

## NOTIFICATION OF PORTFOLIO DECISION TAKEN – FOR PUBLICATION

**Decision taken by:** Cabinet Member for Environment.

**Summary of Decision Taken including reasons**  
**Extension of Oakwood CPZ to Include Ashmead, N14**

To make the necessary traffic management order without modification and to take all other necessary steps to amend the boundary of the Oakwood CPZ to include Ashmead N14, as indicated on the plan in Appendix 1.

**PLEASE SPECIFY CATEGORY OF DECISION:** Non-Key

**If Key, please quote the Forward Plan reference number:** N/A

**Any alternative options considered and rejected:**  
Please refer to paragraph 5 of the main report.

**Was the decision made in Part 1 or Part 2?** If Part 2 please give the relevant paragraph of the Access to Information Act.

PART 1

**Interests Declared in Respect of the Decision (and by who):**

N/A

**NOTE: This form must be signed and dated by the decision taker(s) – see below:**  
The date specified will be taken as the date that the decision was made.

Signed



Cabinet Member for Environment  
**CLLR DANIEL ANDERSON**

Signed



Executive Director - Regeneration & Environment  
**IAN DAVIS**

Date 27, 03, 2017



**MUNICIPAL YEAR 2016/2017 REPORT NO.**

**ACTION TO BE TAKEN UNDER  
DELEGATED AUTHORITY**

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

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

<b>Agenda – Part: 1</b>	<b>KD Num: N/A</b>
<b>Subject:</b>  <b>Extension of Oakwood CPZ to Include Ashmead, N14</b>	
<b>Wards: Cockfosters</b>	

Contact officer and telephone number: David Oxley, 020 8379 3553

E mail: [dave.oxley@enfield.gov.uk](mailto:dave.oxley@enfield.gov.uk)

**1. EXECUTIVE SUMMARY**

The report sets out the results of the statutory consultation relating to the proposed introduction of a Controlled Parking Zone (CPZ) in Ashmead N14 to resolve the current parking difficulties faced by residents.

**2. RECOMMENDATIONS**

- 2.1 To make the necessary traffic management order without modification and to take all other necessary steps to amend the boundary of the Oakwood CPZ to include Ashmead N14, as indicated on the plan in Appendix 1.

### 3. BACKGROUND

- 3.1 A petition was received from residents of Ashmead N14 requesting that the Council consider additional residents' parking in the area. As per the Council's consultation procedure, Ashmead N14 underwent an informal consultation process in August 2015. This revealed that the majority of residents in the area were in favour of permit parking, notably for Monday to Friday 1 hour controls.
- 3.2 On the basis of this consultation a detailed design was prepared that extended the Oakwood CPZ boundary to include Ashmead so that parking controls could operate Monday to Friday, from 2pm to 3pm.
- 3.3 The Council's intention to make the necessary traffic management order to bring this scheme into operation was advertised in September 2016 in line with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. This involved publishing notices in the local press, the London Gazette and on-street. In addition to the prescribed statutory consultees, consultation material was also sent to 31 affected properties. A copy of the consultation letter is included as Appendix 2.

### 4.1 STATUTORY CONSULTATION

- 4.2 No representations or objections were received from any of the prescribed consultees, such as the emergency services and road user groups.
- 4.3 14 of the 31 households consulted responded to the consultation, a response rate of 45%. 10 out of the 14 responses (71%) were in support of the scheme and 4 (29%) were opposed.
- 4.4 Of the four that opposed the proposal, two did not agree with the hours of operation; one did not agree with the days of operation; and one did not specify their reason for opposing the scheme.
- 4.5 The response rate meets the necessary threshold (40%) set out in the Council's CPZ Consultation Charter. Of those that responded there is a clear majority in favour of the proposed scheme and it is recommended that the scheme be implemented without modification.

### 5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 **Do nothing** – this option would mean that residents and their visitors would continue to experience parking problems in their roads.
- 5.2 **Controlled Parking Zone with longer hours / days of operation** – longer hours were rejected by a majority of residents at the earlier stage of consultation.

## **6. REASONS FOR RECOMMENDATIONS**

- 6.1 The proposed scheme has the support of the majority of consultation respondents within the proposed zone boundary and will benefit the residents of the area by deterring non-residents from parking in Ashmead.

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

### **7.1 Financial Implications**

- 7.1.1 The estimated cost for implementing the proposed changes to Ashmead are £5,000 and this will be met from the 2016/17 Local Implementation Plan funding (LIP) set aside for transport improvements in Enfield. The operation and management costs of the CPZ will be met by issuing residential and visitor parking permits.
- 7.1.2 Expenditure once approved by Transport for London (TfL) will be fully funded by means of direct grant, 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.
- 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 Under the provisions of the Road Traffic Regulation Act 1984 (as amended) and the Traffic Management Act 2004, the Council has the power to introduce and maintain on-street parking places and to charge for permits.

- 7.2.2 Section 122(1) Road Traffic Regulation Act 1984 states that it shall be the duty of every local authority upon whom functions are conferred by or under the Act (so far as practicable having regard to the matters specified in s122(2)) 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. S122(2) specifies a number of matters that may be taken into account, including the effect on the amenities of any locality, strategies prepared under the Environment Act 1995, and any other matters appearing to the local authority to be relevant. In addition, the relevant Guidance issued by the Government makes it clear that Authorities should never use parking charges just to raise revenue or as a local tax.
- 7.2.3 The proposed extension to the Oakwood CPZ will require the making of a Traffic Management Order following the procedure set out in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 7.2.4 The recommendations set out in this report are within the Council's powers and duties.

### 7.3 Property Implications

The report raises no property issues.

## 8. KEY RISKS

<b>Operational</b>	The implementation of permit parking could lead to parking being displaced onto the surrounding streets. This can be mitigated by reviewing the impact of the CPZ post-implementation and by extending the CPZ boundary if there is sufficient local support.
<b>Financial</b>	The extension of the CPZ will incur an initial capital cost and an on-going maintenance and enforcement cost. This risk is mitigated by the revenue that will be generated by permit charges and enforcement activities.
<b>Reputational</b>	The introduction of car parking charges may be perceived by some as simply a means to generate income for the Council. This is mitigated by the fact that the Council has to operate within a prescribed legislative framework relating to parking charges.

## **9. IMPACT ON COUNCIL PRIORITIES**

### **9.1 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.

### **9.2 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.

### **9.3 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.

## **10. EQUALITY IMPACT IMPLICATIONS**

- 10.1 The 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 implementation of changes to the Oakwood CPZ.

## **11. PERFORMANCE MANAGEMENT IMPLICATIONS**

- 11.1 The CPZ extension does not directly impact the specific performance measures set out in the Council Business Plan.

## **12. 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**

No background papers were used in the preparation of this report





*Have your say!"*

# Ashmead Area

Consultation on parking



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

**"Have your say!"**

# Ashmead Area

## Consultation on parking

**Please respond by 30th September 2016**

You may recall Enfield Council consulted you in August 2015 regarding parking in your area. The consultation was carried out in response to a petition requesting residents' parking in Ashmead. The outcome of the consultation was that the majority of respondents were in favour of Permit Parking in Ashmead. The Council now proposes to proceed to the next stage of the scheme which is a combined informal consultation to seek views on the scheme design, as well as a formal (statutory) consultation which current traffic regulations require the Council to carry out. The CPZ proposals are summarised below and detailed on the plan included with this leaflet.

### Summary of proposals

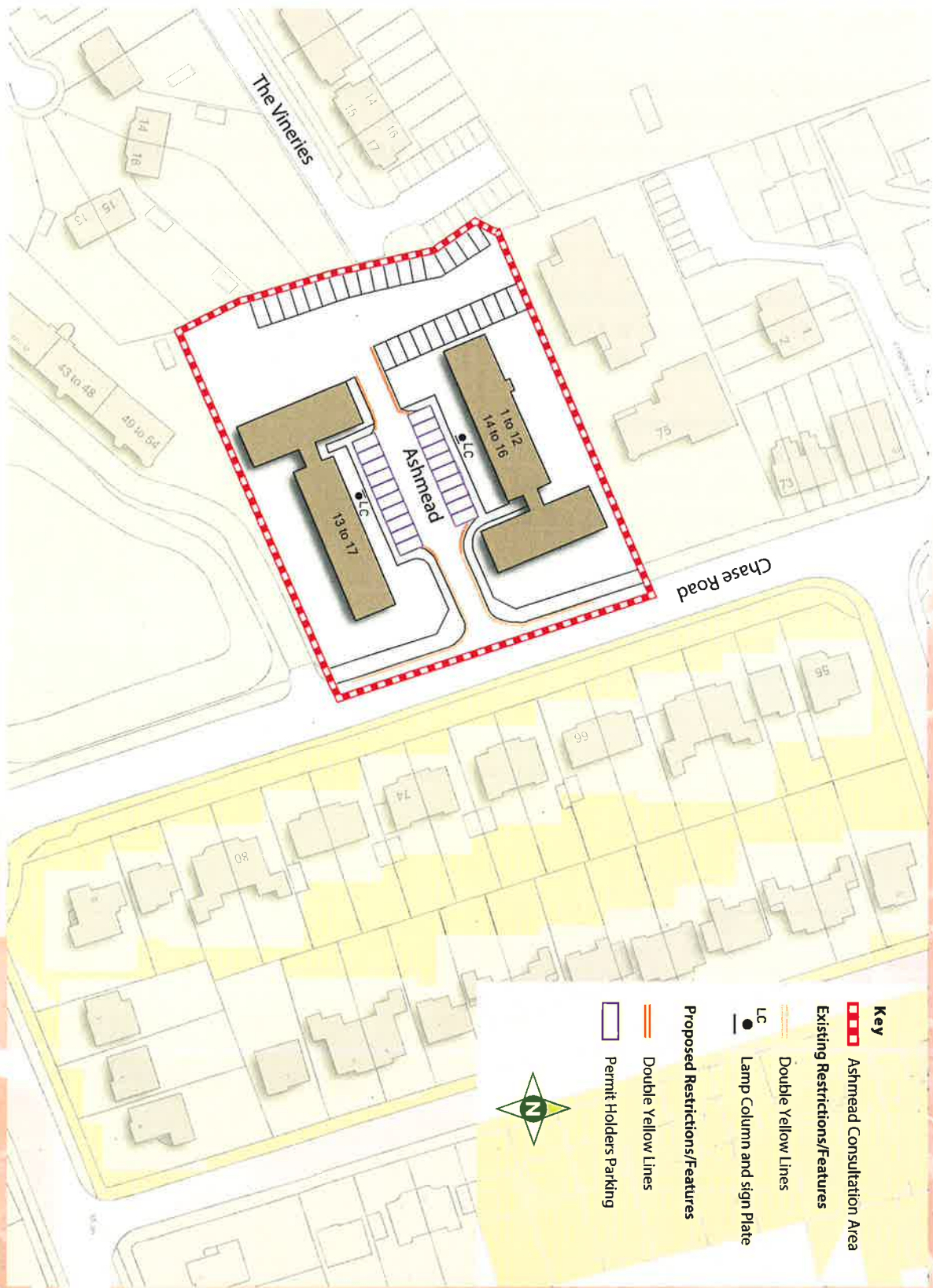
- The CPZ will operate from 2-3 pm, Monday to Friday;
- Residents and their visitors will need to display permits if they wish to park in Ashmead during these times;
- The scheme will be enforced during the times and days stated above. Any vehicle not displaying a valid permit will be issued with a Penalty Charge Notice ('parking ticket');
- Permit holders will also be able to park in any of the designated permit holder bays within the Oakwood CPZ.

### Informal Consultation

We would be grateful for your views on the design shown on the enclosed plan. Your views are important even if you do not own a vehicle or park in Ashmead, as your visitors may be affected by the proposals. Please complete the enclosed questionnaire and return it to us using the pre-paid envelope provided by no later than the 30th September 2016 – no stamp is required. Alternatively, you can complete the questionnaire online at [www.surveymonkey.co.uk/r/LBEASHMEAD](http://www.surveymonkey.co.uk/r/LBEASHMEAD). Please note that only one response per household will be accepted as a valid consultation response. You can find more information on CPZs and their advantages/disadvantages on the attached information sheet.

### Formal (Statutory) Consultation

The enclosed questionnaire also forms part of the Statutory Consultation process. This consultation is being run alongside the formal Statutory Consultation process which includes the advertising of the relevant Traffic Management Orders (TMOs) on-street and in the local press. TMOs essentially create local traffic regulations which the Council can enforce; in this instance, the regulations will relate to permit parking and yellow line restrictions in Ashmead. Completing the questionnaire does not affect your right to make a separate response to the TMOs that will be advertised. Separate written responses can also be submitted using the pre-paid envelope provided, or by email to (details), and must also be received by no later than (date). More details about our CPZ consultation process can be found in Enfield Council's CPZ Charter, which can be downloaded from [www.enfield.gov.uk](http://www.enfield.gov.uk)



**"Have your say!"**

### **Next steps**

A summary of the results of this consultation will be published on the Council's website, approximately four weeks after the close of the consultation. Visit [www.enfield.gov.uk/progress](http://www.enfield.gov.uk/progress) to see the outcome. It is likely that the proposals would be taken forward for implementation if:

- Over 50% of responses within the proposed CPZ area support the proposed design (or a variation) based on a response rate of at least 40%.

In addition, all objections and representations will be individually considered. All responses received during this Statutory Consultation process (including valid returned questionnaire forms) will be collated and reviewed, and changes will be made to the design if they are deemed appropriate. If the outcome of the consultation process indicates continuing broad support for the proposals, they are expected to be implemented on-street later this year.

### **Any questions?**

If you have any questions about this survey please call 0207 203 8466 or e-mail [enfield.consultation@projectcentre.co.uk](mailto:enfield.consultation@projectcentre.co.uk)

For help with translation of this document in another language or format, call Customer Services on 0208 379 1000 or email [enfield.council@enfield.gov.uk](mailto:enfield.council@enfield.gov.uk)



# Information on controlled parking zones and how they operate

## What is a CPZ?

A CPZ is an area where parking is prioritised for residents and their visitors through a permit system. If you or your visitors wish to park in Ashmead during the operational times (2-3 pm, Monday to Friday), a permit will need to be displayed. We also propose to introduce yellow lines as shown on the accompanying drawing to maintain access and safety.

## How do CPZs work?

CPZs work by ensuring that only vehicles with valid permits are allowed to park in designated bays during the hours the CPZ operates. Permits will only be made available to local residents and businesses within the CPZ boundary. At other times parking is unrestricted except where yellow lines operate for longer periods.

## What are the advantages of a CPZ?

- Residents and their visitors are given priority when parking in residential roads.
- Yellow lines will prevent obstructive parking on junctions, across driveways, on bends and in narrow roads.
- The removal of obstructive parking will help to improve access for the emergency services, delivery vehicles and refuse collection vehicles.
- Parking restrictions will help to improve the safety of pedestrians by removing parking from crossing points.
- A CPZ can help to improve the 'street scene' by removing vehicles belonging to commuters and shoppers.

## CPZs have some disadvantages

- The layout of parking bays may reduce the amount of parking spaces available, but much of this 'parking' may be obstructive or dangerous. Every effort is made to make sure that as much of the available kerbside parking space is used without compromising safety.
- Single yellow lines placed across driveways or crossovers mean that residents cannot park across their own drives during the operational times. Regulations require that every section of road in a CPZ has to have a control in place: either a parking bay or yellow line. Marking a parking bay across a drive could mean that it could be 'legally' obstructed.
- Residents have to pay for permits for their vehicles and their visitors. The current charges are shown below. Residents who normally park off-street (garage or drive) and continue to do so if a CPZ is introduced will not require a permit.
- It is possible that parking will be displaced into uncontrolled roads close to the CPZ boundary. If this happens, there will be an opportunity to extend the CPZ.
- The signs and road markings that must be used can have an effect on the street scene, but every effort is made to keep these to a minimum.

**"Have your say!"**

## Operational times

These are the days and times of day CPZ will be enforced. In Ashmead, these will be the same as the nearby Oakwood CPZ, i.e. 2-3 pm, Monday to Friday.

## Permit Charges

### Controlled Parking Zone

These charges are required to cover the administration and enforcement costs which the Council incurs when creating a CPZ scheme.

### Visitor scratch cards

Residents can purchase scratch cards for their visitors to park within their CPZ area. They can park in resident permit parking spaces during the times shown on parking signs.

Visitor permits come in a book of ten scratch cards and are valid for the times of the CPZ.

Engine Size (cc)	Annual 1 to 4 hour zones (£)
1000cc or less	£27.50
1001cc to 1600cc	£55.00
1601cc to 1999cc	£82.50
2000cc to 2499cc	£110.00
2500cc to 2999cc	£137.50
3000cc	£165.00



**LET'S  
LOOK  
OUT  
FOR EACH OTHER**

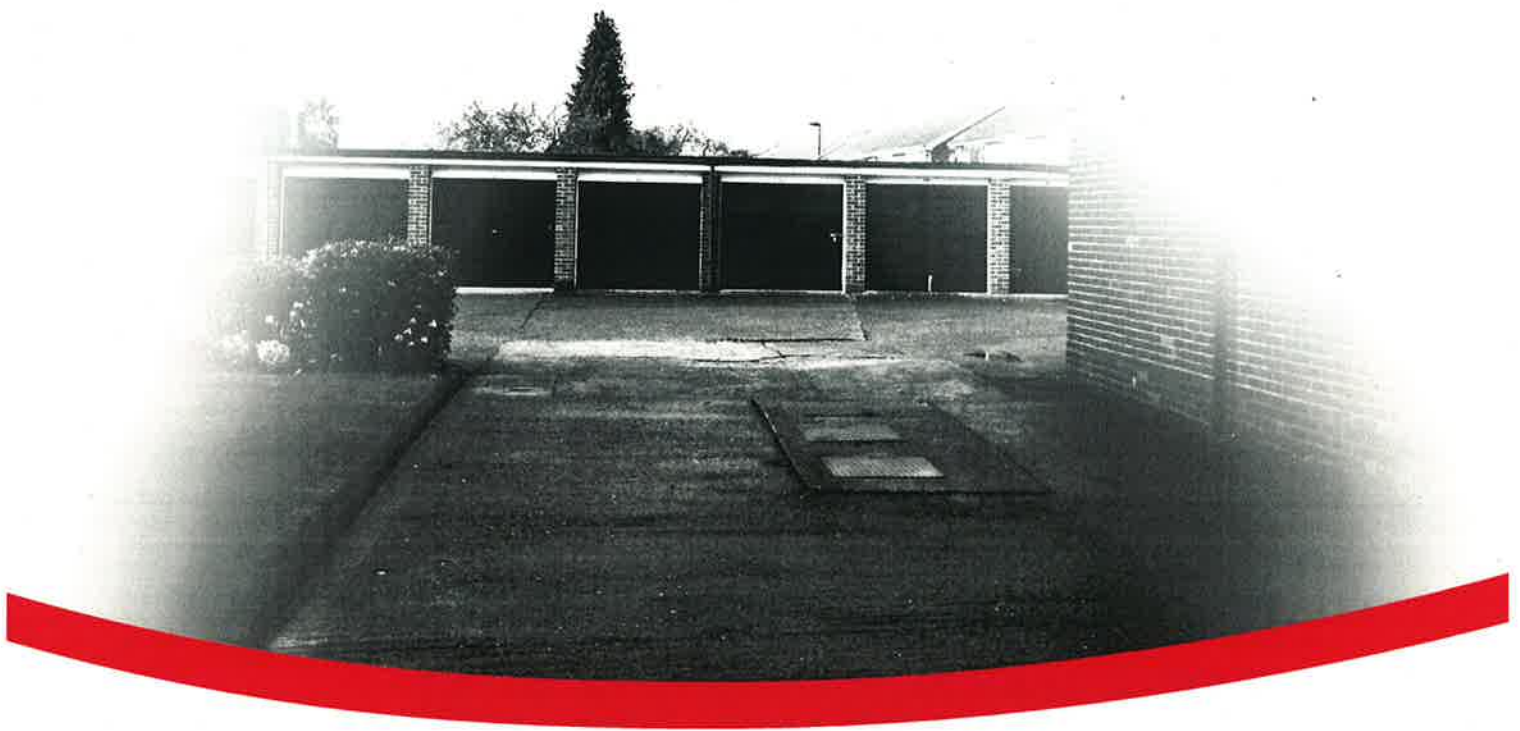


**DRIVERS AND CYCLISTS  
ARE MORE ALIKE THAN YOU THINK**

**WITH 80% OF CYCLISTS HOLDING A DRIVING LICENCE, AND 1 IN 5 DRIVERS CYCLING AT LEAST ONCE A MONTH<sup>1</sup>, THEY'RE OFTEN THE SAME PEOPLE.**

<sup>1</sup>NATIONAL TRAVEL SURVEY STATISTICS, 2010






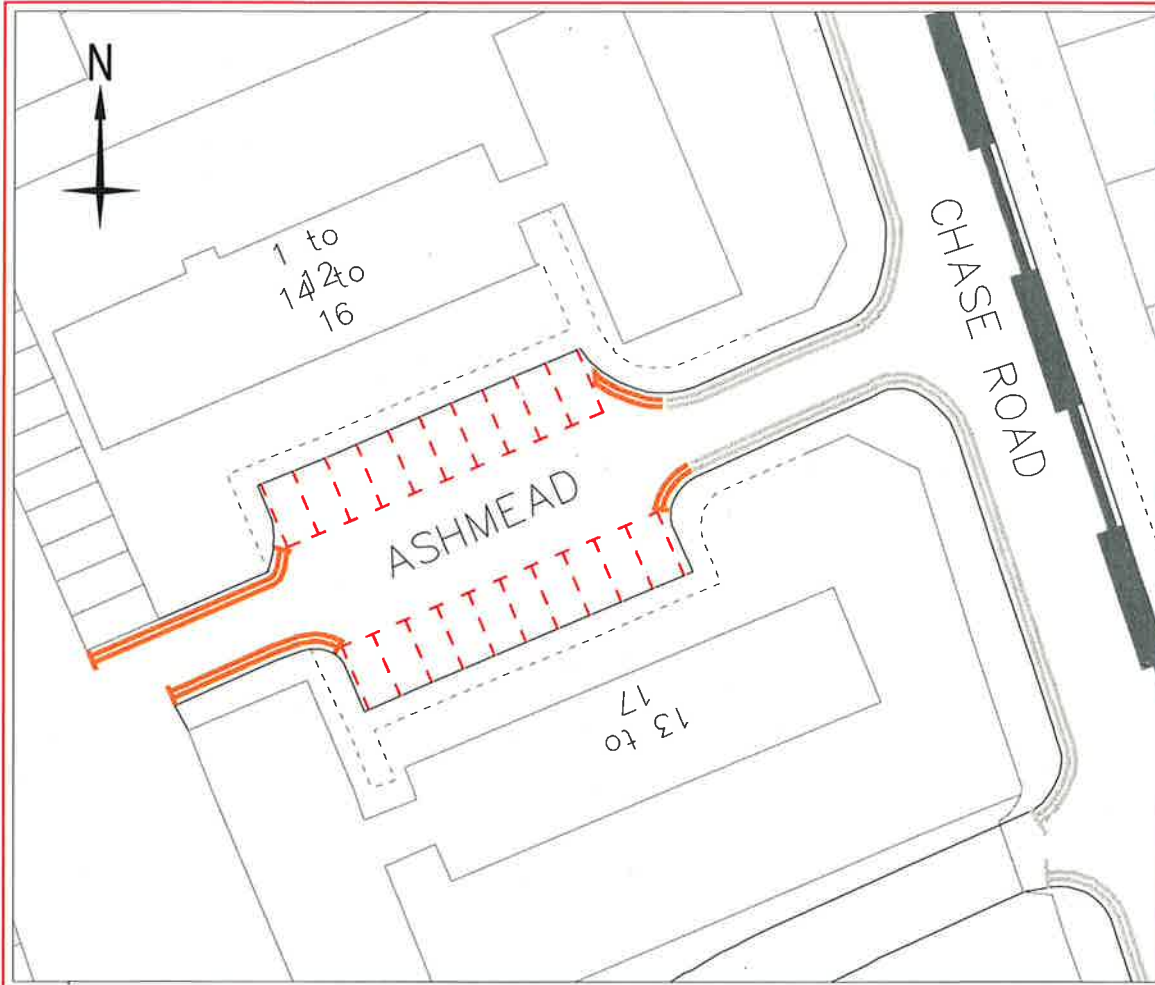
**Contact Enfield Council**

Civic Centre  
Silver Street  
Enfield  
EN1 3XY

Tel. 020 8379 1000  
[www.enfield.gov.uk](http://www.enfield.gov.uk)


 If you need this document in another language or format contact the service using the detail above.





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 London Borough of Enfield LA 086363 2012

X-Reference None

 Proposed parking

A	TS	Proposed parking of existing car spaces on private roads of Ashmead Road and of Chase Road	18/10/13
Rev	Drawn/Checked	Revision Details	Date

Job title  
 OAKWOOD CPZ  
 ASHMEAD

Drawing title  
 AMMENDMENT TO  
 PARKING LAYOUT

**ENFIELD** Council 

IAN DAVIS - Director, Environment  
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Date	Drawn	Checked
15/09/14	\$\$\$	
Scale	Scheme/Job No.	Frame Size
1:250	C201662	A3L
Drawing No.	LBE-TE/2071-05	

