationally recognised review system for pedestrian crossings and meets the criteria for the introduction of a formal pedestrian crossing.
- 4.3 The crossing is in walking distance of a primary school and its continued use through the promotion of sustainable travel linked to the school, is recommended.

### **5. CONSULTATION**

- 5.1 Residents were informed of the proposals in writing in March this year prior to the publication of a Traffic Notice on the 30<sup>th</sup> March.
- 5.2 No objections were received.

### **6. ALTERNATIVE OPTIONS CONSIDERED**

- 6.1 **Do nothing** – this is not recommended as the lack of a safe crossing will not encourage children living to the south of Carterhatch Lane to walk to school.
- 6.2 Recent requests from the school and a Ward Councillor to address the worsening parking and congestion issues by the school during the school run has led to the development of a package of mitigation measures linked to this proposal and will be consulted on shortly.
- 6.3 The Council has a duty of care to all road users. By not implementing the proposals vulnerable road users may be put at risk.

## **7. REASONS FOR RECOMMENDATIONS**

To facilitate the continued use of the crossing point and encourage walking to and from School.

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

### **8.1 Financial Implications**

- 8.1.1 The estimated cost of implementing the proposed zebra crossing is £40,000; this will be met from the 2016/2017 Local Implementation Plan (LIP) –TFL Allocation.
- 8.1.2 Expenditure once approved by Transport For London; it will be fully funded by means of direct grant from TFL; governed through the TFL Borough Portal, hence no costs fall on Enfield 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.
- 8.1.3 TFL provides financial assistance to boroughs, for transport related projects and/or proposals under the GLA Act S159 1999. Under current arrangements, delegated authority is given to Boroughs to move funds within transport areas or, subject to limits between areas. Underspends occurring during a financial year are normally returned to TFL and there is no presumption given that funding not required in a particular year can be carried forward.
- 8.1.4 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.

## **8.2 Legal Implications**

- 8.2.1 Under section 39 Road Traffic Act 1988 the Council has duties to promote road safety, to monitor road traffic collision locations and to take measures to prevent such collisions. This includes the improvement of roads, the movement of road traffic and traffic restrictions. The proposed safety measures are in accordance with the discharge of those duties.
- 8.2.2 Pursuant to section 23 of the Road Traffic Regulation Act 1984, the Council as local highway authority, may install zebra crossings on roads for which they are the highway authority provided they consult with the chief officer of police and provide public notice of the proposal.
- 8.2.3 The recommendations set out in this report are within the Council's powers and duties.

## **8.3 Property Implications**

None identified

## **9. KEY RISKS**

No significance risks have been identified

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

### **10.1 Fairness for All**

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**

The introduction of the zebra crossing should encourage people to walk 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 a successful scheme that responds to local needs.

## **11. EQUALITY IMPACT IMPLICATIONS**

- 11.1 Corporate advice has been sought in regard to equalities and an agreement has been reached that whilst it is not appropriate to undertake an EQIA on each crossing implemented a general overarching Equalities Impact Assessment would be recommended to ensure the design principles are compliant with the Equalities and Disability Access Acts as appropriate.
- 11.2 The detailed design of the crossing will incorporate both dropped kerbs with a minimal upstand (to assist wheelchair users and those with impaired mobility) and tactile paving (to highlight the safe crossing point to blind and partially sighted pedestrians)

## **12. PERFORMANCE MANAGEMENT IMPLICATIONS**

- 12.1 The recommendations will have no direct impact on the performance indicators set out in the council's Business Plan. However, the scheme will deliver improvements for local residents and is consistent with the council's aim to improve the condition of its roads and pavements. In addition, the scheme will encourage pupils to walk to school, helping to reduce child obesity by increasing active forms of travel.
- 12.2 The new crossing will also support the Departmental and Service targets to reduce the number of people injured on roads in the borough.

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

Maintaining safe pedestrian access across busy roads on the route to school will improve road safety, encourage sustainable travel and reduce severance between communities.

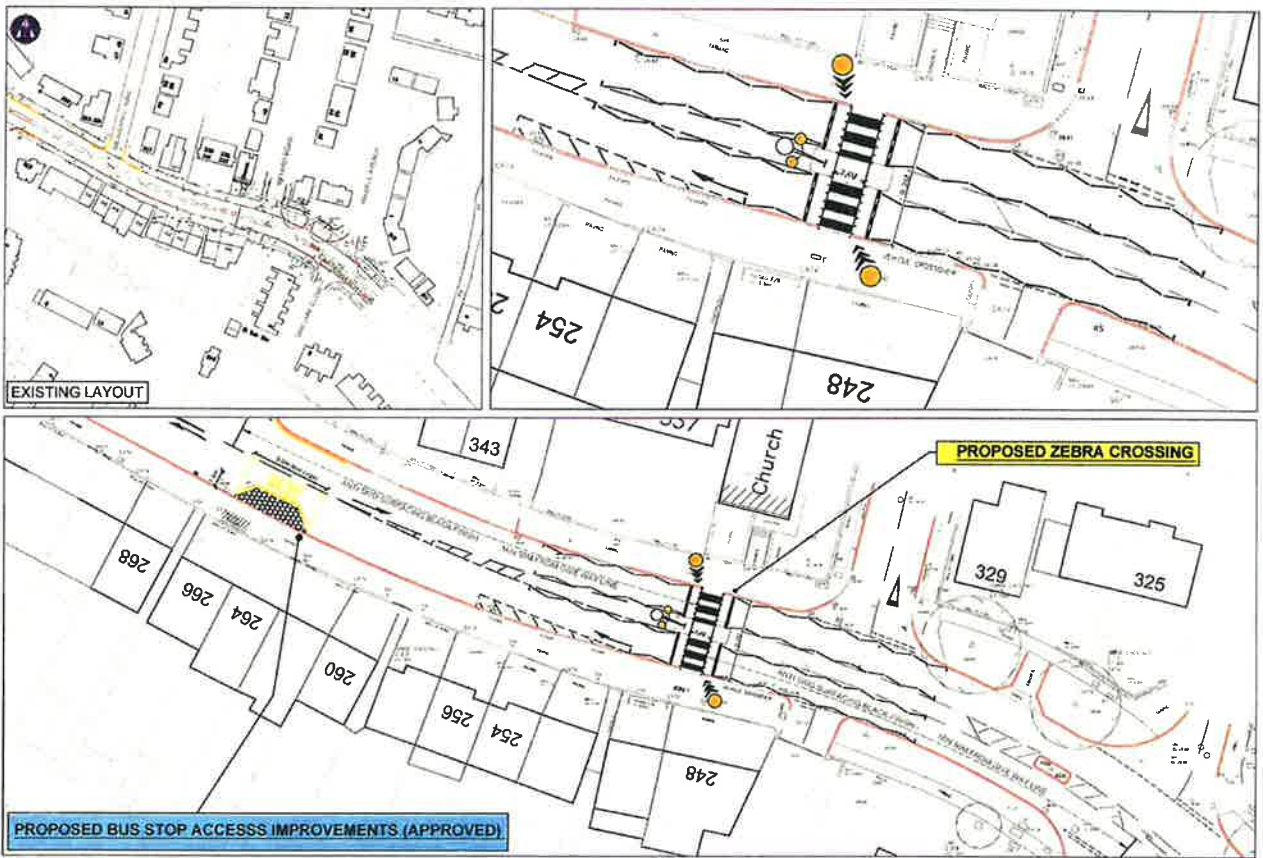
## **14. PUBLIC HEALTH IMPLICATIONS**

Enfield has some of the highest rates of both childhood and adult obesity in London. There is also evidence that levels of physical activity are far below those recommended by the Chief Medical Officer and that air pollution is responsible for some 178 deaths a year in Enfield as well as respiratory conditions including asthma. Using the environment as proposed in this proposal has public health benefits on a number of levels and should be encouraged.

## **Background Papers**

No background papers were used in the preparation of this report.

**CARTERHATCH LANE BY LAYARD ROAD: PROPOSED ZEBRA CROSSING - APPENDIX A**



## MUNICIPAL YEAR 2016/2017 REPORT NO.

### ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

**PORTFOLIO DECISION OF:**  
Cabinet Member for Environment

**REPORT OF:**  
Director – Regeneration &  
Environment

**Agenda – Part: 1**

**KD Num: KD4347**

**Subject: Results of the proposals to  
changes resident permits tariffs**

**Wards: All**

Contact officer and telephone number: David Morris x796556

E mail: [david.morris@enfield.gov.uk](mailto:david.morris@enfield.gov.uk)

### **1. EXECUTIVE SUMMARY**

- 1.1 The report sets out the results of the consultation in relation to the proposals to change the permit tariff and to remove the current over 65s 50% permit discount.

### **2. RECOMMENDATIONS**

- 2.1 To approve the introduction of permit tariffs by engine size and to remove the current over 65's 50% permit discount
- 2.2 To publish the Public Notice to advertise the commencement date of the new tariff
- 2.3 To note that permit tariffs will be reviewed on an annual basis to ensure that the cost of permits continues to reflect the enforcement and administration of the scheme.

### 3. BACKGROUND

- 3.1 The London Borough of Enfield's current emissions based parking permit charges were implemented in March 2011.
- 3.2 Since this last permit review in 2011 the gap between revenue and expenditure has increased. From 2011/12 to 2014/15 there has been a 5% increase in permits and an 8% increase in the number of scratchcards sold in the borough.
- 3.3 With the introduction of new CPZs at North Middlesex, Chase Farm, Queens Avenue, Wilson Street and more recently with the introduction of the new CPZs in Edmonton, it has meant an increase in the enforcement and administration costs of 42% in the same timeframe, while the income has only increased by 20% in those years. This increase in costs can be attributed to the increase in stationery and administration of the zones plus the additional enforcement needed for the new CPZs and ongoing costs.
- 3.4 The cost of permits should cover the administration and enforcement of any schemes to make the service cost neutral. We do not take into account Penalty Charge Notice (PCN) revenue when reviewing our permit charges.
- 3.5 We have therefore reviewed the way we operate our permit schemes taking into account the following objectives:
- making the service more efficient
  - making permits fair and proportionate to motorists
  - ensuring that there is a consistency in the permits across the borough
  - simplifying the number of types of permits available to motorists
  - ensuring that the cost of permits covers the enforcement and administration of the scheme
- 3.6 The proposed option for which views were sought and was subject to consultation was the introduction of a permit scheme that is based on engine size (cc). The charges will be the same for diesel and petrol vehicles and have been set at a level to take into account the current vehicles using the permit scheme.
- 3.7 It will mean that those who drive smaller less polluting vehicles will be able to purchase a cheaper permit than those who drive vehicles with larger engines. Existing permits will continue to run to their full term. A new permit will only be issued if the current permit has expired and/or there is a change to either the address or vehicle details.
- 3.8 The consultation also sought to withdraw the current reduction in permit prices for over 65s introduced in 2011 (a 50% discount). This permit reduction is currently subsidised by other permit holders and subject to

consultation the Council wants to introduce a standard fee based on vehicle engine size and not on the owners of the vehicles.

- 3.9 Finally the consultation sought the views of the public on limiting the number of permits to three per person.
- 3.10 The consultation offered the public opportunities to put forward their own proposals
- 3.11 It should be noted even if we continued with the current tariff, there would need to be an increase in the permit charges to reduce the current deficit.

#### **4.0 Key findings from the consultation**

##### **Methodology**

- 4.1 A questionnaire, introductory document and covering letter were developed to enable local people to engage with the Council on a set of proposals. The introductory document made clear the context, including the need to increase revenue due to increasing costs of enforcement, thus providing residents with information to enable them to make an informed decision. Further contextual information was provided within the questionnaire. The covering letter provided instructions on how to participate in the consultation and how to contact the Council if they had any queries or required assistance to participate.
- 4.2 The questionnaire and other materials were sent to every household that lies within a CPZ. The materials were also sent to those who do not live in a CPZ but live on a street which may lie partially outside a CPZ. The questionnaire and other documentation were made available on the Council website.
- 4.3 Residents were also made aware of the consultation via notices in the Enfield Advertiser and Enfield Independent in both March and April.
- 4.4 The consultation was open from 8 March until 22 April. As some responses arrived after this date, the Council accepted responses until 29 April.

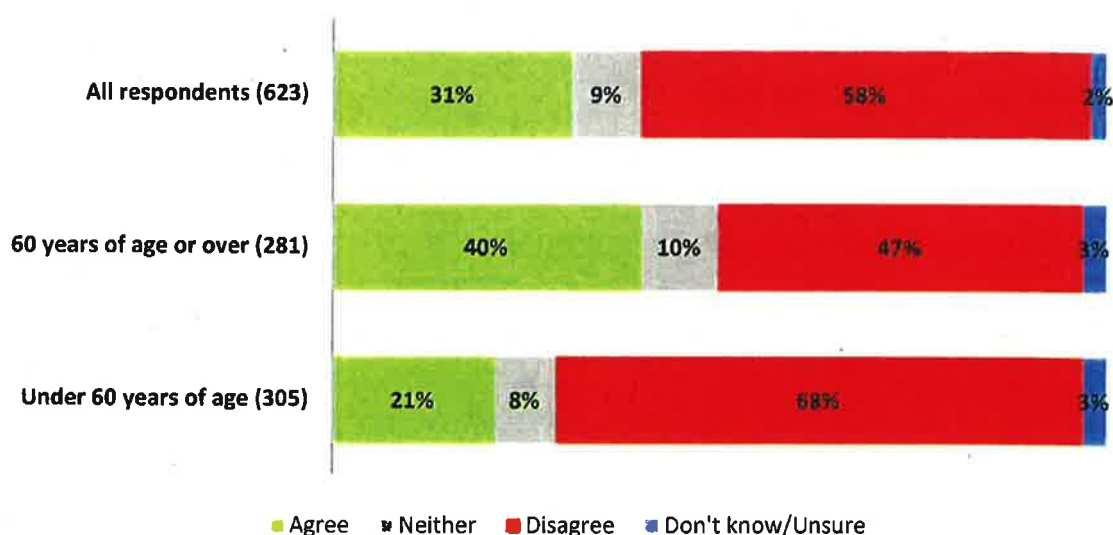
##### **Key findings**

- 4.5 In total, 624 responses were submitted by residents. Around six out of 10 (62%) respondents were permit holders and there was a fairly equal split between residents under the age of 60 and those aged 60 or over – 49% and 45% respectively. Around a fifth (17%) of respondents stated that they had a disability. This broadly reflects the proportion of residents in the borough with a disability, thus indicating the consultation was accessible.

- 4.6 Residents were asked to what extent they agree or disagree with the proposal to change from a scheme in which charges are based on CO2 emissions to one based on engine size. The proportion who disagree with this proposal exceeds the number of those who agree (see Chart 1).

Chart 1

**Q8. To what extent do you agree or disagree with our proposals to change from a CO2 emissions based scheme to one in which permits are based on engine size (cc)? All respondents**



Base sizes in brackets

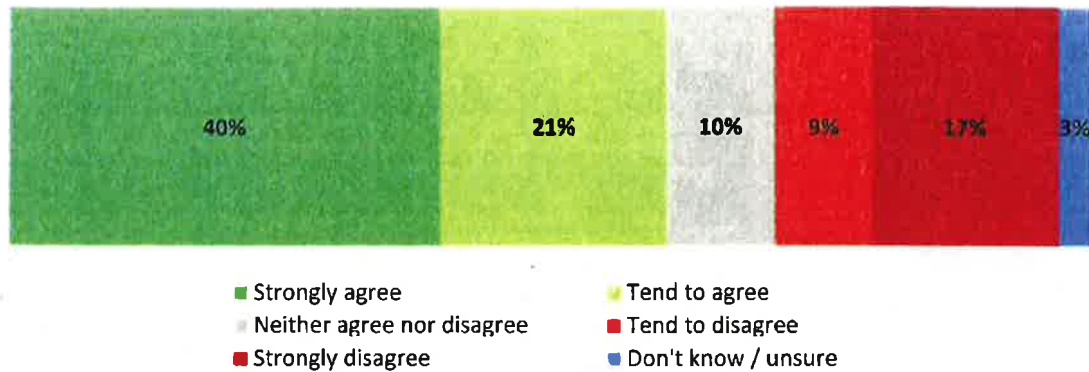
N.B. The 58% who disagree is rounded following the addition of 8.7% 'tend to disagree' and 49.6% 'strongly disagree'.

- 4.7 Overall, three out of 10 (31%) residents agree while six out of 10 (59%) disagree.
- 4.8 When we look at the views of the age groups, the findings indicate that younger people are more positive about the proposal. Almost twice as many residents under 60 agree than those who are 60 years of age or older (40% compared to 21%).
- 4.9 The proportion who disagree may well have been swelled by the fact that the example of increased permit charges provided within the questionnaire were based solely on a scheme where permit charges are based on engine size.
- 4.10 An additional table, containing details of increased permit charges with a CO2 emissions based scheme could have been added but it would also have been necessary to produce examples of charges depending on whether or not the 50% reduction was retained.

- 4.11 It was felt this may only serve to confuse and that the issue of the 50% reduction would be dealt with later in the questionnaire. At this point in the questionnaire, it was felt the focus should be on the basis of the scheme.
- 4.12 Residents were asked, using an open-ended question, the **reason(s) why they disagree**. The most popular responses (328 submitted a response to this question) were:
- Tariffs should favour efficient cars / engine size is irrelevant / pollution is not related to engine size / no impact on environment / does not encourage 'green' behaviour - 32% (117 comments)
  - Price increase is too high - 15% (54 comments)
  - Cars are not polluting when parked / does not relate to how much the car is used - 12% (42 comments)
  - Revenue raising - 10% (38 comments)
  - Length of vehicle is more relevant - 6% (20 comments)
- 4.13 Although a substantial proportion stated that 'tariffs should favour efficient cars....' recent evidence suggests that emissions data supplied by car manufacturers, such as Volkswagen, Renault and Mitsubishi, have not been entirely accurate.
- 4.14 It should be noted that the current permit charges do not cover the enforcement and administration of the permit scheme. Even if all cars were efficient, the cost of enforcement would still be the same and the deficit covered by resident permit holders.
- 4.15 Residents were asked **to what extent they agree or disagree with the proposal for additional vehicles to be charged based on engine size**. Around two out of five (37%) agree, while a half (49%) disagree. This is marginally more positive and less negative than the response to the initial question that asked about changing to an engine size based scheme.
- 4.16 Respondents were particularly positive about the **proposal to limit the amount of permits to three per person** (see Chart 2).

**Chart 2**

**Q10. To what extent do you agree or disagree with the proposal to limit the amount of permits at a rate of three per person? All respondents**



Base: 619

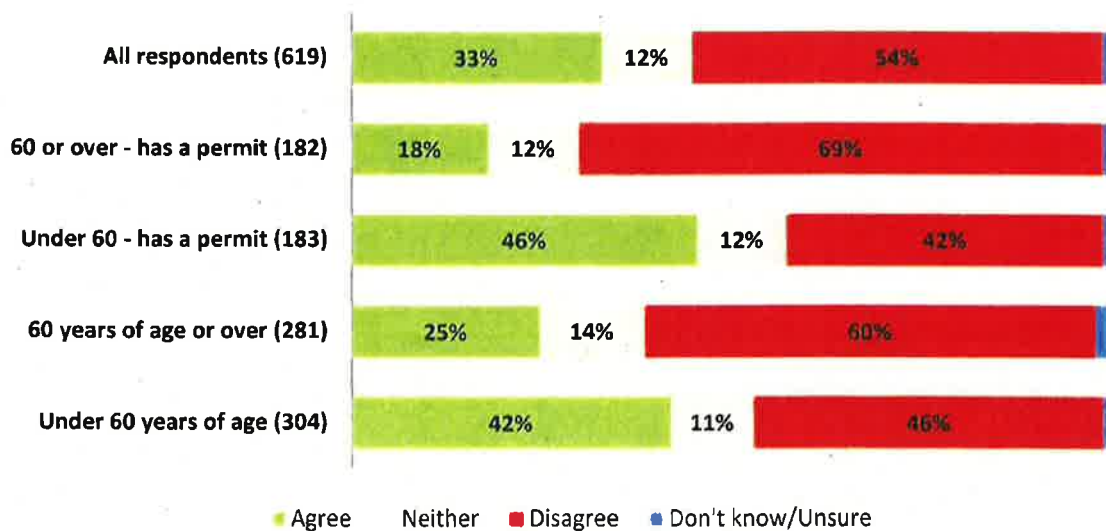
N.B. 62% agree - 'strongly agree' (40.4%), 'tend to agree' (21.3%)

4.17 Around six out of 10 (62%) agree, while around a quarter (26%) disagree. It is particularly positive that 'strongly agree' (41%) was the most popular response.

4.18 When asked if they **agree or disagree with the proposal to change the fee structure so that over 65s pay the same as other permit holders**, most said they disagree (see Chart 3).

**Chart 3**

*Q11. To what extent do you agree or disagree with the proposal to change the fee structure so that over 65s pay the same as other permit holders? Comparisons*



Base sizes in brackets

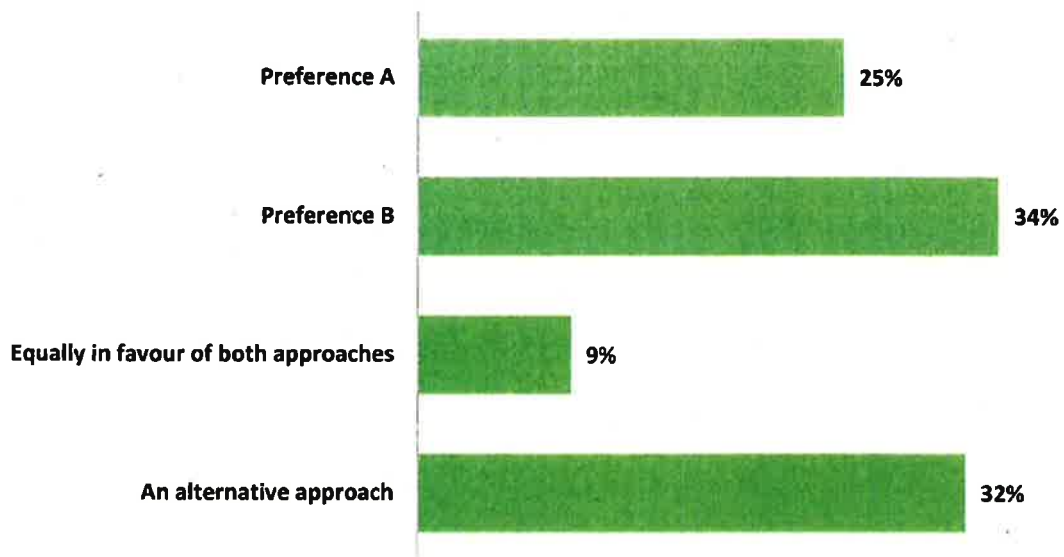
4.19 A third of all respondents (33%) agree, while over a half (54%) disagree. The findings indicate there are clear differences among the

age groups, with the younger respondents, especially those who have a residents' permit, being the most positive (46%). More of this group of respondents agree than disagree (46% compared to 42%).

- 4.20 The proposal is least popular among those who have a permit and are aged 60 or over. This can be attributed to the fact that those aged 60 or over will benefit, or will soon benefit, from the 50% reduction.
- 4.21 Those who said they disagree were asked for **suggestions for an alternative charging scheme**. In total, 30 respondents provided suggestions. The most popular responses were as follows:
- Phase-out the 50% reduction – e.g. over a two year period (5 respondents)
  - Means test permit holders aged 65 or over (3 respondents)
  - Reduce costs / improve efficiencies of scheme and maintain current charges (3 respondents)
  - Retain 50% reduction for those who are 70 or over (3 respondents)
  - Higher permit charges for mini cabs and vans (2 respondents)
- 4.22 In addition to the suggestions, a number of those aged 60 or over expressed the view that it is unfair for all age groups to pay the same.
- 4.23 Residents were provided with two sets of indicative permit charges based on an engine based scheme.
- 4.24 The first example, A, displayed indicative charges for a scheme in which the 50% reduction was retained. The second example, B, displayed potential charges for a scheme in which the 50% reduction was not retained. Due to the 50% reduction not being funded by the scheme, the permit charges were marginally lower.
- 4.25 When they were asked if they **preferred A, B, both equally or an alternative scheme**, respondents, as a whole, expressed a preference for either B or an alternative scheme (see Chart 4).

**Chart 4**

**Q12. What is your preference? Preference A (retain the 50%) or Preference B (everyone pays the same). All respondents**



Base: 606

- 4.26 Around a third (34%) prefer B, while a similar proportion (32%) of residents have a preference for an alternative scheme. However, it should be noted that 9% of respondents equally prefer either A or B. Thus, the findings indicate B is clearly the preferred option for respondents as a whole.
- 4.27 Once more, there are clear differences among the age groups, with permit holders having the more definitive opinions. The chart below (see Chart 5) displays the preferences of the age groups.

Chart 5

**Q12. What is your preference? Example A (retain the 50%) or B (everyone pays the same). Comparisons**

	A	B	Percentage point difference
<b>Under 60 (297)</b>	15%	42%	27
<b>Under 60, with a permit (180)</b>	15%	48%	33
<b>60 or over (275)</b>	38%	26%	8
<b>60 or over, with a permit (178)</b>	43%	19%	24

Base sizes in brackets

- 4.28 As with respondents as a whole, those under 60 years of age clearly prefer B to A (42% compared to 15%). This view is more definitive

when we look at the preferences of permit holders under 60 years of age (48% compared to 15%).

- 4.29 Those aged 60 or over clearly prefer A, especially those who have permits. However, it would appear that the difference between the preferences for A and B are more definitive among those who are under 60 years of age. For example, the percentage point difference between A and B among permit holders under 60 years of age is 33 points. While the difference among permit holders 60 or over is 24 points.
- 4.30 Following this question, those respondents who stated a preference for an alternative, were asked how they would fund the over 65s reduction. In total, 26 respondents provided suggestions. The most popular alternative suggestions were as follows:
- Through reducing costs and improving efficiency (*7 respondents*)
  - Scheme to remain the same (*4 respondents*)
  - Paid by other Council Tax payers (*4 respondents*)
  - Fund through PCNs (*4 respondents*)
  - Higher PCNs (*2 respondents*)
- 4.31 We believe that none of the alternative preferences are viable. All suggestions under 4.29 are dealt with in Section 5 of this report.

## **Recommendation**

- 4.32 To change the resident permit tariff from CO2 based to engine size (Appendix 1)
- 4.33 To remove the over 65s discount (currently 50%) so all motorists pay the same tariff charges and therefore make it fair for all
- 4.34 To limit the number of permits to three per person in the Controlled Parking Zones

## **5. ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 A number of alternative options were suggested during the consultation.
- 5.2 Continue with current CO2 tariff permit scheme. However:
- This currently operates with a significant financial deficit.
  - There has not been a significant increase in permits issued to low emitting vehicles. In 2012/13 1.7% of permits issued were to those with emissions under 100 CO2; in 2014/15 it was 3.6%. Clearly the

previous permit scheme did not encourage residents to change to a low emission vehicle.

- It is unfair on those, even with smaller engines, who can't afford a new car to take advantage of cheaper permits
- The permit charge would still need to go up to meet the current deficit

5.2.1 Engine sizes vehicle emissions are affected by weight as well as engine size. How much a car weighs is linked to how much fuel it uses. A heavy car needs a lot of fuel to get it going from a stop but a big engine in a small car can be economical. The vehicle excise duty rates are linked to CO2 emissions and generally the larger the car's engine, the higher the emissions. This is due to the need to draw in more oxygen and burn more fuel in order to develop more power, especially when dealing with heavier vehicles.

5.2.2 The proposed tariff will mean that those who drive smaller less polluting vehicles will be able to purchase a cheaper permit than those who drive vehicles with larger engines.

5.3 Continue with the current permit tariff but increase the charges. This has been discounted for the same reasons as listed in 5.2.

5.4 Continue with current permit scheme with removal of the over 65 discount – during the current financial constraints that the Council has, it is not cost effective to continue to offer this discount. This has been discounted for the same reasons as listed in 5.2.

5.5 A two tier scheme (i) continued reduction for low CO2 emitting vehicles (ii) all other vehicles – this option has been discounted because we want to introduce as simple scheme for motorists as possible. Currently 244 permits (111 first and 11 second permits are sold or 3.6%)

5.6 Introduction of a diesel surcharge - Again this was discounted as we want to make the scheme as simple as possible for motorists.

5.7 Length of a vehicle – This was discounted due to the complexity of such a scheme. Vehicle lengths are not on vehicle registration documents and some vehicles whist the same make, have different models and are different lengths.

5.8 Phase out the 50% reduction over a two year period – The deficit would still have to be met which would mean a larger increase to that proposed followed by a reduction in price to that proposed.

5.9 Means test permit holders over 65 – This would cause administrative pressures for the Council when deciding who might be entitled to a discount on the less than 600 affected permits. It would also increase the permit charges for other motorists as the deficit would still need to be met.

- 5.10 Reduce costs and improve efficiencies – A review was carried out before the consultation took place. There will always be a cost to carry out enforcement but we will be carrying out annual reviews of scheme in future to ensure they are being charged correctly.
- 5.11 Having all Council Tax payers pay for the resident's scheme – This would not be fair on those who cannot use the controlled zones
- 5.12 Funded through the issuing of Penalty Charge Notice or higher PCN charges – We cannot guarantee at the beginning of each financial year how many PCNs will be issued in CPZs. As Revenue from PCNs is ring-fenced, any surplus (as per Section 55 of the Road Traffic Regulation Act) is currently used for concessionary travel and traffic and parking schemes.
- 5.13 Introduce an Over 70s discount. Again, this would not clear the current deficit and would mean that the proposed permit tariff would have to increase

## **6 REASONS FOR RECOMMENDATIONS**

- 6.1 To make the permit scheme fair for all motorists.
- 6.2 To make the administration and enforcement of the permit scheme cost neutral and the charge chosen has been calculated by reference to the cost of operating the schemes.
- 6.3 If after covering the cost of administration and enforcement any such surplus made as a result of parking fees can be applied in accordance with the s.55(4) of the RTRA.

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

### **7.1 Financial Implications**

- 7.1.1 In 2014/15 the cost of enforcement and administration of the boroughs CPZs was £464k, while the income generated from residents permit and scratch cards was only £326k; resulting in a budget deficit of £138k (42%).

Note: At the time of the consultation we were not able to use the 2015/16 figures; due to lack of sufficient data.

Financial Year	Number of permits	Number of Scratch cards	Enforcement Administration and Stationery (Expenditure) 000's	Resident permits and scratch cards (Income) 000's	Variance Exp. v Income 000's	Variance in %age
2014/2015	3381	3319	£464	£326	-£138	-42%

7.1.2 The enforcement and administration cost has increased by £138k (from 2011/12 to 2014/15) – an increase of 42%, while the income has only increased by 20%. The increase in costs are mainly due to:

- a) The introduction of 4 new CPZs (North Middlesex, Chase Farm, Queens Avenue and Wilson Street), which requires additional Civil Enforcement Officers in areas where there were previously no restrictions.
- b) Changes to an existing CPZ (Enfield College).
- c) Annual RPI increase to the Civil Enforcement Officers salaries with the rate changing from £15.56 in 2011 to the current rate of £17.87 in 2014/15 and additional stationery requirements.

7.1.3 The proposed permit tariffs have been based on making the scheme cost neutral, which is estimated to generate a total income of £464k to cover the cost of the scheme – i.e. an additional income of £138k.

7.1.4 The 2014/15 over 65 permit scheme (50% discount) total value was £20.4k and if the cabinet member's final position is to continue with this discount; the financial implication is estimated to be £29k per year (based on the proposed tariffs).

7.1.5 One-off costs of implementing proposed changes including the publication of Traffic Management Orders will be met from the existing Parking budget.

## 7.2 Legal Implications

7.2.1 By virtue of the Road Traffic Regulation Act 1984 Section 122 the Council has a duty to secure the provision of suitable and adequate parking facilities on and off the highway. By Section 45(1) and (2) (b) a local authority may by order make and prescribe charges for vehicles left in designated parking places and in connection with the issue of a permit. Section 46 prescribes that charges shall be made by an order of the Council and that such charges may be varied by notice.

7.2.2 The making of charging tariffs must be concerned with the expeditious, convenient and safe movement of traffic and the provision of suitable and adequate parking facilities on and off the highway. The permit

charges will generate revenue, but the charging level must be set by reference to the cost of operating the permit scheme and not with a view to making a surplus. The Council has a wide discretion to differentiate between users of parking facilities, vehicles and periods of charging when setting a permit policy.

- 7.2.3 Regard must be had to the Equality Duty in respect of the proposals. The consultation has assisted the Council to better understand any impact the proposals may have on those people with protected characteristics.

## **8. Property Implications**

None

## **9. KEY RISKS**

- 9.1 Due diligence would therefore need to be exercised should the Cabinet Member agree the various recommendations
- 9.2 Care still needs to be taken to ensure that the enforcement costs and administration do not exceed the income taken. This may mean a significant rise for some permit holders, especially those over 65 and owning low emitting vehicles some of whom currently pay £10. To mitigate problems, the permits will be reviewed on an annual basis.
- 9.3 The 50% discount was a manifesto pledge in 2010. However, this is no longer affordable in the current economic climate.
- 9.4 There may be a significant increase to permits held by owners of low CO2 emitting vehicles. However, this makes up a small number of the total permit holders at 3.6% of those issued. The gap in the current income and enforcement costs would still mean that the permit charges would need to be raised.

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

### **10.1 Fairness for All**

- 10.1.1 Blue badge holders will continue to receive a free resident's permit so that the theft of the blue badge from vehicles is reduced.
- 10.1.2 Vehicle permits will be based on a fair, weighted system based on engine size.
- 10.1.3 CO2 emission permits favour those who can afford new vehicles. Permits based on the size of a vehicles engine will mean that those

who drive a smaller less polluting vehicle will be able to purchase a cheaper permit than those who drive vehicles with larger engines.

### **11.1 Growth and Sustainability**

11.1.1 The new permit scheme will be fairer for all motorists whilst making the service cost neutral

### **12.2 Strong Communities**

12.2.1 A robust permit system allows efficient enforcement whilst responding to the needs of the motorist

12.2.2 The report continues to address the concerns of blue badge holders.

## **13. EQUALITY IMPACT IMPLICATIONS**

13.1 A predictive EQIA has been undertaken and it has highlighted that whilst some particular groups in the community may be impacted upon more than others, due to being in receipt of previous discounts. The proposed changes are deemed not to negatively impact on residents from the protected characteristic groups.

## **14. PERFORMANCE MANAGEMENT IMPLICATIONS**

14.1 Extending the permit scheme encourages legal use of the designated permit parking bays

14.2 The administrative and enforcement costs will be covered by the changes in the permit scheme thus making the scheme self-financing.

## **15. HEALTH AND SAFETY IMPLICATIONS**

None

## **16. PUBLIC HEALTH IMPLICATIONS**

16.1 Even if parking charges are increased to cover the costs of administering parking schemes as alluded, cost neutral will not mean that all the external costs of motorised transport in the borough are being met. These include the healthcare costs of pollution (air pollution is linked to 17% of deaths in Enfield), the costs of congestion (estimated by the Cabinet Office nationally at some £9 billion / year, the costs of segregation (in Enfield particularly East – West across the A10) and the costs of missed opportunities for building physical activity into everyday life e.g. many parents will send their children to school by bus rather than cycling as traffic makes cycling 'too dangerous'.

**16.2 From a Public Health perspective cost neutral in terms of administration does not mean that all costs of motorised transport are met and it may be useful to consider how further charges may be used to improve health for all across the borough.**

### **Background Papers**

## **APPENDIX 1: Proposed Parking Charges 2016**

	<b>Proposed Tariffs</b>	
	<b>All day (£)</b>	<b>1 to 4 hours (£)</b>
<b>1000cc or less</b>	<b>55.00</b>	<b>27.50</b>
<b>1001cc to 1600cc</b>	<b>110.00</b>	<b>55.00</b>
<b>1601cc to 1999cc</b>	<b>165.00</b>	<b>82.50</b>
<b>2000cc to 2499cc</b>	<b>220.00</b>	<b>110.00</b>
<b>2500cc to 2999cc</b>	<b>275.00</b>	<b>137.50</b>
<b>3000cc</b>	<b>330.00</b>	<b>165.00</b>

Permits are limited to three per person

Blue badge holders who are entitled to apply for a resident's permit are provided a resident's permit free of charge.

## MUNICIPAL YEAR 2016/17 REPORT

### ACTION TAKEN UNDER DELEGATED AUTHORITY

#### Report of:

Assistant Director – Strategic  
Property Services

### DELEGATED AUTHORITY REPORT- DECISION OF:

Cabinet Members for Finance and  
Education, Children's Services and  
Protection in conjunction with the  
Director of Finance, Resources and  
Customer Services and The Chief  
Education Officer

#### Contact officers:

Mohammed Lais – 020 8379 4004

Part: 1

KD - 4340

**Acquisition of Land and Buildings at the  
former Minchenden School, Southgate,  
N14 6LA**

**WARD: ALL**

#### **Cabinet Members consulted:**

Cllr Dino Lemonides & Cllr Ayfer Orhan

## 1. EXECUTIVE SUMMARY

- 1.1 Authority was given at Cabinet (KD4209) on the 20<sup>th</sup> January 2016 to acquire land and property at the former Minchenden School, Southgate, N14 from Barnet and Southgate College for the provision for school places for pupils at the higher end of the autistic disorder spectrum.
- 1.2 Approval to agree the final terms and structure of the transaction is delegated by Cabinet to the Cabinet Members for Finance and Efficiency and Education, Children's Services and Protection in conjunction with the Director of Finance, Resources and Customer Services and Chief Education Officer.
- 1.3 This report seeks approval to enter into the terms appended at the Part 2 report.

## 2. RECOMMENDATION

- 2.1 Cabinet Members for Finance and Efficiency and Education, Children's Services and Protection in conjunction with the Director of Finance, Resources and Customer Services and Chief Education Officer approve, as per the Property Procedure Rules:
- 2.2 The acquisition of the Land and Property at the former Minchenden School, High Street, Southgate, N14 6LA on the terms as stated in Part 2 of this report.
- 2.3 The release of General Fund SCS Capital resources to enable the acquisition as detailed in the Part 2 report.

- 2.4 The Premium, not to exceed the figure stated in Part 2 for the 125 year lease to Barnet & Southgate College.
- 2.5 The Assistant Director - Strategic Property Services in conjunction with the Assistant Director – Legal Services and Governance, is granted delegated authority to make the necessary arrangements to exchange contracts and to acquire the Property.

### **3. BACKGROUND**

- 3.1 The need for additional educational places for the higher end of the autistic spectrum continues to rise in Enfield and it has always been difficult for the Authority to meet the needs and to provide an adequate setting for these young persons with emotional and behavioural difficulties.
- 3.2 The purchase of this site will ensure the Council can continue to meet the statutory duty to provide sufficient places to meet anticipated demand for places and to provide a setting within the Borough that can provide for the needs for this cohort of Enfield pupils.
- 3.3 In January 2016 Cabinet under KD4209 approved the overall acquisition of the land at the former Minchenden School; this report seeks approval of the terms as detailed in the Part 2 Report of the transaction and the release of Capital to fund the acquisition.
- 3.4 As part of the deal, the Council will grant a 125 year lease at a peppercorn for office accommodation at the newly redeveloped library site.
- 3.5 A whole raft of surveys that have been carried out by the Council in support of the feasibility and options appraisal; the results of which are due to be reported to Cabinet in the Autumn for approval to proceed.
- 3.6 The acquisition by the Council represents best value in terms of s123 of the Local Government Act 1972.
- 3.7 The Council have obtained third party independent RICS Red Book valuations for the acquisition of the Property. Within them the value stated is the price being paid which represents best value, accordingly the College have also undertaken a valuation and this figure aligns with the price being paid between a willing seller and a willing buyer.

### **4. PROPOSAL**

- 4.1 To purchase the freehold interest in the Property at the consideration detailed in Part 2 of this report

### **5. ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 Not Applicable.

### **6. REASONS FOR RECOMMENDATIONS**

6.1 Not applicable

## **7. KEY RISKS**

N/A

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

### **8.1 Financial Implications**

8.1.1 The land acquisition will be funded from the capital programme as detailed in part 2

### **8.2 Legal Implications**

8.2.1 The Council has powers under section 120 of the Local Government Act 1972 to acquire land by agreement for the purpose of any of the Council's functions. In addition, the general power of competence under section 1 of the Localism Act 2011 gives the Council power to enter into this proposed transaction.

8.2.2 When considering an acquisition of land the Council must act in accordance with its Property Procedure Rules. These include a requirement that advice must have been obtained that the property to be acquired represents value for money and is suitable for its intended purpose.

8.2.4 The contract for the sale and purchase and the associated legal documents should be in a form approved by the AD (Legal Services).

### **8.3 Property Implications**

8.3.1 As embedded within this report and with the Cabinet Report detailing the Acquisition of the land in January 2016.

## **9. PERFORMANCE MANAGEMENT IMPLICATIONS**

N/A

## **10. EQUALITIES IMPACT ASSESSMENT**

N/A

## **11. PUBLIC HEALTH IMPLICATIONS**

N/A

## **12. IMPACT ON COUNCIL PRIORITIES**

### **12.1 Fairness for All**

Not applicable

## **12.2 Growth and Sustainability**

Not Applicable

## **12.3 Strong Communities**

Not Applicable

## **BACKGROUND PAPERS**

See Part 2.