

MUNICIPAL YEAR 2018/2019 REPORT NO.

**ACTION TO BE TAKEN UNDER
DELEGATED AUTHORITY**

PORTFOLIO DECISION OF:
Cabinet Member for Environment

REPORT OF:
Director – Environment &
Operational Services

Agenda – Part:

KD Num: KD 4639

Subject:

**Borough Capital Programme 2018/19 –
Highways and Street Scene.**

Approval of Programmes of Work

Wards: All

Contact officer and telephone number: Trevor King 0208 379 3456

E mail: trevor.king@enfield.gov.uk

1. EXECUTIVE SUMMARY

This report provides details of schemes to be funded from the Borough Capital Programme 2018/19 for Highways and Street Scene. This comprises of programmes of works for highways, structures and flood prevention. It seeks the necessary financial and scheme approvals so that works can be undertaken.

2. RECOMMENDATIONS

That approval is given to the:

- 2.1 items of work and breakdown of funding, as shown in table 1 of this report and explained in paragraphs 4.1 to 4.8;
- 2.2 schedules of carriageway schemes contained in Appendix 1 of this report;
- 2.3 schedules of footway schemes contained in Appendix 2 of this report.

- 2.4 schedules of structures and watercourses schemes contained in Appendix 3 of this report,
- 2.5 placing of orders through any existing relevant term contract, procure alternative term contracts for minor works, or to invite and evaluate tenders/quotations and, where suitable tenders/ quotations are received, to award contracts for the works as appropriate.
- 2.6 That authority be given to the Executive Director for Regeneration & Environment to amend the programme of works and funding allocations within the approved budgets as necessary for operational reasons.
- 2.7 That authority be given to the Head of Highway Services to adjust the approved estimated costs of individual schemes as a result of progressing the detailed designs, subject to costs being contained within the overall agreed programme allocations and to reporting of revised costs to the Executive Director for Regeneration & Environment on a quarterly basis.

BACKGROUND

- 3.1 The budget for 2018/19 and Medium Term Financial Plan was approved by Full Council on 21st February 2018. This approved a capital budget for highways and street scene of £6.45m.
- 3.2 A sustained level of capital investment is essential to maintain the highway network. Whilst reactive repairs are necessary for dealing with isolated failures, such as potholes, planned intervention with cost-effective preventative maintenance and repairs can lead to savings in the long term by treating deterioration at the appropriate time. A level of planned preventative maintenance is essential to prevent progressive deterioration of all highway assets, including structures and drainage as well as roads and pavements. The capital programme already supports capitalised reactive repairs to the value of £1.8m, which is a contractual commitment. Therefore a sustained level of capital investment is required to continue with planned maintenance in accordance with sound asset management principles.
- 3.3 A key recommendation of The Potholes Review – Prevention and a Better Cure, published in 2012, is that local highway authorities should adopt the principle that ‘prevention is better than cure’ in determining the balance between structural, preventative and reactive maintenance activities in order to improve the resilience of the highway network and minimise the occurrence of potholes in the future. This is reinforced by

the recently introduced Well Maintained Highway Infrastructure Assets: A Code of Practice, which all local highway authorities are expected to follow.

- 3.4 Planned maintenance priorities need to ensure the most effective use of budgets and the most cost effective treatment at the right time for whole life asset management. Enfield continues to have a large backlog of roads and pavements requiring extensive maintenance treatment. Analysis by an independent consultant, Metis Ltd, in May 2016, using Enfield's road condition information estimated that an investment in the order of £5.0m is required to maintain Enfield's roads in a steady state condition. It is acknowledged that such an investment is not achievable in the current economic climate and therefore an investment of £2.5m per annum, whilst short of the ideal investment, will contribute to the ongoing maintenance of the road network and slow the increase in the growing backlog which is currently estimated at £7.5m.
- 3.5 The poor condition of the local road network and its increasing funding need is not unique to Enfield and is a problem across the UK. It is imperative that Enfield continues to lobby both Central Government and Transport for London to increase funding to boroughs for local road maintenance. Through the London Technical Advisors' Group, Enfield has contributed to a London wide 'State of the City' report.
- 3.6 There has been substantial reduction in Central Government funding since 2010 that has resulted in significant reductions in services and evidenced in reduced annual highways maintenance budgets. TfL's Business Plan 20188/19 to 2022/23 no longer commits to protecting borough LIP funding which will see significant reduction in principal road maintenance funding compared with the £1,160,000 received last year and therefore greater reliance on Enfield's own capital programme. The ongoing pressure on budgets continues to challenge the provision of a sustainable level of funding for planned highways maintenance and achieve recommended asset management levels of service.
- 3.7 The Cabinet Member for Environment has authority, under delegated powers, to approve the details of work programmes within the overall capital budget allocation shown above. This portfolio report therefore proposes, and seeks approval, to implement specific schemes in accordance with the funding identified against programme items shown in table 1 below and to place orders/award contracts for the works as appropriate.

Item Description	Allocation (£000)
------------------	-------------------

Carriageways- Renewal / Resurfacing Programme	£2,450
Carriageways – Defect Repairs	£455
Footways – Renewal / Resurfacing Programme	£1,300
Footways – Defect Repairs	£1,362
Structures & Watercourses	£550
Verge and Shrub Beds	£50
Highway Trees	£125
Street Nameplates	£23
Minor Highway Improvements	£100
Alley Gating	£35
Total	£6,450

Table 1

- 3.8 The planned maintenance of roads and pavements is prioritised for treatment, based on condition surveys and safety inspection feedback, and are those considered to be at structural failure and would lead to increased reactive maintenance and higher risk of failure without intervention.
- 3.9 The planned maintenance of carriageways and footways will be undertaken in accordance with the principles set out in the Highway Maintenance Plan. The most appropriate treatments will be used in all improvements and maintenance works across all highway assets in accordance with best practice, asset management principles and streetscape guidance.
- 3.10 During 2018/19 it is anticipated that there will be a greater amount of statutory utility works undertaken compared with previous years as Thames Water will be increasing its mains replacement programme and National Grid gas will also be undertaking a mains replacement programme in the borough. In addition significant projects associated with Cycle Enfield will continue. Effective coordination between all highway and utility works is a crucial aspect of programme delivery.

4. DETAILS OF ALLOCATIONS WITHIN THE CAPITAL PROGRAMME

- 4.1 Carriageways (£2,905,000) This allocation allows for the continuation of the Council's planned carriageway renewal/resurfacing programme (£2,450,000) and carriageway defect repairs (£455,000) to maintain and improve the condition of Enfield's roads. As identified in paragraph 3.6, funding from TfL for planned maintenance works on principal roads will be substantially reduced this year and a prioritisation on a scheme by scheme basis will be undertaken London wide for available funding. Enfield has submitted bids for two schemes as per TfL's guidance and the outcome of the bidding process is awaited. The carriageway

- 4.4 Verge and Shrub Beds (£50,000). This is for the continuation of a renewal programme for verges and shrub beds across the borough.
- 4.5 Highway Trees (£125,000). This will allow the continuation of a tree management programme for the removal of the deteriorating tree stock, and its replacement with young healthy trees. This is recognized as good arboricultural practice and, if maintained on an annual basis, will provide a constant stock of healthy, well maintained trees on the borough's highways, resulting in reduced maintenance costs and reduced potential claims against the borough.
- 4.6 Street Nameplates (£23,000). This allocation, will allow for some renewal and improvement of the boroughs street nameplates.
- 4.7 Minor Highway Improvements Programme (£100,000). This will be used to implement minor improvements where highway assets are continually being damaged and works are needed to implement schemes which deal with the cause of the problem. The allocation will also be used to improve the street scene through improvements to street furniture, signs and guard railing etc and on other enhancement initiatives.
- 4.8 Alley Gating (£35,000). This will allow for completion of commitments to the alleyway gating programme which enhances community safety.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 As set out in paragraphs 3.2 and 3.3, a sustained level of capital funding is essential to maintain the condition of the highway network. Any alternative to sustained levels of capital funding would go against prevention and proper asset management principles, resulting in greater reactive maintenance and continued deterioration of the highway network, for which even greater capital funding will be required in the future.
- 5.2 As advised in paragraph 3.5, realistically, sufficient funding for the UK local road network will only be achieved with sustained support from central government over and above its commitment to the strategic road network.

6. REASONS FOR RECOMMENDATIONS

- 6.1 Confirmation of the capital budget, allocated to the items of work shown in table 1 will allow the Council to continue with its programme of

schemes identified as being of highest priority for planned maintenance treatment during 2018/19 are listed in Appendix 1, table 1. Table 2 contains a list of reserve / future schemes which will be substituted for the programmed schemes if, for any reason, a scheme needs to be postponed for network management reasons. Additional schemes will also be implemented from the reserve list if scheme outturn costs result in savings within the main programme. In addition to the main schemes identified in Appendix 1, an allocation for partial resurfacing has been included, which allows for appropriate treatments to be undertaken at specific locations or short sections of resurfacing in order to target the worst areas of carriageway where treatment of the whole length of a longer road cannot be justified. This allows a cost effective approach to be taken, based on sound asset management principles, whereby specific defective lengths of carriageways are targeted. Schemes in Table 2 not undertaken in 2018/19 will be undertaken in 2019/20.

- 4.2 Footway Replacement Programme (£2,662,000). This allocation enables the continuation of the Council's planned footway renewal programme (£1,300,000) and footway defect repairs (£1,362,000) to maintain and improve the condition of the footways (both principal and non-principal roads), footpaths and rights of way network. Also included within this programme is the provision of dropped kerbs and tactile paving to improve ease of use. The footway schemes identified as being of highest priority for treatment during 2018/19 are listed in Appendix 2, table 1 and include further phases to some larger schemes started in previous years. Appendix also contains in table 2 a list of reserve schemes, which will be substituted for the programmed schemes if, for any reason a scheme needs to be postponed for network management reasons. Additional schemes will also be implemented from the reserve list if scheme outturn costs result in savings within the main programme. Schemes in Table 2 not undertaken in 2018/19 will be undertaken in 2019/20.
- 4.3 Structures and Watercourses (£550,000). This allocation enables the high priority structural repairs to be undertaken and works necessary to prevent flooding. This allocation also includes £100,000 for maintenance of bridges within the Council's parks. The schemes are identified in Appendix 3. In some cases the capital funding of drainage works attracts other contributions towards the total cost of the scheme and without the Council's capital input such funding would not be possible. Schemes in the 2018/19 programme which have attracted funding are -
- Broomfield Park Wetlands - £80k from the Rivers Trust and £25k from GLA
 - Salmons Brook NFM - £52k from Thames Regional Flood and Coastal Committee
 - Parkgate Crescent FAS - £100k from Thames Water
 - Prince of Wales Wetlands - completion of scheme which has already received £72k of external funding

maintaining the condition of its carriageways, footways and associated highway assets.

- 6.2 A sustained level of capital funding is essential to maintain the highway network and avoid potentially more costly maintenance in future years.
- 6.3 Appendices 1, 2 and 3 identify specific schemes associated with the main highway assets that have been prioritised for treatment. These schemes have been identified as having the highest urgency for treatment or where it is considered that intervention this year will prevent further and more costly deterioration in future years.

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

7.1 Financial Implications

Full Council approved the Capital budget of £6.45M, which will fund the programme detailed in Section 4. This is financed by Council borrowing

7.2 Legal Implications

- 7.2.1 Section 111 of the Local Government Act 1972 gives a local authority power to do anything (whether or not involving the expenditure, borrowing or lending of money or the acquisition or disposal of any property or rights) which is calculated to facilitate, or is conducive or incidental to, the discharge of any of its functions.
- 7.2.2 The Council also has a general power of competence in section 1(1) of the Localism Act 2011. This states that a local authority has the power to do anything that individuals generally may do provided it is not prohibited by legislation. The proposed services the Council wishes to provide within this report are in accordance with this power.
- 7.2.3 The Council must ensure compliance with its Constitution. Where required, the Council shall carry out any procurement exercises in accordance with its Contract Procedure Rules and the Public Contracts Regulations 2015 (where procurements are caught by these Regulations) seeking assistance from the Council's Procurement & Commissioning Hub and Legal Services where required.
- 7.2.4 The Council must ensure value for money in accordance with the Best Value principles under the Local Government Act 1999.
- 7.2.5 As this is a Key Decision the Council must comply with the Key Decision procedure.

7.2.6 Any legal agreements (and ancillary documents where relevant) arising from the matters described in this report must be approved in advance of contract commencement by the Assistant Director of Legal and Governance Services.

7.2.7 Under Section 15 (6) of the Local Government Act 2000, where any function may be discharged by a member of the Cabinet, the member may arrange for discharge of any such function by an officer of the authority. The delegation must be in accordance with the Council's Constitution.

7.3 Property Implications

There are no direct property implications arising from the programmes of work set out in this report.

8 KEY RISKS

Having a properly planned and sustained programme of highway maintenance works is essential in reducing the council's risk of related personal injury and accident claims, and in providing a defence if and when claims are submitted.

9 IMPACT ON COUNCIL PRIORITIES

9.1 Fairness for All

The continued planned maintenance of the Council's carriageways, footways and associated assets, including minor highway improvements, provision of dropped kerbs and street scene improvements, will improve the road and footway network for all, particularly those with mobility and those with sight difficulties.

9.2 Growth and Sustainability

The continuous planned maintenance of the Council's highway network is essential to support transport and mobility for the borough's growth and sustainability. Planned maintenance at appropriate intervention levels based on sound asset management practices is far more sustainable and cost effective in the long term.

9.3 Strong Communities

The maintenance of the Council's highway network, including minor highway improvements and street scene improvements, will improve the quality of the streetscape and its contribution to the public realm, thus developing better places and a better environment for residents, businesses and local communities.

10 EQUALITY IMPACT IMPLICATIONS

10.1 Corporate advice has been sought in regard to equalities and an agreement has been reached that an equalities impact assessment is neither relevant nor proportionate for the approval of this report to agree the Borough Capital Programme for 2018/19. However, a retrospective EIA has been undertaken for the whole of Highway Services and a specific EIA for footway renewal works. In addition each individual project within the capital programme will be considered independently and Predictive Equalities Impact Assessments will be carried out where necessary to ensure compliance to the Equalities Act 2010

10.2 Planned maintenance also has social and qualitative benefits. Deterioration of facilities for pedestrians and cyclists on local roads is likely to increase the level of risk and some groups may be adversely impacted by a reduction in maintenance that affects visual amenity and environmental quality.

11 PERFORMANCE MANAGEMENT IMPLICATIONS

11.1 The delivery of these works will be managed from inception to completion in accordance with the Council's processes for programme and project management. The contractor's delivery will be managed through appropriate contract monitoring and management arrangements.

11.2 There are no national KPIs for the condition of Non classified roads or footways. The condition of Principal Roads and other Classified Roads is reported to government through the National Indicator set.

12 HEALTH AND SAFETY IMPLICATIONS

The programmes of work described within this report will improve the safety of the highway network for all its users.

13. PUBLIC HEALTH IMPLICATIONS

There is increasing evidence that the public realm has a profound effect on behaviour and lifestyle influencing how people travel, how much time they wish to spend in the public realm and how they feel about where they live. How these budgets are spent will therefore have a significant effect on the health of the borough.

Background Papers

None

Appendix 1

**Carriageways Programme 2018/19
(Allocation for Planned Maintenance: £2,450,000)**

Table 1: Proposed Schemes

Road Name	Extent (Whole road unless otherwise stated)	Area (m2)	Estimated Cost
Cowper Gardens N14	No. 47 – Bush Fair Court	1500	£82,500
Union Road N11		675	£22,800
Downes Court N21		1700	£93,500
Denleigh Gardens N21		1700	£93,500
Leys Gardens EN4		2130	£72,000
Ordnance Road West EN3		2500	£204,000
Parkgate Avenue EN4		2000	£45,000
The Ridgeway N14		1530	£84,200
Glenbrook S EN2		1200	£66,000
Bridport Road N18	Bull La to Branksome Ave	2700	£121,500
Sherbrook Gardens N21		1950	£107,500
Suez Road EN3		3500	£50,600
Milton Grove N11		1300	£29,250
Brackendale N21		2250	£124,000
Broadfield Square EN1		2150	£118,250
Millmarsh Lane EN3	From Leaside Business Centre heading East for 110m & 50m East of Lockfield Ave to 15m West of the same point.	2000	£110,000
St Georges Road EN1		2250	£124,000
Hillcrest N21		1720	£94,600
Waggon Road EN4	Cockfosters Road to Duchy Road	2570	£86,400
Elmdale Road N13		1535	£84,400
Cheyne Walk N21		3800	£190,000
Partial Resurfacing			£446,000
TOTAL			£2,450,000

Table 2: Reserve Schemes 2018/19 / Forward Plan Schemes 2019/20

Works will be undertaken in 2019/20 if not undertaken in 2018/19

Road Name	Extent (Whole road unless otherwise stated)	Area (m2)
Bounces Road N9	St Peters Rd to No. 200	2400
Sinclare Close EN1		1480
Broomfield Avenue N13		2850
Colonels Walk EN2		1230
Woodland Way N21	Woodcroft to No.138	2500
Kingwell Road EN4		1600
Lincoln Crescent EN1		2625
Park View N21		2000
Slades Gardens EN2		1230
Mitchell Road N13		1500
Townsend Avenue N14		2420
Cardiff Road EN3		400
Tudor Way N14		1700
Bell Lane EN3	Eastfield Road to Meadow Close	2500
Houndsden Road N21		3780
Hyde Park Gardens N21		540
Oak Lane N11		670
Tintern Gardens N14		760
Slades Rise EN2		1150
Stockingswater Lane EN3		2150
Beale Close N13		1985

Appendix 2

Footways Programme 2018/19
(Allocation for Planned Maintenance: £1,300,000)

Table 1 Proposed Schemes

Road Name	Extent	Area (m2)	Estimated Cost	Existing Surface Treatment	Proposed Surface Treatment
Carisbrooke Close	No.53 to No.56	55	£5,600.00	Paving/concrete	Asphalt
Fyfield Road	River Front to Lawrence/ Refuge House carpark entrance	130	£13,200.00	Paving	Asphalt
Myddelton Avenue	Forty Hill cycle lane to No.20 - north east side	193	£23,200.00	Paving	Asphalt
Parsonage Lane - Phase 2	Nunn's Rd to Monastery Gardens - north side	976	£98,600.00	Paving	Asphalt
Southbury Road	Coleman Parade	220	£26,400.00	Paving	Asphalt
St Andrew's Rd & River Front	St Andrew's Rd to Nicholas House	220	£22,300.00	Paving	Asphalt
Chase Side Avenue	Chase Side to The Moon Under Water carpark both side	230	£23,300.00	Paving/Asphalt	Asphalt
Holtwhites Hill	Chase Side to Holtwhites Avenue - North side	215	£25,800.00	Paving	Asphalt
Carterhatch Lane	Entrance Enfield Rangers to Moorfield Rd - north side	472	£47,700.00	Paving	Asphalt
Larmans Rd - Phase 2	Hertford Rd to Balmoral Rd - north side	430	£43,500.00	Paving	Asphalt
Lincoln Road	No.320 to No.328 - North side	55	£5,600.00	Paving	Asphalt
Medcalf Road	Entire Rd	600	£60,600.00	Paving	Asphalt
Old Rd	Outside Flats No. 74/144 - West side	200	£20,200.00		
Grove Road	Outside and opposite Christ Church	167	£16,900.00	Paving	Asphalt
Palmers Rd & Highview Gardens	Bowes Rd to Highview Gardens - East side	470	£47,500.00	Paving/Asphalt	Asphalt
Powys Lane	No.138 to Dawlish Avenue - West side	260	£31,200.00	Paving/Asphalt	Asphalt
Tottenham Rd	Outside No.234	45	£5,400.00	Paving	Asphalt

Avenue Road - Phase 2	Chase Side to Trent Gardens - West side	520	£52,600.00	Paving	Asphalt
Cowper Gardens	No.1 to 48 - both sides	557	£56,300.00	Paving	Asphalt
Crown Lane - Phase 2	No.74 to Chase Way - South side	960	£97,000.00	Paving	Asphalt
Farmleigh - Final Phase	No.24 to Avenue Rd - both sides	374	£37,800.00	Paving	Asphalt
Queen Elizabeth Drive	The Bourne to Raleigh Rd - West side	320	£32,400.00	Paving/Asphalt	Asphalt
The Bourne	Wynchgate to Queen Elizabeth Drive - North side	600	£72,000.00	Paving/Asphalt	Asphalt
Jeremy's Green	No.141 to No.184	300	£30,300.00	Paving	Asphalt
Middleham Road - Final Phase	Hawas Rd to Dysons Rd - south side	496	£50,100.00	Paving	Asphalt
Bush Hill - Phase 1	No. 2 to No.12 & park Ave to Brooklands Court	365	£36,900.00	Paving	Asphalt
Church Hill - Phase 2	From No.48 to Denleigh Rd - south side	344	£34,800.00	Paving	Asphalt
Eversley Park Rd - Phase 3	Winchmore Hill Rd to Opp. Brookside - west side - Phase 3	293	£29,600.00	Paving	Asphalt
Green Dragon Lane - Phase 2	Eversley Crescent to Wades Hill - south west side	680	£68,700.00	Paving/Asphalt	Asphalt
Winchmore Hill Road	The Glade to Entrance to Park House - North side	210	£21,300.00	Paving	Asphalt
Bounces Rd	Side of Petrol Station junction of Hertford Rd	180	£18,200.00	Paving	Asphalt
Bury St- Phase 6	Belmont Ave to Findon Rd - north side	200	£24,000.00	Paving	Asphalt
Charlton Rd	No.1 to 9 - East side	51	£5,200.00	Paving/concrete	Asphalt
Church Lane	No.22 to Electricity Sub Station - East side	331	£33,500.00	Paving	Asphalt
Cumberland Road	Side of Cumberland House - South side	50	£5,100.00	Paving	Asphalt
Dartford Avenue - Phase 3	Opposite 39C to Charlton Rd - South side	400	£40,400.00	Paving/Asphalt	Asphalt
St Peters Rd	Opposite No.96 to 100, outside	40	£4,100.00	Asphalt	Asphalt

	garages - West Side				
Woodstock Crescent	Beech Close to No.34 - West side	175	£17,700.00	Paving/Asphalt	Asphalt
Dropped kerbs	Various locations		£15,000		
Total			£1,300,000		

Table 2 Reserve Schemes

Road	Extent	Area (m2)	Estimated Cost	Existing Surface Treatment	Proposed Surface Treatment
Baker St	Parsonage Lane to VXO - East side	125	£15,000.00	Paving	Asphalt
Bush Hill - Phase 2	Brooklands Court to Ringmer Place - South side	360	£36,400.00	Paving	Asphalt
Bush Hill - Phase 3	Ringmer Place to Quakers Walk - South side	275	£27,800.00	Paving	Asphalt
Crown Lane - Phase 3	No.55 to Chase Way - north side	802	£81,100.00	Paving	Asphalt
Green Road	Trent Gardens to School entrance	880	£88,900.00	Paving	Asphalt
Tottenham Rd	No.160 to No.198 - South side	445	£45,000.00	Paving	Asphalt

Appendix 3

**Structures and Watercourses Programme 2018/19
(Allocation for Planned Maintenance: Structures £350,000 incl £100,000
for Parks Bridges; Watercourses £200,000)**

Table 1 Proposed Schemes

Scheme	Estimated Cost
Structures	
General Structures:	
Bullsmoor Lane New River investigation and feasibility study	£15,000.00
Cattlegate Road Turkey Brook north parapet reconstruction	£20,000.00
Bradley Road/ Newbury Road retaining Wall	£10,000
Maidens Bridge Turkey Brook investigation and assessment	£13,000
Wharf Road Lee Navigation parapet repairs	£18,000
Arnold Avenue Small River Lee Footbridge Reconstruction / replacement	£50,000
Bradley Road Turkey Brook Footbridge brickwork & remedial repairs and surfacing	£25,000
Princess Avenue Pymmess Brook Footbridge steelwork repairs painting and surfacing	£18,000
Duck Lees Lane Low Level Line (Scotland Green Lane) resurfacing	£10,000
Bourne Hill Hertford Loop Line Footbridge resurfacing	£10,000
Various sites vegetation clearance and repairs	46,000
Various sites feasibility studies	£35,000
Parks Bridges:	
New River Guard Railings	£9,000.00
Stagg Hill Footbridge	£3,500.00

Whitewebbs Park Footbridge	£10,000.00
Whitewebbs Park Footbridge	£10,000.00
Park Ave Footbridge	£42,500.00
Park bridges inspections programme	£25,000.00
Watercourses and Flood Prevention	
Broomfield Park Wetlands	£50,000
Enfield Town Flood Aliviation Scheme	£50,000
Salmons Brook NFM	£20,000
Prince of Wales Wetlands	£10,000
Alma Road Schools SuDs	£10,000
Enfield Road Rain Gardens	£10,000
Feasibility studies for future schemes	50,000

MUNICIPAL YEAR 2018/2019 REPORT NO.

**ACTION TO BE TAKEN UNDER
DELEGATED AUTHORITY**

PORTFOLIO DECISION OF:
Cabinet Member for Environment

REPORT OF:
Director of Environment &
Operational Services

Agenda – Part:	KD Num: 4697
Subject: To implement increases to pay and display charges to encourage higher turnover of short stay bays	
Wards: All	

Contact officer and telephone number:

E mail: david.morris@enfield.gov.uk x796556

<p>1. EXECUTIVE SUMMARY</p> <p>1.1 Parking charges are designed to contribute to curbing unnecessary car use where there is adequate public transport or where walking or cycling are realistic alternatives, for example in town centres;</p> <p>1.2 Charges reflect the value of kerb-space, encouraging all, but short-term parking to take place in nearby off-street car parks where available.</p> <p>1.3 Charges should be set at levels that encourage compliance with parking restrictions; and</p> <p>1.4 If on-street charges are set too low, they could attract higher levels of traffic than are desirable. They could discourage the use of off street car parks and cause the demand for parking spaces to exceed supply, so that drivers have to spend longer finding a vacant space.</p> <p>1.5 Parking Services has carried out a review of the current space usage to see whether the current parking tariffs are set at an appropriate level.</p>

<p>2. RECOMMENDATIONS</p> <p>2.1 To implement revised parking charges from August 2018 for the reasons given in the report.</p>
--

3. BACKGROUND

- 3.1 The provision of car parking is a discretionary service provided by the Council and it is recognised that in the London Borough of Enfield, the supply and availability of accessible, safe and good quality parking is a key element of the transport infrastructure supporting the vitality of the Borough's town centres. The price of parking also has a significant bearing on the way that spaces are used and the duration of which they are used. In particular, given the limited supply of space, tariffs have been developed to ensure a sufficient turnover of spaces so that some free spaces are available at most times.
- 3.2 The Department for Transport's Operational Guidance for Local Authorities states that the following factors should be considered when setting parking charges:
- Parking charges can help to curb unnecessary car use where there is adequate public transport or where walking or cycling are realistic alternatives, for example in town centres;
 - Charges can reflect the value of kerb-space, encouraging all, but short-term parking to take place in nearby off-street car parks where available.
 - Charges should be set at levels that encourage compliance with parking restrictions; and
 - If on-street charges are set too low, they could attract higher levels of traffic than are desirable. They could discourage the use of off street car parks and cause the demand for parking spaces to exceed supply, so that drivers have to spend longer finding a vacant space.
- 3.3 The Guidance makes it clear that Authorities should never use parking charges just to raise revenue or as a local tax. However, the Guidance acknowledges that "where demand for parking is high, the delivery of transport objectives with realistic demand management prices for parking may result in surplus income". In such cases, Section 55 of the Road traffic Regulation Act 1984 (as amended) and the Traffic Management Act 2004 require that local authorities must ensure that any on-street revenue not used for enforcement is used for legitimate purposes only and that its main use is to improve, by whatever means, transport provision in the area so that road users benefit.
- 3.4 The legislation surrounding on and off street parking has been clarified following a number of cases and the setting of charges must be for the very specific purposes set out in the Road Traffic Regulation Act 1984 (as amended), namely "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

- 3.5 The Council last increased on and off-street parking charges seven years ago in April 2011. This followed a parking charges review promise made by the by the previous administration in 2006 (KD995). Since then no review of parking charges has taken place.
- 3.6 Surveys were carried out over a three-day period in March 2018 to which three key things were recorded. These were:
- Available supply (length of bay in metres)
 - Occupancy against available supply (number of vehicles in the available bay length)
 - Demand by classification (vehicles which occupied the bay broken down by their classification e.g. car, cycle).

The general rule when calculating theoretical bays (the number of vehicles which could theoretically fit into a length of bay) has always been to divide the total bay length by 5 metres. More recently survey companies have been rounding down (except when the length of bay is 4.5 metres or less as you can't round down to '0') as this is an approach which provides a more accurate reflection of the way people park their vehicles (referred to as parking behaviour) as the traditional method can significantly impact results. What this means is that although the occupancy results of certain bays may indicate there is still available capacity, the on-street parking behaviour in reality indicates otherwise (less cars spread over larger lengths of bay).

- 3.7 The Parking Occupancy is defined as the proportion of the amount of available parking which is taken up by parked vehicles. The parking occupancy analysis brings together the results of the supply survey and the demand surveys for each of the time periods surveyed.
- 3.8 The reporting process has generally been structured by time period (hourly counts).
- 3.9 There are a number of instances of bays where very high parking occupancies (above 100%) are recorded, but which are correct. An example could be a 14.4m length of pay and display bay, which has a theoretical supply of two vehicles, based on a vehicle length of 5.0m. It would be reasonable to accept that three (or even more) smaller vehicles could park in this bay. Similarly vehicles may overhang the bay (vehicles are recorded in the bay they are mostly in). As stated above, vehicle behavior was also taken into consideration when recording the number of vehicles in certain bays.
- 3.10 The results show a number of bays throughout the day across the 12 areas were consistently high. For most areas, morning occupancy was generally low but picked up after 10am.

- 3.11 Following analysis of the results, it was clear to see a high level of occupancy in Enfield's high streets and town centres pay and display bays throughout certain periods of the day. The result of high occupancy can adversely impact an area and may cause the following risks:
- Vehicles circling the area searching for available spaces causing an impact on the free flow/ congestion and movement of traffic on the network;
 - Engine Idling caused by vehicles waiting for a space to become free whilst stationary with their engines running which impacts on air quality too;
 - Impact on high street businesses we want to encourage a higher turnover of visitors/ customers.
- 3.12 Areas which have fully occupied bays are of very little or no benefit or use to local businesses.
- 3.13 Taking this into account, within the results, 85% were used as a highlight rule to indicate a high occupancy. The likelihood of any other vehicle being able to actually park in that given length of bay is significantly reduced when consideration is given to parking behavior as mentioned above.
- 3.14 It is important to note that although one of the most effective ways to manage on-street usage/occupancy is through the use of charging, statutory guidance confirms that raising revenue should not be an objective of civil parking enforcement. However, it also confirms that, for good governance, it is appropriate for enforcement authorities to forecast revenue in advance and that charges should be proportionate, so authorities should not set them at unreasonable levels.
- 3.15 Parking Services is proposing to increase the Parking Charges from 9 July 2018.
- 3.16 The increase in charges has not been looked at as a percentage increase but we have rounded the figures of for ease of payment (it must be noted that no pay and display machines give change). Tariffs for long term parking have increased to discourage long stay parking and improve the turnover of spaces in line with the intentions of charging guidelines so more motorists can use them.
- 3.17 Below are the detailed proposals.

Off Street Charging

Separate tariff increases

Tariff structure	Current Enfield Town car park charges	Proposed Enfield Town car park charges	Current Outer Enfield car park charges	Proposed Outer Enfield car park charges
Up to 1 hour	£1.20	£1.40	£1.00	£1.20
1 to 3	£2.40	£2.80	£2.00	£2.40
3 to 5	£3.00	£5.00	£4.00	£4.00
Over 5	£5.00	£8.00	£5.00	£6.00
Monthly	£66	£80	£33	£40
Annual	£660	£880	£330	£440

On street charging

Increasing the parking charges in the Enfield and outer Enfield areas

	15 mins	30 mins	1 hour	2 hours
Current charges in Enfield Town	40p	80p	£1.50	£3.00
Proposed charges in Enfield Town	50p	£1	£2	£4

	15 mins	30 mins	1 hour	2 hours
Current charges in outer Enfield	30p	60p	£1.20	£2.40
Proposed charges in outer Enfield	40p	80p	£1.50	£3.00

Costs to the Council

The cost for increasing the charges would be:-

New software for 242 machines	£13,000 (will be investigating to see if we can buy and burn some of the software to lower cost)
6 Strada transfer machine with internet connection	£20,844
Connect power to six machines	£1,000

8 new tariff board facia in Palace Gardens	£1,520
Overlays for tariff boards	£500
Staff time	£1,000
Supply new on street signage for Cockfosters, Southgate and Palmers Green if the Sunday charging option is chosen	£2,160
Erect 180 signs	£2,500
Total	£42,524

4. ALTERNATIVE OPTIONS CONSIDERED

- 4.1 Continue with current parking charges. This isn't a feasible option, due to the survey's results that were carried out over a three-day period in March 2018. The price of parking has a significant bearing on the way that spaces are used and the duration of which they are used. In particular, given the limited supply of space, tariffs have been developed to ensure a sufficient turnover of spaces so that some free spaces are available at most times.
- 4.2 A review of all or some of the parking bays to determine if the maximum bay lengths are being achieved. There may be certain bays which can be increased in length by shortening waiting restrictions;
- 4.3 Maximum stay imposed on pay and display areas (no return) to encourage a more frequent turnover of vehicles using the bays. This encourages the use of short stay in town center/high street areas and longer stay in off-street car parks. However, to monitor this option to show that this works would be difficult and more expensive due to the amount of and monitoring the activities needed.

5. REASONS FOR RECOMMENDATIONS

- 5.1 Parking charges can help to curb unnecessary car use where there is adequate public transport or walking or cycling are realistic alternatives, for example in town centres; which would reduce congestion and CO2 emissions.
- 5.2 Charges can reflect the value of kerb-space, encouraging all, but short-term parking to take place in nearby off-street car parks where available.
- 5.3 Charges should be set at levels that encourage compliance with parking restrictions.

6. COMMENTS OF THE EXECUTIVE DIRECTOR RESOURCES AND OTHER DEPARTMENTS

6.1 Financial Implications

- 6.1.1 This report seeks to implement increases to pay and display charges to encourage higher turnover of short stay bays from 9 July 2018 for the reasons given in the report.
- 6.1.2 The proposed charges are based on the survey results that were carried out over a three-day period in March 2018. The price of parking has a significant bearing on the way that spaces are used and the duration of which they are used. In particular, given the limited supply of space, tariffs have been developed to ensure a sufficient turnover of spaces so that some free spaces are available at most times.
- 6.1.3 If on-street charges are set too low, they could attract higher levels of traffic than are desirable. They could discourage the use of off street car parks and cause the demand for parking spaces to exceed supply, so that drivers have to spend longer finding a vacant space.
- 6.1.4 The Department for Transport's Operational Guidance for Local Authorities makes it clear that Authorities should never use parking charges just to raise revenue or as a local tax. However, the Guidance acknowledges that "where demand for parking is high, the delivery of transport objectives with realistic demand management prices for parking may result in surplus income". In such cases local authorities must ensure that any on-street revenue not used for enforcement is used for legitimate purposes only and that its main use is to improve, by whatever means, transport provision in the area so that road users benefit.
- 6.15 The estimated cost of implementing the proposed charges is £42,524. This will be funded from the current Parking budget.

Costs to the Council	
The cost for increasing the charges would be	
New software for 242 machines (will be investigating to see if we can buy and burn some of the software to lower cost)	£13,000
6 Strada transfer machine with internet connection	£20,844
Connect power to six machines	£1,000
8 new tariff board fascia in Palace Gardens	£1,520
Overlays for tariff boards	£500
Staff time	£1,000
Supply new on street signage for Cockfosters, Southgate and Palmers Green if the Sunday charging option is chosen	£2,160

Erect 180 signs	£2,500
Total	£42,524

6.2 Legal Implications

6.2.1 Procedure for Introducing Revised Charges

6.2.2 The Road Traffic Regulation Act 1984 S45 provides that a local authority may designate by order, parking places on highways for vehicles and may make charges for vehicles left in a parking place. Section 46 provides for charges to be prescribed by the designation order or by a separate order made by the authority.

6.2.3 Section 46A enables charges to be varied by way of a notice made pursuant to Regulation 25 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. A notice of variation must be given, as a minimum, by publishing it at least once in a newspaper circulating in the area in which the parking places to which the notice relates are situated at least 21 days before it is due to come into force.

6.2.4 The Road Traffic Regulation Act 1984 S32 provides powers for a local authority to provide off-street parking places for the purpose of relieving or preventing congestion. S35 enables local authorities to control the use of the parking places, including by introducing charges. S35C allows local authorities to vary charges by way of a notice made pursuant to the Regulation 25 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

6.2.5 The proposals set out in this report are within the Council's powers and duties.

6.3 Property Implications

There are no property implications

7. KEY RISKS

With any change in Parking Tariffs there are concerns from stakeholders that this will affect the high street. However, increasing the tariffs may lead to a better turnover of spaces which will attract more shoppers.

8. IMPACT ON COUNCIL PRIORITIES

8.1 Fairness for All

Blue badge holder will still be able to park for free using their blue badge and time clocks on-street and displaying their badges off-street.

8.2 Growth and Sustainability

Parking charges are set at a level that will still encourage shoppers but also deliver a turnover of spaces which will generate more foot-fall for businesses.

8.3 Strong Communities

The charges are set at a level that does not discourage stakeholders to shop in other areas as charges are set at a comparable level to other local boroughs

9. EQUALITY IMPACT IMPLICATIONS

- 9.1 Blue badge holders will be able to park for free whilst displaying their blue badges.
- 9.2 The Council still offers free permits to Enfield residents over 70s with bays close to exits of car parks and pay stations
- 9.3 There is a possible negative impact for low income households who may not be able to afford the charges. However, there is a need to manage traffic flow and to reduce parking times to increase access for shoppers.
- 9.4 The proposed parking charges are comparable to other boroughs and will not disadvantage people any more than in neighbouring boroughs etc.
- 9.5 A predictive equalities impact assessment has been completed.

10. PERFORMANCE MANAGEMENT IMPLICATIONS

The turnover of spaces will be measured in the next two years after implantation to ascertain to see what further measures may be necessary.

11. HEALTH AND SAFETY IMPLICATIONS

There are no health and safety implications

12. PUBLIC HEALTH IMPLICATIONS

- 12.1 Physical activity is fundamental to health and wellbeing. A lack of physical activity has been shown to increase the risk of death, diabetes,

musculoskeletal disease / injury, cancer and cognitive decline. Physical activity was described by the Chief Medical Officer as a 'wonder drug'.

- 12.2 Transport is one means whereby physical activity can be integrated into everyday life. Any success in achieving a modal shift from motorised to active transport will therefore not only improve the health of the public through increased physical activity but will also reduce air pollution which itself impacts on all residents in the borough.

Background Papers

None.