

MUNICIPAL YEAR 2018/2019 REPORT NO.

MEETING TITLE AND DATE

REPORT OF:

Executive Director – People

Contact officer and telephone number:
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Agenda – Part: 1

Item:

Subject: Bush Hill Park School – New Pedestrian Entrance and Associated Works Award of Contract

Wards: Bush Hill Park

Key Decision No: 4753

Cabinet Member consulted:

Cllr Achilleas Georgiou- Cabinet Member for Education, Children's

1. EXECUTIVE SUMMARY

- 1.1 This report covers the next decision in line with (KD44507) School Condition and Fire Safety Programme 2017/18 to 2019/19
- 1.2 This report seeks approval to award a contract to “Contractor A” for construction works and approval for scheme expenditure including related services, fixed furniture & equipment. This approval is required to enable the re-configuration and refurbishment of the main school reception, offices and Installation of a new pedestrian entrance at Bush Hill Park School the completed works will enhance the safeguarding for both pupils and staff.

2. RECOMMENDATIONS

That the Cabinet member for Education, Children's Services:

- 2.1 Approves the contract award to “Contractor A” for the re-configuration, refurbishment of the main school reception and offices to establish a new pedestrian entrance from Main Street and associated works at Bush Hill Park School as further detailed in Part 2 of this report.
- 2.2 To approve expenditure relating reconfiguration and refurbishment to provide a main entrance, offices, hall/dining hall, teaching accommodation, provision of hard and soft play areas, cycle parking , vehicular pick-up/drop off area, staff car park and vehicular/pedestrian access arrangements works of £337,250.00 as detailed in Part 2 of this report.
- 2.3 To note the details of the expenditure relating to the works of £450,000.00 which includes the works contract, ICT, professional and technical costs and scheme contingency.

3. BACKGROUND

- 3.1 The school reception is located and some distance from the main school entrance. Visitors have to pass the early years centre, nursery and walk across playgrounds in order to reach the reception office. Although there have been no major incidents the school have had experience where unauthorised persons have entered the site without permission during the school day. A feasibility study was undertaken earlier this year which identified a more secure route onto and off the school site which would address the governors safeguarding concerns
- 3.2 The October 2017 Cabinet report (KD44507) School Condition and Fire Safety Programme 2017/18 to 2018/19 has been formulated to address the most urgent condition items.

1. The recommendations and approvals given:

The proposed programme of works including professional and technical expenses or any other emergency schemes proceeding up to the total three year programme value of £31m

Manage the Programme in a flexible way within the overall budget available, to take account of variations between estimates and tender costs and the need to substitute schemes having a greater technical priority if the need arises using tender acceptance report pro-former; and allocated any contingency provision (up to a maximum of £250.000 including professional and technical expenses) to emergency projects/and or schemes identified as a priority but yet not programmed

3.3. TENDER

- 3.3.1. Planning approval dated 1 May 2018 granted the installation of a new pedestrian access and internal alternations.
- 3.3.2 The construction works have been procured following a competitive quotation process via the London Tenders Portal in accordance with the Council's CPRs. The form of contract will be the JCT Standard Building Contract, 2011 Edition including Amendment 1 issued March 2015 and the JCT 2011 Public Sector Supplement. The Insurance for the works will be Clause C under the contract, which is 'Insurance of existing structures and the Work by the Council in Joint Names'; the Council has this insurance in place with retrospective notification.
- 3.3.3 The tender had been conducted through a single stage process. The tendering procedure in accordance with JCT Practice Note 2012, Alternative 2 is to apply, which means that contractors must either

standby or amend their tender for any arithmetical or pricing errors identified in the tender evaluation.

3.3.4 Five contractors were invited. The tenders were evaluated in accordance with the tendering procedure to arrive at the recommendation for contract award to Contractor 'A' as detailed in Part 2 of this report.

3.3.5 All tenderers met the programme requirements as set out in the Preliminaries / General Requirements; however there was an issue with risk of delay relating to Statutory services authorities. There were no alternative time tenders offered by the contractors.

3.3.6 The key dates required by Enfield Council as follows:-

- Letter of Intent/Limited Liability 12th September 2018
- Contract Award/Letter of Acceptance 12th November 2018.
- Start date on site 12th November 2018
- Completion Date 4th February 2019

4. ALTERNATIVE OPTIONS CONSIDERED

4.1 Not to proceed with this project would mean that Bush Hill Park School would continue to have safeguarding issues that may affect the ongoing safety and security of both pupils and staff.

5. REASONS FOR RECOMMENDATIONS

5.1 The tender from Contractor 'A' is compliant and is the most economically advantageous tender.

5.2 The design has been future-proofed to enable the accommodation to be reorganised should room requirements and use change.

5.3 Health and Safety issues to be addressed with regard to pupil/visitor circulation around the school site.

5.4 Significant reorganisation and refurbishment to improve wellbeing, behaviour and access.

6. COMMENTS FROM OTHER DEPARTMENTS

6.1 Financial Implications

The total cost of this project is £450,000. This will be wholly funded from central government capital grant. The table below provides the expenditure profile over the life of this scheme.

	2016/17	2017/18	2018/19	2019/20	TOTAL
Total Expenditure	9,750	11,250	427,200	1,800	450,000

Further expenditure breakdown is provided in the Part 2 report.

These works will result in additional places at the school and the revenue funding for these places will come from the Dedicated Schools Grant (DSG). These works support the authority's strategic plans to create additional places for special needs children in borough which will avoid placing them in out borough independent schools and reduce revenue costs overall.

6.2 Legal Implications

- 6.2.1 The Council has a general responsibility for education and to secure efficient primary education to meet the needs of the population in its area under Section 13 of the Education Act 1996 (as amended).
- 6.2.2 Section 111 of the Local Government Act 1972 further enables local authorities to do anything, including incurring expenditure, borrowing, which facilitate or are conducive or incidental to the discharge of their functions and the Council has the power under section 1(1) of the Localism Act 2011 to do anything that individuals generally may do, provided it is not prohibited by legislation and subject to Public Law principles. The recommendations within this report are in accordance with these powers.
- 6.2.3 A formal mini competition tender process was undertaken through the London Tenders Portal. Provided the Council has conducted the evaluation and award process in a fair, transparent, proportionate and non-discriminatory manner, there should be negligible, if any, risk to the Council in awarding the contract as proposed.
- 6.2.4 The Value of works contract fall below the threshold for Public Service Contracts under the Public Contracts Regulations 2015 and therefore the full EU procurement procedures do not apply. However, the

Council must ensure that it complies with the EU general principles of equality, transparency, proportionality, non-discrimination and mutual recognition when awarding any contract.

6.2.5 The Council must comply with all requirements of its constitution and CPRs. Throughout the engagement of Contractor A as a provider, the Council must comply with its obligations of obtaining best value, under the Local Government (Best Value Principles) Act 1999. The Council must keep a clear audit trail of its decision to award these services to Contractor A, in order to demonstrate that best value has been and will continue to be obtained for the Council. For procurements of between 100k and the EU threshold, the Council is required to receive 5 quotes and 2 of those must be from a local supplier. Where this is not possible, the Council must give reasons. In addition, the Divisional Director or Head of Service must approve the award.

6.2.6 All legal agreements (including all associated documentation) arising from the matters described in this Report must be approved in advance of contract commencement, by the Assistant Director of Legal & Governance Services. Contracts whose value exceeds £250,000 are required to be executed under seal and sufficient security should be obtained unless the Director of Finance Resources and Customer Services considers this to be unnecessary.

6.3 Property Implications

6.3.1 The design and build of the new teaching areas should be implemented so that it does not cause a hindrance or redesign to any new or modified school on site in the future.

6.3.2 Future proof systems engineering should be envisaged at this stage to avoid high costs later in the development life cycle. These should be carried through the options appraisal and be weighted high accordingly to any evaluation criteria.

6.3.3 Any future evaluation of the school options should include consultation with all relevant stakeholders and departments.

6.3.4 To meet statutory requirements it is vital to ensure that the Council's financial accounts do not include buildings (or parts of buildings) that have been demolished. To ensure we have high quality records and meet our statutory obligations Education Asset Managers will complete a demolition notification form and return to Property Services. This will enable Strategic Property Services to advise Insurance, Finance (Asset Register) energy management teams and various other departments within the Council of the changes.

- 6.3.5 All new data regarding the new development including revised site plans, floor plans and room data will be sent by the Project Manager to Strategic Property Services for input onto the Asset Management Data System, ATRIUM.
- 6.3.6 An inventory list of any material procured and produced will need to be kept. In the event of failure, appropriate arrangements will need to be made for these supplies to be retained and secured for the Council until a decision is made on how best to dispose of them.
- 6.3.7 Adequate measures should be taken including the safe passage of teachers, pupils and members of the public when construction is taking place when the school is operational.

7. KEY RISKS

- 7.1 The key risks to this term contract relates to the possible poor performance of the Consultant/Contractors. This risk is mitigated by robust performance/contract management.

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

8.1 Good homes in well-connected neighbourhoods

This term contract will assist the Council to deliver its construction related projects and programmes which in turn help support the delivery of services to the benefit of the community.

8.2 Sustain strong and healthy communities

This term contract will assist in the procurement of construction related activity within the borough and its associated employment and economic benefits. The Borough needs to ensure appropriate infrastructure is in place to allow for the growth of the population.

8.3 Build our local economy to create a thriving place

The provision of good quality schools helps to ensure a stable strong community.

9. EQUALITY IMPACT IMPLICATIONS

- 9.1 The provision of local schools across the borough ensures quality of rights to good education provision

10. PERFORMANCE AND DATA IMPLICATIONS

- 10.1 The contract requires the consultant to meet the professional standards of the Royal Institute of British Architects and the Framework Contract. The performance of the consultant will be monitored by Corporate Maintenance and Construction Team.

11. HEALTH AND SAFETY IMPLICATIONS

- 11.1 There are no direct health and safety implications arising from this contract.

12. HR IMPLICATIONS

- 12.1 There are no direct public human resource implications arising from this term contract.

13. PUBLIC HEALTH IMPLICATIONS

- 13.1 Good quality accommodation and external learning environment to create spaces for continued and sustained learning development, social integration and well- being.

Background Papers

None.

MUNICIPAL YEAR 2018/2019 REPORT NO.

ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

PORTFOLIO DECISION OF:

Cllr Guney Dogan
Cabinet Member for Environment

REPORT OF:

Executive Director
Place

Agenda – Part:	KD Num:
Subject:	
Parking Controls in Tramway Avenue and Causeyware Road, N9	
Wards: Jubilee	

Contact officer and telephone number: Jonathan Goodson, 020 8379 3474

Email: jonathan.goodson@enfield.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 The report considers the results of a recent consultation regarding additional parking controls in Tramway Avenue and recommends that a scheme be implemented on an experimental basis to allow a period for further feedback from affected local residents and businesses.

2. RECOMMENDATIONS

To make a traffic management order pursuant to Section 9 of the Road Traffic Regulation Act 1984 and undertake all other necessary steps to implement the parking scheme shown at Appendix A on an experimental basis, which includes:

- A controlled parking zone in Tramway Avenue, operating between 8am and 10pm, Monday to Sunday
 - Double yellow lines at the western end of Tramway Avenue to facilitate loading and unloading; and
 - Pay and display bays at the western end of both Tramway Avenue and Causeyware Road to support local business.
- 2.2 To invite comments during the experimental period and to prepare a subsequent report to determine whether the scheme should be made permanent in the light of operational experience and feedback.
- 2.3 To fund the estimated £6,000 cost of implementing the new controls from the 2018/19 Corridors and Neighbourhoods LIP allocation.

3. BACKGROUND

- 3.1 Residents of Tramway Avenue, a cul-de-sac off Hertford Road, have expressed concerns over lack of on-street parking space in recent years. Most homes here are narrow and lack their own off-street parking, meaning overall space is limited. Near its junction with the main road competing demands for kerbside parking space include a car lot, a grocery and other stores, and a nursery operating from a church hall. The new cycle lanes on the main road also displace parking into the side roads.
- 3.2 At the end of the street is a development of 126 flats. These have assigned, off-street parking bays but the Council understands that the introduction of a privately-operated permit regime in recent times has displaced cars belonging to occupants of the flats onto Tramway Avenue. The inference is that residents of the flats are seeking to avoid the permit fees associated with using their own assigned spaces, which sit vacant as a consequence.
- 3.3 Residents of Tramway Avenue have, in recent years, made requests to the Council about the introduction of permit parking to help favour residents over other drivers with regard to finding convenient parking space outside the terraced section of homes.
- 3.4 At the Hertford Road end of Tramway Avenue, adding controls to favour short-stay customer parking would contribute to the vitality of the local stores and formalise current parking arrangements by providing an alternative to unwanted parking within the new cycle lanes.
- 3.5 The Council's approach to permit parking schemes is set out in the Controlled Parking Zone Consultation Charter, adopted in 2015. This sets out a generally reactive approach to zonal parking schemes; taking forward proposals for zones where requests are received and community support can first be demonstrated by petition, rather than proactively. Streets eligible for a consultation exercise are those where most homes lack off-street parking, and where majority support by petition has been demonstrated. To proceed beyond consultation, a minimum response rate of 40% is stipulated, with most of those responding needing to be in favour.
- 3.6 In the case of Tramway Avenue, the criterion relating to scarcity of off-street parking is met as almost none of the terraced homes fronting the public highway have driveways or garages. Although a petition was not submitted in this instance, resident engagement indicated significant support for a CPZ. In this instance, it was felt that the inter-related benefits of addressing residents' concerns, resolving the issue of customer parking and deterring parking in the cycle lanes merited proceeding with a comprehensive scheme.

4. CONSULTATION

- 4.1 In August 2018 the Council ran a consultation exercise seeking local views on the introduction of a CPZ. All homes within the zone received a consultation leaflet, as did the occupants of the flats and some other nearby homes. The proposals within this document were extended to the neighbouring Causeyware Road, in case it should emerge that its residents had the same concerns as their neighbours in Tramway Avenue. The consultation leaflet is attached as Appendix B.
- 4.2 A summary of the consultation results from inside the proposed CPZ is set out in the table below:

				Views of those who responded...						Favoured Option (of those in support)		
Homes Consulted Inside Zone		Resp- onses	Response Rate	In Support		Opposed		Not Sure		OptA: 4 hrs	OptB: All Day	Not Sure
Tramway Avenue	95	23	24%	16	70%	7	30%	0	0%	5	10	1
Causeyware Road	96	14	15%	3	21%	10	71%	1	7%	1	2	0
Hertford Road	13	2	15%	2	100%	0	0%	0	0%	0	2	0
COMBINED	204	39	19%	21	54%	17	44%	1	3%	6	14	1

- 4.3 Only 4 responses - these showing mixed views - were received from outside the zone; 2 of these being from among occupants of the 126 flats. Filtered out from the figures above are 11 further responses which appeared to be duplicated (3 in support and 8 opposed, all from Tramway Avenue). From Causeyware Road one response in opposition from a duplicated address was received and filtered out, seeming likely to be from the same person as the one retained.
- 4.4 In **Tramway Avenue** the response rate of 24% was below the normal threshold of 40% set out in the consultation charter. However, of the 23 people responding the 16 in support (70%) are a clear majority relative to the 7 opposed. A theme of previous communications with interested parties in Tramway Avenue is that a number of homes in the street tend to serve a succession of short-term occupants who have limited interest in the parking concerns of the more permanent residents. Respondents supporting the proposals have asked explicitly for this factor to be taken into consideration.
- 4.5 From the 16 supporters in Tramway Avenue, 10 favoured all day controls (8am to 10pm – Option B) with only 5 preferring Option A (6pm to 10pm). Across all respondents from Tramway Avenue, views on the pay and display parking bay and the rain garden were mixed; the cycle hangar proposal was less well supported.
- 4.6 In **Causeyware Road** limited support was found for the proposals and the comments submitted supported the idea that in this street parking is not currently a big issue for most residents and hence the proposals are not necessary. Across all respondents from Causeyware Road there was majority opposition to the cycle hangar and other bays proposed near its junction with Hertford Road. However, only one of those

respondents lives near to that end of the road and from this householder more mixed views were received.

- 4.7 An owner of a business on the adjacent section of **Hertford Road** responded in support of the proposals but outlined his continuing unease about the parking restrictions applying to the main road cycle lanes. One resident living above the shops expressed support and a desire to be allowed to purchase a permit for the resulting zone.
- 4.8 Ward Councillors have been involved in the development of the scheme and have represented the various views of local residents. A key concern relates to the cost of permits and impact of the scheme on people with low incomes. This issue is considered further in section 12 below.

5. REVISED SCHEME

- 5.1 Taking into account the various consultation responses the scheme has been revised as follows:
- Causeyware Road has been omitted from the CPZ in view of the lack of support from residents;
 - The controlled hours in the Tramway Avenue CPZ will be 8am to 10pm, as this option was preferred by the majority of those in favour of a CPZ in Tramway Avenue;
 - Double yellow lines at the western end of Tramway Avenue are retained to create space for loading and unloading for local businesses;
 - The pay and display bays proposed for both Tramway Avenue and Causeyware Road are retained to support local businesses and to mitigate for the loss of parking on Hertford;
 - The Cycle hangar and rain garden at the eastern end of Tramway Avenue are both retained to provide an additional amenity for local residents and to promote sustainable drainage. The rain garden would not be installed initially but would be implemented should the scheme be made permanent and funding identified.
- 5.2 The revised scheme is indicated on the plan attached as Appendix A
- 5.3 Proceeding to implementation of the revised proposals under experimental powers is recommended. This will allow the impact of the scheme on Tramway Avenue and adjoining streets to be monitored and would easily allow changes to be made to the scheme if necessary.
- 5.4 Under experimental powers, prior notification occurs with statutory consultees such as the emergency services but not with the community, who will have the opportunity to comment on the scheme once it is in place.

6. ALTERNATIVE OPTIONS CONSIDERED

- 6.1 **Do nothing** – the Council could maintain the status quo and not make any changes to the parking arrangements near Tramway Avenue. This would leave unresolved the need for short-stay parking to support local businesses. It would also fail to address the concerns about on-street parking that some residents of Tramway Avenue have been raising for a number of years. Furthermore, it would waste the opportunity to tackle the unwelcome scenario of privately allocated parking spaces sitting empty, while adjacent sections of public kerbside - representing the only lawful parking option for those in the fronting homes – remaining in artificially high demand.
- 6.2 **Proceed directly to statutory consultation for introduction of new controls on a permanent basis** – the Council could adopt this approach, instead of using experimental powers, to move directly to a period of seeking and responding to statutory objections. This would extend the time it would take to place operational parking bays on the street. This approach also misses the opportunity to allow the Council to easily change the scheme in light of feedback from local residents and businesses.

7. REASONS FOR RECOMMENDATIONS

- 7.1 Proceeding with the revised proposals ensures a supply of short-stay parking for local businesses and reduces the risk of parking on the new cycle lane in Hertford Road.
- 7.2 The CPZ element of the scheme also helps address the concerns about on-street parking that some residents of Tramway Avenue have been raising for a number of years.
- 7.3 Recognising that an unusually complex set of factors apply in this case, introducing a scheme under experimental powers allows the controls to be trialled before deciding whether it should be modified, made permanent or withdrawn.

8 COMMENTS FROM OTHER DEPARTMENTS

8.1 Financial Implications

- 8.1.1 The estimated cost for implementing the parking controls is £6,000. The funding of the scheme will be met from the 2018/2019 Local Implementation Plan TfL allocation.
- 8.1.2 This is therefore wholly funded via external grant (TfL LIP grant) and no financial impact on the council's finances.

- 8.1.3 The release of funds by TfL is based on a process that records the progress of works against approved spending profiles. TfL make payments against certified claims that can be submitted as soon as expenditure is incurred, ensuring that the Council benefits from prompt reimbursement of any expenditure.

8.2 Legal Implications

- 8.2.1 Section 122 of the Road Traffic Regulation Act (RTRA) 1984 places a duty on the Council to secure, as far as reasonably practicable, 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'. The proposed changes to the waiting restrictions are in accordance with the discharge of this duty.
- 8.2.2 Section 9 of the RTRA enable traffic management orders to be made on an experimental basis and remain in force for up to 18 months.
- 8.2.3 Section 45 of the RTRA 1984 provides authority for the Council to designate parking places on the highways and section 46 enables charges to be introduced for vehicles left in a parking place.
- 8.2.4 Section 55 of the 1984 Act sets out financial provisions relating to designation orders, requiring an account to be kept of income and expenditure in respect of parking places. Any surplus can only be spent on the items specified in s55(4) (a)-(f).
- 8.2.5 The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 prescribe the procedure to be followed in making an experimental traffic management order. Any written objections or representations received during the period of the experiment must be conscientiously taken into account before deciding whether the order should be made permanent.
- 8.2.6 The recommendations contained within the report are in accordance with the Council's powers and duties as the Highway Authority.

8.3 Property Implications

None identified

9 KEY RISKS

The key risks relating to the scheme are summarised below together, where relevant, with steps taken to mitigate the level of risk:

Risk Category	Comments/Mitigation
	Risk: Disruption during implementation.

Risk Category	Comments/Mitigation
Operational	Mitigation: Traffic management arrangements will be limited and designed to minimise disruption for local residents. Roadworks will also be co-ordinated to take account of other work in the area.
Financial	Risk: Insufficient funds/cost escalation. Mitigation: Funding from TfL has been allocated to the scheme and the estimated implementation cost falls within the available budget. Controls are in place to ensure that order is not placed until price is known and budget confirmed.
Reputational	Risk: Opposition to scheme from some local residents/organisations. Mitigation: Consultation has been undertaken to take into account views of local residents. Introducing the scheme experimentally will give residents a further opportunity to provide their views.
Regulatory	Risk: Failure to comply with statutory requirements. Mitigation: Scheme being delivered by experienced designers, with support from TMO experts.

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

10.1 Good homes in well-connected neighbourhoods

The additional parking controls will improve the amenity for local car-owning residents by ensuring that demand for on-street parking is rebalanced in their favour.

10.2 Sustain strong and healthy communities

The new cycle parking will enable people with limited storage space to own cycles and engage in active travel.

10.3 Build our local economy to create a thriving place

The scheme includes loading provision and short-stay parking bays to support local businesses.

11 EQUALITIES IMPACT IMPLICATIONS

- 11.1 A predictive equality impact assessment has been carried out and is attached as Appendix C. This concludes that the proposal will have a neutral impact on all protected groups, with a possible positive impact on disabled drivers, who may find it easier to find parking places once the new controls have been implemented.

- 11.2 The assessment also considered the impact of the scheme on socio-economic inequality. Low income people could be negatively affected by the scheme as those that own a vehicle would need to purchase a permit to park in Tramway Avenue during the controlled hours. Permit costs are based on engine size but would be £110 per year for a typical 1.0-1.6L vehicle. This negative impact needs to be weighed against the other benefits of the scheme and, whilst not convenient, could be avoided by parking elsewhere.

12 PERFORMANCE AND DATA IMPLICATIONS

The scheme will have limited impact on performance when considered in isolation. However, the scheme will contribute to a number of key targets, including those relating to improving the health and increasing the use of sustainable means of travel.

13 PUBLIC HEALTH IMPLICATIONS

- 13.1 Extending the CPZ is likely to improve the health of the public as it will encourage more active transport through discouragement of motorised vehicle use. Public health benefits are likely to arise from both an increase in physical activity and an improvement in air quality.
- 13.2 It should be noted that as the population of Enfield grows so unless a modal shift in transport is achieved parking issues and congestion will become increasingly prevalent. Many motorised journeys within the borough are within the 5 miles the British Medical Association (BMA) says most people should be able to comfortably cycle. Achieving this modal shift will be central to ensuring that the borough remains pleasant and sustainable.

Background Papers

None.

Permit prices:

The annual permit prices are shown below. Permits are free to blue badge holders.

Engine Size (cc)	1000 or less	1601 to 1600	1601 to 1999	2000 to 2499	2500 to 2999	3000 or more	Book of 10 visitor permits
Option A (4 hour)	£27.50	£55.00	£82.50	£110.00	£137.50	£165.00	£7.50
Option B (all day)	£55.00	£110.00	£165.00	£220.00	£275.00	£330.00	£15.00

How do I respond to this consultation?

Enter "Jubilee CPZ" in your search engine or visit Enfield Council's website as follows:

www.enfield.gov.uk/consultations then follow the link >>> Jubilee CPZ

Responses are limited to one per dwelling. Please enter your full address to help us identify duplicated responses. Entering your name is optional. Your personal details will be kept confidential and managed in

To request a paper response form or to ask questions please call: 020 8379 3474.

Your response needs to reach us by end Friday 7 September 2018.

What happens next?

The Council will consider your comments and decide whether to take forward the scheme, and what control hours to use. Further information will be provided at the web address given above in due course. Should the scheme go forward, the Council will aim to introduce the new parking restrictions before the end of the year.

Supplementary proposals:

Cycle hangars are proposed in two spots that are too small to fit a car, in preference to leaving 'dead space'.

Secure bike storage is important in streets where most homes lack garages. Helping those residents who wish to cycle to own bikes (rather than second cars) and to use them for more of their trips will free up road space for others.



Hangar: six cycles can be fitted in less space than would be needed for one car

Rain gardens are fed by rain water running off adjacent roads and pavements. By soaking up water and releasing it slowly, they help our sewer system cope better in storm events, minimising flood risk in vulnerable parts of the borough.

The rain garden proposed in Tramway Avenue adds greenery to the urban landscape and uses space on a corner where adding parking bays would be difficult.

Note: this element is subject to suitable funding being identified.

Tramway Avenue and Causewayware Road Controlled Parking Zone Consultation

Please respond by Friday 7 Sep.

This leaflet sets out the Council's proposals for a Controlled Parking Zone (CPZ) in Tramway Avenue and Causewayware Road.



Tramway Avenue, looking towards Hertford Road

The aim is to provide fairer access to on-street parking space in the area. The back page gives instructions on how to respond.

Why is this needed?

Residents, shoppers, local businesses and others currently compete for limited on-street parking space, particularly in Tramway Avenue. New parking controls at the flats and loss of parking on the High Street have added to the local demand.

Permit controls would offer better balance to local parking arrangements and give priority to residents of Tramway Avenue and Causewayware Road.

How will it help?

A CPZ is an area where residents are given parking priority over other drivers through a permit system. Only those living within Tramway Avenue and Causewayware Road can buy permits.

Option A introduces controls covering the evening period, during which residents have reported struggling to find parking space recently. This option does not restrict parking during the day but will enable permit holders to dominate use of on-street space overnight.

Option B controls parking across the day, but comes with higher permit prices to account for the extended enforcement activity. This option should prove effective at also deterring all-day parking by shop workers and discouraging use of resident bays by shoppers.

Short-stay parking demand comes from visitors to the nearby stores. There is a community benefit in providing for drop-in visits to these premises so the proposals include some spaces for short-stay parking, which will be controlled on a pay and display basis.


Loading space and some permit-holder bays are also proposed for businesses.



www.enfield.gov.uk/consultations



Equalities Impact Assessment – Part 1 – Initial Screening

Details of Officer completing this form:					
Name:	David Taylor	Job Title:	Head of Traffic & Transportation	Date:	23/10/2018
Dept:	Place	Service:	Traffic & Transportation		
What change is being proposed? Provide a brief description (and title if applicable)					
Introduction of Controlled Parking Zone in Tramway Avenue, together with new pay and display bays and additional waiting restrictions.					
Briefly summarise the key objectives and expected outcomes of the change and explain why it is needed					
To balance the competing demands for kerb-side parking in Tramway Avenue					
Does the proposal?					
Affect service users, employees or the wider community			<input type="checkbox"/> YES	<input type="checkbox"/> NO	
Have a significant impact on how services are delivered			<input type="checkbox"/> YES	<input type="checkbox"/> NO	
Plan to withdraw a service, activity or presence			<input type="checkbox"/> YES	<input type="checkbox"/> NO	
Plan to introduce a new service or activity			<input type="checkbox"/> YES	<input type="checkbox"/> NO	
Aim to improve access to, or the delivery of a service			<input type="checkbox"/> YES	<input type="checkbox"/> NO	
Involve a significant commitment of resources			<input type="checkbox"/> YES	<input type="checkbox"/> NO	
Relate to an area where there are known inequalities			<input type="checkbox"/> YES	<input type="checkbox"/> NO	
If you have answered NO to <u>all</u> of the questions above then the screening process is complete and you do not need to complete Part 2 – Full Equality Impact Assessment or Part 3 – Action Plan. This decision must be signed off by our Head of Service or Equality Lead below.					
Sign off by Head of Service:					
Name:	David Taylor	Signature:		Date:	23 10 2018
Please note: If equality issues are identified during the course of the policy, plan or practice development/review, the EqIA Initial Screening will need to be revisited. This may result in a full EqIA being required where it previously was not.					

Equalities Impact Assessment – Part 2 – Full Assessment

NB if there is likely to be an impact on different groups of staff as a result of this proposal, please also complete a restructuring predictive EQIA form

Does the service carry out equalities monitoring? If No, please state why?									
No specific equalities monitoring is carried out by the service. All members of the community have access to the highway, although it is recognised that some protected groups may have practical problems using the service.									
Equalities Impact Indicate Yes, No or Not Known for each group	Disability	Gender	Age	Race	Religion & Belief	Sexual Orientation	Gender Reassignment	Pregnancy & Maternity	Marriage & Civil Partnership
Does equalities monitoring of your service show people from the following groups benefit from your service? (recipients of the service, policy or budget, and the proposed change)	NK	NK	NK	NK	NK	NK	NK	NK	NK
Does the service or policy contribute to eliminating discrimination, promote equality of opportunity, and foster good relations between different groups in the community?	No	No	No	No	No	No	No	No	No
Could the proposal discriminate, directly or indirectly these groups?	No	No	No	No	No	No	No	No	No
Could this proposal affect access to your service by different groups in the community?	No	No	No	No	No	No	No	No	No
Could this proposal affect access <u>to information</u> about your service by different groups in the community?	No	No	No	No	No	No	No	No	No
Could the proposal have an adverse impact on relations between different groups?	No	No	No	No	No	No	No	No	No
<p style="color: blue;">If Yes answered to questions 3-6 above – please describe the impact of the change (including any positive impact on equalities) and what the service will be doing to reduce the negative impact it will have.</p> <p>The Local Authorities Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000 require that certain traffic orders made by local authorities under the Road Traffic Regulation Act 1984 that prohibit or restrict the waiting of vehicles in roads and street parking places must include a provision exempting any disabled person's vehicle displaying a disabled person's badge. This exempts the holder from waiting restrictions in certain circumstances, and from charges and time limits at places where vehicles may park or wait. In this instance, the proposed traffic orders comply with these requirements by allowing blue badge holders to continue to park free of charge on single yellow lines and in residents' bays in the controlled parking zone.</p> <p>No other equality issues have been identified as a result of the proposed rationalisation of the waiting restrictions.</p> <p style="color: blue;">*If you have ticked yes to discrimination, please state how this is justifiable under legislation.</p>									

Tackling Socio-economic inequality Indicate Yes, No or Not Known for each group		Communities living in deprived wards/areas	People not in employment, education or training	People with low academic qualifications	People living in social housing	Lone parents	People on low incomes	People in poor health	Any other socio-economic factor. Please state:
Will the proposal specifically impact on communities disadvantaged through the following socio-economic factors?		Y	N	N	N	N	Y	N	N
Does the service or policy contribute to eliminating discrimination, promote equality of opportunity, and foster good relations between different groups in the community?		N	N	N	N	N	N	N	N
Could this proposal affect access to your service by different groups in the community?		N	N	N	N	N	N	N	N
<p>If Yes answered above – please describe the impact (including any positive impact on social economic inequality) and any mitigation if applicable.</p> <p>The CPZ will require residents to obtain a permit, for which there is a charge related to the engine size. For a typical vehicle between 1.0 and 1.6L the cost equates to £110 per year. For some residents this could be a significant financial cost, adding to the costs of running a vehicle.</p> <p>CPZs have been introduced in other areas of relative deprivation (Edmonton Green East in 2015 being one example) in response to strong demand from those communities and with no evidence that residents subsequently regret their introduction. In fact, the Edmonton Green East zone continues to expand as neighbouring streets seek inclusion.</p> <p>The annual permit price for a typical car in the Tramway Avenue CPZ will be £110, which equates to around £2 per week. This must be seen in the context of other motoring costs, including fuel, maintenance, insurance, and tax which together will exceed £1,000 per year in many cases. It is likely that those residents currently able to bear these costs are not among the very poorest.</p>									
<p>Review</p> <p>How and when will you monitor and review the effects of this proposal?</p> <p>The scheme will be introduced on an experimental basis to allow feedback from local residents and businesses to determine whether or not to make the scheme permanent, with or without modification.</p>									

Equalities Impact Assessment – Part 3 – Action Plan

Title of decision/proposal:	Parking Controls in Tramway Avenue & Causeyware Road, N9		
Team:	Traffic & Transportation	Department:	Place
Service manager:	David Taylor		

Identified Issue	Action Required	Lead Officer	Timescale/ By When	Costs	Review Date / Comments
Impact on low income households	Review comments during experimental period	J Goodson	6 months after start of scheme	Staff time only	
	Review permit take-up during experimental period	J Goodson	6 months after start of scheme	Staff time only	

Please insert additional rows above if required

Date to be Reviewed:	June 2019
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Approval by Head of Service

Name:	David Taylor	Signature:	
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On completion this form should be emailed to joanne.stacey@enfield.gov.uk and be appended to any decision report that follows.

Inclusivity

In the design and delivery of services we **must** consider:

- **People** - The behaviour of staff who deal directly with the public or are taking decisions about how to provide facilities or services to the public
- **Places** - The buildings or other places where services are delivered
- **Resources** - Advertisements and marketing, written materials e.g. leaflets, websites and internet services, telephone access and call centres.

Council staff should treat everyone with dignity and respect. This enables us to provide good customer service (not just without unlawfully discriminating but more generally) and can make complaints less likely. How staff behave towards the public in relation to their protected characteristics will be at the heart of whether the Council delivers services without unlawful discrimination, harassment or victimisation and whether it makes reasonable adjustments for disabled people.

This also applies to how services are planned. This is the point at which a decision might be made, a rule applied or a way of doing things worked out which will affect how someone accesses services. If this has a worse impact on people with a particular protected characteristic than on people who do not have that characteristic, then it will be indirect discrimination unless the decision, rule or way of doing things can be objectively justified.

Characteristics Protected under the Equality Act 2010

Sex	Sex can mean either male or female, or a group of people like men or boys, or women or girls.
Age	Age groups can be quite wide (for example, 'people under 50' or 'under 18s'). They can also be quite specific (for example 'people in their mid-40s'). Terms such as 'young person' and 'youthful' or 'elderly' and 'pensioner' can also indicate an age group.
Disability	A physical or mental condition which has a substantial and long term impact on the ability to do normal day-to-day activities. This also covers progressive conditions, even if normal day-to-day activities can be undertaken; an individual is protected as soon as they are diagnosed with a progressive condition. The Act also covers past disabilities that an individual has recovered from.
Race	Race can mean colour, or nationality (including citizenship). It can also mean ethnic or national origins, which may not be the same as current nationality.
Religion or Belief	Religion or belief can mean any religion, for example an organised religion like Christianity, Judaism, Islam or Buddhism, or a smaller religion like Rastafarianism or Paganism, as long as it has a clear structure and belief system. The Act also covers non-belief or a lack of religion or belief.
Marriage or Civil Partnership	Marriage can either be between a man and a woman, or between partners of the same sex. Civil partnership is between partners of the same sex.
Sexual Orientation	Whether an individual is heterosexual, gay, lesbian or bisexual. This also covers how an individual choose to express sexual orientation, such as through appearance or the places they visit.
Pregnancy, Maternity or Breastfeeding	It is unlawful to treat a person unfavourably due to a past or present pregnancy. Additionally for 26 weeks following the day of the birth it is also unlawful to treat a person unfairly because they have given birth or are breastfeeding. Additionally at work it is unlawful to discriminate against a person who is pregnant, has a pregnancy-related illness or is on maternity leave.
Gender Reassignment	It is unlawful to discriminate against a person who is proposing to undergo, is undergoing or has undergone a process (or part of a process) for the purpose of reassigning the person's sex by changing physiological or other attributes of sex. Medical intervention is not an essential part of gender reassignment. Most common definition is a person 'whose gender identity does not match the sex/gender they were assigned at birth' but it is also used as an umbrella term to include all 'gender identities,' cross-dressers and transvestites.

