

	Environment Committee 11 September 2017
Title	Parking near Summerside School and Woodhouse Open Space Enhancement
Report of	Strategic Director for Environment
Wards	Woodhouse
Status	Public
Urgent	No
Key	No
Enclosures	Drawing Nos. BC-001257_03-DESIGN BC-001257_03-TRACKING BC-001257_03 – Option 1 Sketches
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Summary

A report to the 2 August Finchley and Golders Green Area Committee approved a proposal to proceed with consultation on the conversion of the south-west corner of the Woodhouse Open Space green area to carriageway (Measure A) and the provision of “at any time” parking restrictions at the junction of Schoolway and Crossway and at the junction of Crescent Way and Garthway (Measure B). A budget of £25,000 was agreed.

The Finchley and Golders Green Area Committee also resolved to provide a detailed design of the approved ‘Option 1’ (Grid parking along west side of green) applying what is left of the £25,000 budget allocated for the Kerb re-alignment and yellow lines, with the remainder to be sought from Environment Committee at this meeting on 11 September 2017. ‘Option 1’ would involve provision of grid reinforcement to allow parking on the side of Woodhouse Open Space.

This report is seeking to secure the addition funding of £57,200 required to detail design, consult and implement ‘Option 1’.

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Recommendations

1. That the Environment Committee note that the Finchley and Golders Area Committee have agreed funding for the kerb re-alignment and double yellow lines and that consultation will be undertaken with the School and residents.
2. That the Environment Committee agree that detail design is completed and consultation be undertaken with the school and local residents on 'Option 1' (Grid parking along west side of green).
3. That the Environment Committee delegate authority to the Strategic Director for Environment to consider the consultation results and, in consultation with ward members, decide which option to take forward, with or without amendments.
4. That the Environment Committee approve the additional funding of £57,200 to implement the 'Option 1' Grid Parking from the 2017/18 or 2018/19 Network Recovery Plan.

1. WHY THIS REPORT IS NEEDED

- 1.1 Options were reported to the 2 August 2017 Finchley and Golders Green Area Committee on the western side of Woodhouse Open Space to help address concerns about obstructive parking in Crossway.
- 1.2 The Committee resolved – That the Commissioning Director, Environment instruct officers to:
 - i. Proceed with consultation on:
 - a. Convert south-west corner of green to carriageway (Measure A);
 - b. Provide “at any time” parking restrictions at the junction of Schoolway and Crossway and at the junction of Crescent Way and Garthway (Measure B).
 - ii. Provide a detailed design of 'Option 1' (grid parking along west side of green) applying what is left of the £25,000 budget, with the remainder to be sought from Environment Committee at its meeting on 11 September 2017.
- 1.3 This report includes additional detail around the costings of the approved Measure A - the kerb re-alignment, Measure B - double yellow lines, which were approved at the 2 August 2017 Finchley and Golders Green Area Committee and 'Option 1' for Grid parking.
- 1.4 **Measure A - Kerb re-alignment**
 - Conversion south-west corner of green to carriageway. It is assumed that trees on this corner can be avoided but this will need to be reviewed during the design process.

- 1.4.1 The measure is detailed on Drawing Nos. BC-001257_03-DESIGN and BC-001257_03-TRACKING (Auto Track drawing) and the cost estimate is as follows:

Detailed Design	£2,500
Construction (works cost)	£17,000
Implementation, supervision and post implementation costs	£1,950
TOTAL	£21,450

1.5 Measures B – Double yellow lines

- Provide “at any time” parking restrictions at the junction of Schoolway and Crossway and at the junction of Crescent Way and Garthway.

- 1.5.1 The measure is detailed on Drawing No. BC-001257_03-DESIGN and the cost estimate is £3,000.

1.6 Option 1 - Grid parking

- Provision of grid parking along west side of green. Extent shown on sketch is the maximum considered feasible without affecting the mature trees at the north-west corner. Other trees would need to be felled and re-provision made, with two trees provided for each tree removed

- 1.6.1 The measure is detailed on Drawing No. BC-001257_03 – Option 1 Sketches and the cost estimate is as follows:

Detailed Design	£6,500
Safety audit, surveys etc	£1,000
Consultation	£500
Construction (works cost)	£44,000
Implementation, supervision and post implementation costs	£5,200
TOTAL	£57,200

- 1.7 Further detailed design has commenced but is still on-going due to the limited time period between the August Finchley and Golders Green Area Committee and the September Environment Committee, with the required clearance periods for reports.

- 1.8 The overall cost of Measures A and B and Option 1 were originally estimated to be a total £77,000. However, the further detailed design has revised the estimates for Measures A and B which were funded from the £25,000 Area Committee funding to a total of £24,450. Therefore, there is only £550 remaining of the original Area Committee allocation. Any underspend on the Area Committee funding will be return to the Finchley and Golders Green Area Committee funding pot.

- 1.9 The Environment Committee are requested to agree the funding of £57,200 to detail design, consult on and implement 'Option 1' for Grid Parking, from any potential underspend in the Network Recovery Plan for 2017/18 or allocate from the funding for the 2018/19 Network Recovery Plan.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The recommendation is for the Environment Committee to secure funding required above the maximum £25,000 that can be provided by the Finchley and Golders Green Area Committee. The funding will ensure that the complete scheme in the form of 'Option 1' can be progressed to implementation, subject to a positive response to the public consultation.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The alternative 'Option 2' which involves preventing this parking; reserving the area for recreation and as a grassed space was not recommended for progression at the 2 August 2017 Finchley and Golders Green Area Committee.
- 3.2 The other option would be to not proceed with 'Option 1' however this would not address the parking concerns and issues raised by the school, local Ward Councillors and residents.

4. POST DECISION IMPLEMENTATION

- 4.1 Following agreement of 'Option 1', consultation with the school and residents would follow, with the outcomes considered by the Strategic Director for Environment and ward members. Implementation or staged implementation is subject to the availability of other funding or identification of alternative delivery solutions.
- 4.2 Measures A and B already have an Area Committee resolution and funding to proceed to detailed design, consultation and implementation.
- 4.3 It should be noted that even if the funding is not secured for the 'Option 1', Measures A and B will be progressed to consultation and implementation as this scheme has previously been approved with funding already secured.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Corporate Plan includes delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, flowing traffic" and "a responsible approach to regeneration, with thousands of new homes built". The proposals here will help make the local area more attractive and manage traffic and parking helping residents feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT,

Property, Sustainability)

- 5.2.1 The costs of Measures A and B are a total of £24,450 and are to be funded from the £25,000 agreed from the Finchley and Golders Green Area Committee CIL funding on the 2 August 2017.
- 5.2.2 The funding of £57,200 required to design, consult on and implement 'Option 1' for Grid Parking, will be available from any potential underspend in the 2017/18 Network Recovery Plan. However, if insufficient funding is available in 17/18, then funding will be allocated from the 2018/19 Network Recovery Plan. This is part of the 'Investment in Roads and Pavements' budget approved by the Policy and Resources Committee.
- 5.2.3 The work will be carried out under existing Highway or Greenspace contract arrangements, via directly employed labour or other procurement or delivery arrangements to be identified.

5.3 Social Value

- 5.3.1 Not applicable in the context of this report.

5.4 Legal and Constitutional References

- 5.4.1 The Highways Act 1980 provides general and specific powers for the highway authority to make changes or improvements to the highway.
- 5.4.2 The Council has the necessary legal powers to introduce traffic orders to put the proposal into effect under the Road Traffic Regulation Act 1984.
- 5.4.3 The Traffic Management Act 2004 places obligations on 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.
- 5.4.4 The Committee should note that the green at the junction of Crescent and Garthway is currently held in the ownership of the Council as open space land. In order to convert a corner of this green into carriageway identified in the drawings attached to this report, the Council will need to appropriate this corner of the green under section 122 of the Local Government Act 1972 from open space land to highways land. Before appropriating open space land, the Council is required to advertise its intention to appropriate the corner of the green for two consecutive weeks in a local newspaper. The Council is then required to consider any objections to the proposed appropriation. Officers will be seeking the appropriate Committee authority in order to carry out the appropriation and this will form the subject of a separate report.
- 5.4.5 Section 15 of the Constitution "Responsibility for Functions (Annex A – Membership and Terms of Reference of Committees, Sub-Committees and Partnership Boards)" provides that the Environment Committee functions include specific responsibilities for commissioning "transport and traffic management" and "parks and open spaces".

5.5 Risk Management

5.5.1 The consultation could raise expectations of introduction of a proposal. As there is a risk that sufficient funding or cost reductions could not be identified to meet the full cost this could lead to adverse publicity. To mitigate this, the consultation documents would make it clear that full funding was not yet identified for the proposals.

5.5.2 Otherwise there are no particular risk management issues associated with the decision to consult, although the works proceeding from it will require risk management of construction risks.

5.6 Equalities and Diversity

5.6.1 The Equality Act 2010 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 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

5.6.3 The proposals in the report have a similar impact on members of all groups. Introduction of the measures outlined in the report are likely to benefit pedestrians generally, but in particular children travelling to and from school and those escorting them. Parking restrictions and provision will also impact on most groups to a similar extent but again children travelling to school and their escorts may be more affected than other groups. However it is not considered that these positive or negative effects would compromise the Council in fulfilling its duty

5.7 Consultation and Engagement

5.7.1 Consultation with Summerside Primary School, Ward Councillors and local residents regarding the scheme is planned. Statutory Consultation regarding parking restriction changes would also be required.

5.8 Insight

5.8.1 Not applicable in the context of this report.

6. BACKGROUND PAPERS

- 6.1 The Finchley and Golders Green Area Committee on 30 March 2016 agreed “That the Committee requested to receive an officer’s Report at its next meeting with approximate funding costs in relation to the proposal for Mesh Parking on the Green Near Summerside School.” (Item 9 here).
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=8267&Ver=4>
- 6.2 The Finchley and Golders Green Area Committee on 6 July 2016 agreed that “officers would update the Chairman of the Committee on what can be achieved with an expenditure of £25,000 in relation to the scheme including any other relevant information.” (item 9 here).
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=8749&Ver=4>
- 6.3 The Finchley and Golders Green Area Committee on 2 August 2017 agreed that “officers would
1. Proceed with consultation on:
 - a. Convert south-west corner of green to carriageway;
 - b. Provide “at any time” parking restrictions at the junction of Schoolway and Crossway and at the junction of Crescent Way and Garthway.
 2. Provide a detailed design of Option 1 and report back to the Environment Committee on 11 September for additional funding (item 12 here).
- <https://barnet.moderngov.co.uk/documents/g9273/Printed%20minutes%202002nd-Aug-2017%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>