



## Chipping Barnet Area Committee

2 July 2019

**Title**

**Fitzjohn Avenue Car Park, High Barnet**

**Report of**

Executive Director, Environment

**Wards**

Underhill

**Status**

Public

**Urgent**

No

**Key**

No

**Enclosures**

Drawings

BC/00129-02\_DD-700

BC/00129-02\_DD\_1200

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### Summary

This report details the outcome of the review of Fitzjohn Car Park in High Barnet, EN5 and requests the additional funding required to complete the resurfacing of the car park.

### Officers Recommendations

1. That the Chipping Barnet area Committee notes the requirement to resurface the Fitzjohn Avenue Car Park.
2. That the Chipping Barnet Area Committee, agree to allocate the funding of £8,000 CIL from this year's CIL Area Committee budget to replace the damaged drainage channel and for associated design costs in Fitzjohn Car

**Park, EN5.**

**3. That the Chipping Barnet Area Committee, agree to allocate the funding of £5,000 from this year's parking reserve budget to resurface Fitzjohn Car Park, EN5**

## **1. WHY THIS REPORT IS NEEDED**

1.1 The Chipping Barnet Residents Forum on 20 October 2016 received the following issue:

*'Fitzjohn Avenue car park has parking spaces which are particularly narrow. Even with a small car this has led to my car being blocked in because cars are parked too closely together to open the doors and door dings on my car where others have hit it trying to get in. Can Barnet reconsider the markings in the car park. This is a matter I have raised in the past but nothing has changed'*

1.2 The matter was escalated to the Chipping Barnet Area Committee on the same evening. The Committee resolved that CIL funding of £2,500 be agreed from the Chipping Barnet Area Budget to review the design and layout of the car park and that the findings be reported back to a future meeting of the Committee.

1.3 The initial review was completed and the findings from the review was reported back to the Chipping Barnet Area Committee on 17 May 2017 and approval was given to amend the parking bay layout of Fitzjohn Avenue Car Park, EN5. Funding of £20,000 from the 2017/18 parking reserve was approved to undertake the resurfacing of the car park.

1.4 In order to amend the layout of the car park, the existing markings will need to be removed. This will result in scarring the existing surface. The new markings will be sufficiently close enough to the scarred surface and old locations that it is considered this will cause confusion to users of the car park. To prevent confusion to users of the car park and to avoid the resultant unsightly damaged surface it is recommended that the car park is resurfaced. The estimated cost to resurface the car park is £25,000 (based on prices contained in Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC Northwest Area)

1.5 Since 2017, the estimated cost to resurface the car park has been updated and the revised cost is £30,000. This includes £25,000 for the re-surfacing and re-marking of the car park with an additional £5,000 for drainage, as following the completion of the detailed design, there is a requirement to replace a damaged drainage channel in the car park. There is also a cost of £3,000 for the associated design costs.

1.6 This report is therefore required to request the funding of £8,000 from the Chipping Barnet Area Committee to replace the damaged drainage channel including design costs and the additional funding of £5,000 from this year's parking reserve to resurface the car park.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The amendment to the layout of the Car Park will increase the size of the parking spaces to address the concerns related to vehicles overhanging the bay markings and cars being blocked in.
- 2.2 The amendment to the layout alone will scar the surface and may lead to confusion to users. The car park will require the removal of the surface to a depth of 40mm and replaced with a suitable material prior to remarking the car park. Also, as part of the proposals the damaged drainage channel located in the car park will be replaced.
- 2.3 This report is therefore required to request the funding from the Chipping Barnet Area Committee and the Special Parking account to resurface the Car Park.
- 2.4 In addition to the amendments to the layout of the car park, a post mounted dual electrical vehicle charging point funded through the 2019/20 LIP budget is proposed to be installed in June 2019.

## **3. ALTERNATIVE OPTIONS AND NOT RECOMMENDED**

- 3.1 The only option at this stage would be to amend the layout without resurfacing. However, this may lead to confusion as outlined in 1.4 above, and will not address the original concern raised regarding the current layout of the car park

## **4. POST DECISION IMPLEMENTATION**

- 4.1 If the recommendations are approved, the scheme would be progressed to implementation stage subject to funding being made available.

## **5. IMPLICATIONS OF DECISION**

### **5.1 Corporate Priorities and Performance**

- 5.1.1 The scheme will help address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic”, “Barnet’s children and young people will receive a great start in life”, “Barnet will be amongst the safest places in London” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident walking to school, helping to reduce traffic congestion.

### **5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

- 5.2.1 The estimated implementation cost of this recommendation is £8,000 to replace the damaged drainage channel including design costs and an additional funding of £5,000 to resurface the car park. (based on prices contained in Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC Northwest Area)
- 5.2.2 Procurement of the works should be via the existing London Highways Alliance Contract (LOHAC).

5.2.3 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £0.282m.

### 5.3 **Social Value**

5.3.1 As procurement is via existing term or framework arrangements there are no relevant social value considerations related to their work.

### 5.4 **Legal and Constitutional References**

5.4.1 The Traffic Management Act 2004 places an obligation on local traffic authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

5.4.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

5.4.3 CIL is a planning charge that was introduced by the Planning Act 2008 to help deliver infrastructure to support the development in an area. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010 as amended (“the Regulations”).

5.4.4 Section 216 of the Planning Act 2008 lists some examples of infrastructure which CIL can fund. The Council as the Charging Authority has published a Regulation 123 List (of the Regulations) which lists infrastructure that will be funded wholly or in part by CIL.

5.4.5 Regulation 59 (f)(3) of the Regulations as amended allow the Council, as the Charging Authority to use the CIL to support the development of the relevant area by funding the provision, improvement, replacement, operation or maintenance of infrastructure or, anything else that is concerned with addressing the demands that development places on an area.

5.4.6 As a result of this, 15% of the CIL budget is allocated to the Area Committee.

5.4.7 Article 7 of the Council’s Constitution states that Area Committees may (in relation to the areas covered):

- Take responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees.
- Determine the allocation of CIL funding within the constituency up to a maximum of £25,000 per scheme/project in each case subject to sufficient of the budget allocated to the committee being unspent.

### 5.5 **Risk Management**

5.5.1 None in the context of this report. Risk management may be required for work resulting from this report.

### 5.6 **Equalities and Diversity**

5.6.1 The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- advance equality of opportunity between people from different groups
- foster good relations between people from different groups

5.6.2 The relevant protected characteristics are: gender, race, disability, age, gender reassignment, pregnancy and maternity, religion and belief, and sexual orientation.

5.6.3 The broad purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design of policies and the delivery of services. It is not considered that the decision to agree with the recommendations in this report will affect those with protected characteristics under the Equality Act 2010.

## 5.7 **Corporate Parenting**

5.7.1 Not applicable in the context of this report.

## 5.8 **Consultation and Engagement**

5.8.1 To avoid disruption, notice will be provided to residents and local business owners before the car park is closed for resurfacing

## 5.8 **Insight**

5.8.1 None in relation to this report

## 6. **BACKGROUND PAPERS**

6.1 17 May 2017 Chipping Barnet Area Committee

<https://barnet.moderngov.co.uk/documents/s39790/Fitzjohn%20Avenue%20Car%20Park%20High%20Barnet%20Review%20of%20parking%20layout.pdf>

