



## **ADVANCED PUBLICATION OF REPORTS**

This publication gives five clear working days' notice of the decisions listed below.

These decisions are due to be signed by individual Cabinet Members  
and operational key decision makers.

Once signed all decisions will be published on the Council's  
Publication of Decisions List.

- 1. PONDERS END HIGH STREET IMPROVEMENTS SCHEME  
IMPLEMENTATION (Pages 1 - 160)**

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**London Borough of Enfield****Portfolio Report****Report of:** Richard Eason, Healthy Streets Programme Director

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**Subject:** Ponders End High Street improvements**Cabinet Member:** Deputy Leader, Cllr Barnes**Director:** Doug Wilkinson**Ward:** Ponders End**Key Decision:** KD5399

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**Purpose of Report**

1. The purpose of this report is to provide an overview of the engagement and consultation for proposed works on Ponders End High Street, and invite a decision on implementation of the scheme using permanent traffic orders.

**Proposal(s)**

2. The designs shown at Appendix A is implemented on a permanent basis and £690k TfL funding allocated for spend on this project.
3. That the following traffic orders be made:
  - The Enfield (Cycle Lanes) (No. \*) Traffic Order 202\*
  - The Enfield (Parking Places) (Pay and Display) (No. \*) Traffic Order 202\*
  - The Enfield (Waiting and Loading Restriction) (Amendment No. \*) Traffic Order 202\*
  - The Enfield (Free Parking Places) (Disabled Persons) (No. \*) 202\*
  - The Enfield (Goods Vehicles Loading Bay) (No. \*) Traffic Order 202\*
  - The Enfield (Stop and Shop Parking Places) (No. \*) Traffic Order 202\*
  - The Enfield (20 m.p.h. Speed Limit) (No. \*) Traffic Order 202\*
4. These are based on the traffic order TG1447 which were advertised on 5th January 2022 with Waiting and Loading traffic order amended to reflect comments received during the statutory consultation. Traffic orders are included at Appendix B.

**Reason for Proposal(s)**

5. The Council has declared a climate emergency with a commitment for the Borough to become carbon neutral by 2040. Transport accounts for 39%<sup>1</sup> of the Borough emissions, and therefore it is essential that this sector plays a key role in reducing emissions. Enabling an increase in active travel will form part of this response.
6. The Healthy Streets programme consists of a comprehensive range of interventions that collectively will enable more sustainable transport choices. As projects are knitted together and a coherent network of quiet streets and safe walking and cycling infrastructure on primary roads is delivered, longer-term change will be enabled.
7. The Ponders End High Street project forms parts of the Healthy Streets programme and the works outlined will improve the environment, create new pedestrian crossing points and enable continuity of Cycleway 1 which will then be a continuous from Frezzywater to Edmonton Green (there is currently a gap in this location).
8. The existing street environment is in need of improvement. It has a road surface in poor condition, unclear and worn road marking and signage and apportsions the available space mostly to vehicles, with little regards to cyclists and other users.
9. Existing overreliance on using private vehicles instead of sustainable modes such as walking, cycling and public transport, makes for a case to shift the focus of the provision towards these modes to enable and encourage their use. Improved cycle and pedestrian provision coupled with an improved environment for these users as well as reduced Waiting and Loading provision, reduced Pay & Display provision, make these sustainable journeys possible and safer and enable the mode shift and the change.
10. Ponders End High Street project forms part of the Enfield Healthy Streets programme, which is delivering schemes to enable walking and cycling across Enfield. Major components of the programme include the creation of high-quality routes for cycling, connecting neighbourhoods that feel safe for walking and cycling along with school streets and a range of community events and activities. It is acknowledged that it will take a number of years to deliver the range of infrastructure projects that are necessary to enable longer-term change. Funding constraints (the majority of funding is externally sourced, typically from Transport for London) and having to work incrementally on the network to reduce construction disruption, influence the pace of delivery. It is likely that generational change will be necessary to realise the full objectives of the Healthy Streets programme, which is recognised in the 2041 horizon of the Mayors Transport Strategy.
11. It is recognised that trade-offs are inevitable due to finite amount of street space, but it is believed that on balance, the scheme will benefit the local community as well as those visiting and cycling through the area. The scheme is believed to also contribute to the wider borough and London aims and objectives as set out in this report.

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<sup>1</sup> <https://new.enfield.gov.uk/services/environment/climate-action/>

## Relevance to the Council's Corporate Plan

12. Good homes in well-connected neighbourhoods – This project supports the Council's commitment to encourage people to walk and cycle, which improves connectivity of neighbourhoods. Delivering new cycling infrastructure and improving conditions for walking supports end to end journeys by active travel modes, enhances connections to public transport services and connects residents with town centres
13. Safe, healthy and confident communities – The project, and the underlying Enfield Healthy Streets Framework<sup>2</sup>, seeks to create healthier streets. This approach puts people and their health at the heart of decision making. It is a long-term plan for improving the user experience of streets, enabling everyone to be more active and enjoy the subsequent health benefits. Improvements for active travel seek to address road safety concerns and can reduce air pollution. There is also good evidence to show that active lifestyles lead to improved health outcomes.
14. An economy that works for everyone – Wider investment in the walking & cycling network forms part of the Council's strategy to support our high streets and town centres by providing safe and convenient access to local shops and services. Improving active travel facilities will make a positive contribution to transport equity in Enfield. Walking and cycling are low-cost modes of transport that can improve access to opportunities. This project will provide more travel choices for the 32.5% of Enfield households who have no access to a car (a percentage that increases to 60 in the Ponders End ward, which has one of the highest percentages without access to a car/van in Enfield) and an alternative travel choice for the remaining households that do.
15. Climate Action – One of the cross cutting themes of the Council Plan is to work with residents and partners to become a carbon neutral borough by 2040. To achieve this, we are implementing direct initiatives, such as the redevelopment of Ponders End high-street, to reduce overreliance on private vehicles and encourage walking and cycling.
16. Fairer Enfield – A fairer Enfield is one of the cross-cutting themes of our Council Plan. The Climate Committee suggest that people in poverty are most likely to be affected by the risks and impact of climate change<sup>3</sup>. As a Council, it is important that we deliver initiatives to support people in poverty. The Council aims to respond to both risks posed by poverty and risks posed by climate change. Ponders End has the 4th lowest average (median) household income of the 21 wards in Enfield, as estimated by CACI 2021<sup>4</sup>. The improvements to pedestrian crossing and footways, will benefit those from lower income household by encouraging active transport to reduce carbon emissions.

## Background

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<sup>2</sup> [https://governance.enfield.gov.uk/documents/s87876/Enfield%20Healthy%20Streets%20Cabinet%20Report%20-%20Final\\_020621.pdf](https://governance.enfield.gov.uk/documents/s87876/Enfield%20Healthy%20Streets%20Cabinet%20Report%20-%20Final_020621.pdf)

<sup>3</sup> <https://www.theccc.org.uk/publication/net-zero-the-uks-contribution-to-stopping-global-warming/>

<sup>4</sup> Low income households –CACI Paycheck; 2021; © CACI

17. The Enfield Healthy Streets Framework, which was approved by the Council Cabinet in June 2021, sets out a range of activities that include creating a high-quality walking and cycling network. That document details how delivery of these activities achieve wider policy aims and objectives, such as those specified in the Mayor's Transport Strategy<sup>5</sup>, Enfield Council Plan<sup>6</sup>, Enfield Transport Plan<sup>7</sup>, and Enfield Joint Health and Wellbeing Strategy<sup>8</sup>.
18. The Ponders End High Street project aims to align with the policy context of local, regional, and national policies and strategies that seek to respond to the climate emergency and increase levels of physical activity, and post-pandemic, to enable a green recovery. The strategic context is described in detail in the following section.
19. More detailed information on how the scheme links with the Mayor's Transport Strategy can be found in the Project Rational published on the project page<sup>9</sup>.
20. Community engagement events on the full extent of the A1010 scheme (between Edmonton Green and Freezywater) took place in 2015. In 2017 construction took place alongside the northern and southern sections of this A1010 cycle route (outside of the Ponders End High Street project area), as well as selected additional areas within the Ponders End High Street project area. In 2020 Transport for London (TfL) confirmed funding for the Ponders End High Street improvements (this project). Some of the funding was used on the implementation of the Shared Use Bus Boarders (SUBB) that have already commenced in 2021 and is aimed to be completed in 2022. Following a statutory consultation advertised on 5th January 2022 and as detailed in Appendix A and Appendix B, the Ponders End High Street project is now proposed to be implemented and the associated traffic orders made.

## **Main Considerations for the Council**

### *Alignment with local, regional, and national policies and strategies*

21. The Ponders End High Street project is delivered in the context of local, regional, and national policies and strategies that seek to respond to the climate emergency, reduce traffic congestion and increase levels of physical activity, and post-pandemic, to enable a green recovery.
22. The Climate Change Act, amended in 2019, commits the UK to achieving net zero carbon emissions by 2050. The Government is supporting local authorities to

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<sup>5</sup> <https://tfl.gov.uk/corporate/about-tfl/the-mayors-transport-strategy>

<sup>6</sup> <https://new.enfield.gov.uk/services/your-council/enfield-council-plan-2020-to-2022-your-council.pdf>

<sup>7</sup> <https://new.enfield.gov.uk/services/roads-and-transport/enfield-transport-plan-2019-2041-roads.pdf>

<sup>8</sup> <https://new.enfield.gov.uk/healthandwellbeing/wp-content/uploads/2020/04/LBE-JHWBS-FINAL-V5.0.pdf>

<sup>9</sup> <https://letstalk.enfield.gov.uk/7076/widgets/21119/documents/21637>

encourage sustainable travel through its Active Travel Fund and the 2020 national walking and cycling strategy, Gear Change<sup>10</sup>. The strategy includes:

- *“That physical inactivity is responsible for one in six UK deaths (equal to smoking) and is estimated to cost the UK £7.4 billion annually.”*
- *“In order to really deliver a step-change in the UK, we must go further, faster. Millions more journeys need to be walked or cycled.”*
- *“The routes must be direct. They must be continuous, not giving up at the difficult places. They must serve the places people actually want to go and the journeys they actually want to make. If it is necessary to reallocate road space from parking or motoring to achieve this, it should be done.”*

23. The Government’s Net Zero Strategy: Build Back Greener<sup>11</sup>, released in October 2021, sets out the Government’s long-term plan to end the UK’s domestic contribution to man-made climate change by 2050. Two transport key commitments in this plan are:

- *“Increase the share of journeys taken by public transport, cycling and walking.”*
- *“Invest £2 billion in cycling and walking, building first hundreds, then thousands of miles of segregated cycle lane and more low-traffic neighbourhoods with the aim that half of all journeys in towns and cities will be cycled or walked by 2030.”*

24. Additional guidance was published by the Secretary of State for Transport in July 2021<sup>12</sup> to assist local authorities to meet their statutory network management duty. The guidance sets out high-level principles to help local authorities to manage their roads and identify what actions they should take, bearing in mind the ambitions set out in ‘Gear Change’<sup>13</sup>. In particular, the guidance places emphasis on active travel and makes it clear that local authorities should continue to reallocate road space to people walking and cycling. It also stipulates that local authorities should introduce further active travel schemes, building on those already delivered, to support a green recovery from the Coronavirus pandemic.

25. The 2018 Mayor’s Transport Strategy (MTS) sets the overall direction and objectives for transport across London. The MTS, and the supporting evidence<sup>14</sup> for the MTS, includes the following statements:

- *“A target for 80% of all trips to be made on foot, by bicycle or by public transport by 2041.”*
- *“74% of car trips could be made by a more sustainable mode, for example cycling, walking or public transport.”*

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<sup>10</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf)

<sup>11</sup> <https://www.gov.uk/government/publications/net-zero-strategy>

<sup>12</sup> <https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19>

<sup>13</sup> <https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england>

<sup>14</sup> <https://content.tfl.gov.uk/mts-supporting-evidence-challenges-opportunities.pdf>

- *“Cycle travel grew by 133% London-wide and 221% in central London between 2000 - 2015. There is considerable opportunity to deliver growth in cycle travel, with more than nine million journeys currently made by a motorised mode every day that could be cycled instead.”*
- *“If everyone in London walked or cycled for 20 minutes each day, £1.7 billion in NHS treatment costs could be saved.”*
- *“Without further action, the average Londoner will waste 2.5 days a year sitting in congested traffic by 2041. Most congestion is caused by there being more traffic on a day-to-day basis than there is space for.”*

26. Active travel projects, such as the Ponders End High Street, align closely with the following policies in the MTS:

- *“Policy 1: The Mayor, through TfL and the boroughs, and working with stakeholders, will reduce Londoners’ dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.”*
- *“Policy 2: The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by cycle, and promoting the benefits of active travel. The Mayor’s aim is that, by 2041, all Londoners do at least the 20 minutes of active travel they need to stay healthy each day.”*
- *“Policy 6: The Mayor, through TfL and the boroughs, and working with stakeholders, will take action to reduce emissions – in particular diesel emissions – from vehicles on London’s streets, to improve air quality and support London reaching compliance with UK and EU legal limits as soon as possible. Measures may include retrofitting vehicles with equipment to reduce emissions, promoting electrification, road charging, the imposition of parking charges/ levies, responsible procurement, the making of traffic restrictions/ regulations and local actions.”*
- *“Policy 10: The Mayor, through TfL and the boroughs, and working with stakeholders, will use the Healthy Streets Approach to deliver coordinated improvements to public transport and streets to provide an attractive whole journey experience that will facilitate mode shift away from the car.”*

27. Transport for London’s (TfL’s) Healthy Streets for London<sup>15</sup> document sets out how TfL will put people and their health at the centre of decision making, helping everyone to use cars less and to walk, cycle and use public transport more. The Healthy Streets Approach is the framework underpinning the MTS. Key to the Healthy Streets Approach, are the ten Healthy Streets Indicators<sup>16</sup>.

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<sup>15</sup> <https://content.tfl.gov.uk/healthy-streets-for-london.pdf>

<sup>16</sup> <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets#on-this-page-3>





Source: Lucy Saunders

Figure 1: Healthy Streets Indicators

28. The Enfield Healthy Streets Framework was approved by Cabinet in June 2021. The report sets out the framework for developing and delivering Healthy Streets projects which incorporates the Healthy Streets Approach. The framework identifies activities to deliver on local, London and national policy objectives. Active travel improvements are identified and discussed in Activity 1 (creating a high-quality walking and cycling network) and Activity 2 (making streets safer, reducing road danger and the number of people killed or seriously injured on Enfield's roads) of the Healthy Streets Framework. Annex A<sup>17</sup> of the framework sets out the following:

- *“Enfield’s share of sustainable transport trips is amongst the lowest in London, with 31% trips walked, <1% cycled and 22% made on public transport. Correspondingly, the proportion of car trips exceeds the London average with 48% of trips made by private vehicles in Enfield, compared to 35% in London.”*
- *“Enfield has a relatively large proportion of journeys that are potentially cyclable, with as many as 80% of car trips estimated to be of cyclable length. The 2016 TfL’s Analysis of Cycling Potential confirmed that Enfield is within the top five London boroughs in terms of cycling potential. The analysis suggested that an additional 315,000 trips could be cycled daily.”*
- *“It can be seen that almost the entirety of Enfield can be traversed within a 20-minute cycle.”*
- *“Continued growth in population is expected to cause further strain on the road and public transport network if the modal split trends remain.”*

29. As set out in the Ponders End High Street Project Rationale<sup>18</sup> document published on the project page, it is acknowledged that it will take a number of years to deliver the range of infrastructure projects that are necessary to enable longer-term change. It is likely that generational change will be necessary to realise the full objectives of the Healthy Streets programme, which is recognised in the 2041 horizon of the Mayors Transport Strategy. Therefore, it is critical that immediate action is taken to develop infrastructure that will enable long term societal change.

<sup>17</sup>[https://governance.enfield.gov.uk/documents/s87877/Enfield%20Health%20Streets%20Annex%20A\\_Additional%20Information.pdf](https://governance.enfield.gov.uk/documents/s87877/Enfield%20Health%20Streets%20Annex%20A_Additional%20Information.pdf)

<sup>18</sup><https://letstalk.enfield.gov.uk/7076/widgets/21119/documents/21637>

30. The High Street at Ponders End is in need of improvements, that will not only benefit the local community, but also deliver the wider benefits arising from the completion of the existing gap in the Cycleway 1 provision.

*Strategic importance of project*

31. The aim of Ponders End High Street project is to upgrade a section of the High Street (A1010) in Ponders End between the Southbury Road / Nags Head Road junction and Ponders End Park. This will improve the experience for all road users along the high street.
32. The proposals include resurfacing of the carriageway and implementation of cycle facilities on both sides of the road along this section to link the A1010 South and A1010 North cycle facilities. Two existing informal pedestrian crossings are proposed to be upgraded to zebra crossings, and two other nominal crossings are proposed to be removed.
33. Changes to parking and loading restrictions form part of these plans and are detailed in traffic orders documents attached in Appendix A and Appendix B. Raised tables are also proposed in some locations to help reduce speed and improve safety. A 20mph speed limit is being proposed along the project area as well as to the south of the project (*approximately* between Lincoln Road and Allens Road). This is to further support the proposed changes.
34. Localised footway improvements will complement the changes to the Shared Use Bus Boarders (SUBB) proposed to further strengthen the existing SUBB.
35. SUBB have already started to be implemented and will form part of the proposed changes along the high street, but have not formed part of the statutory consultation.
36. The scheme scope also includes connecting the existing Puffin crossing with the main Southbury Road / Nags Head Road junction by adding a Split Cycle Offset Optimisation Technique (SCOOT), a real time adaptive traffic control system to the existing facilities. This will help improve operation of traffic signals and therefore traffic flows on the approach to the signalised junction at this location.
37. The objectives of this project are to:
- Create healthier streets in Enfield in line with the Healthy Streets indicators;
  - Enable a long-term increase in volume of cycle users and pedestrians as well as mode shift towards sustainable modes; both along the route and as part of a wider borough network;
  - Reduce speed and reduced number and severity of collisions; and
  - Improved perception of safety of all SUBB users.
38. Without the delivery of this project, residents within the project area are less likely to be able to benefit from the health and community benefits associated with reduced motor traffic and increased active travel. This project is part of a wider programme to meet the travel related goals in Enfield's Climate Action Plan and the Mayor's

Transport Strategy. More details on the project monitoring and evaluation can be found in the Project Monitoring and Evaluation Plan<sup>19</sup> and more details on the objectives can be found in the Project Rationale<sup>20</sup>, both available on the project page.

*Community and stakeholder engagement*

39. Community engagement events on full extent of the A1010 scheme (between Freezywater and Edmonton Green) took place in 2015. In 2017 construction took place alongside the northern and southern sections of this A1010 cycle route (outside of the Ponders End High Street project area), as well as selected additional areas within the Ponders End High Street project area. In 2020 Transport for London (TfL) confirmed funding for the Ponders End High Street improvements (this project) and engagement recommenced in September 2021. An overview of the proposed plan was presented to the community, businesses, Ward Councillors and stakeholders. Meetings with the local Mosque also took place to inform the development of the proposals. Specific engagement with businesses regarding their loading requirements was also conducted via an online survey and visits to each business by a team of engagement consultants.
40. The project team worked closely with stakeholders, both externally and internally in order to develop the designs. The information collected from businesses, as well as meetings with the Councillors and the Mosque, informed a revised proposal that was then presented and went to statutory consultation in January 2022.
41. The notice of the Council's intention to make the traffic orders for the Ponders End High Street was published in the Enfield Independent, London Gazette and on the Council website on Wednesday 5 January 2022. Residents, businesses and community groups were invited to share their objections and representations on the proposed design through the statutory consultation process from Wednesday 5 January 2022 to Wednesday 26 January 2022. Views could be shared with the Council in the following ways:
- Online via the consultation survey on the project page at <https://letstalk.enfield.gov.uk/pondersendhighstreet>
  - Email to [healthystreets@enfield.gov.uk](mailto:healthystreets@enfield.gov.uk), or
  - By post to Healthy Streets team, Enfield Council, Silver Street, Enfield, EN1 3XA.
42. Further to the notice of the traffic order, the following activities occurred to promote the project and opportunity to comment:
- Letters were delivered to all properties within the area
  - Lamp post skirts (wrap around advertising boards) were placed on six lampposts along the High Street
  - Posters were placed at The Qube Community Space

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<sup>19</sup> <https://letstalk.enfield.gov.uk/7076/widgets/21119/documents/21636>

<sup>20</sup> <https://letstalk.enfield.gov.uk/7076/widgets/21119/documents/21637>

- Emails were sent to 73 community groups, organisations and stakeholders
- Information was posted on Enfield Council's Facebook and Twitter pages
- Statutory consultees including emergency services and Transport for London were contacted (no objections were raised)

43. Letters sent to the community, links to the recordings and the slides presented during the webinars have been uploaded to the project page<sup>21</sup>.
44. A detailed Communication Engagement and Consultation Plan<sup>22</sup> has been prepared and is available on the project page.
45. An online webinar on Microsoft Teams was held on 18<sup>th</sup> January 2022 during the consultation period to provide information on the project and encourage people to share their views. A number of community groups in the local area as well as across Enfield were also invited to participate and share the opportunity to comment with their members.
46. During the consultation period a team of engagement consultants who had previously conducted engagement with businesses in the area visited them again. The purpose of this was to ensure they were aware of the project and the opportunity to comment via the statutory consultation. A total of 58 businesses were visited and 42 spoken with.
47. A community drop-in session was also planned, but unfortunately, due to COVID-19 cases and the Council's approach to in-person events at the time, the community drop-in session was cancelled. Community groups were notified, and the project page and on-street signage was updated to reflect the cancellation.
48. A total of 37 survey responses and four email responses were received during the consultation period. Of the survey responses received, 7 were submitted as representations and 30 submitted as objections. The following section summarises the feedback received in response to the statutory consultation. Enfield officers have carefully considered all of the comments received and these, together with the officer response, are set out in detail in Appendix E.
49. Of the 4 emailed responses, one was in favour of the proposed 20mph speed limit and raised tables, one (passed on by the local Councillor) raised a concern about reduced parking provision, one expressed dissatisfaction about the scheme overall and one commented on an area outside of the proposed changes.

### *Parking and loading*

50. The most common theme raised in responses was regarding reduction of parking provision along the high street, and the impacts this may have on nearby businesses, residents, visitors and members of the community, including those who

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<sup>21</sup> <https://letstalk.enfield.gov.uk/pondersendhighstreet>

<sup>22</sup> [Communication Engagement and Consultation Plan](#)

attend Jalalia Jamme Masjeed Enfield (the Enfield Mosque). Some respondents commented that people who need to drive, including elderly people, disabled people, Blue Badge holders and people who live outside of the local area, will find it difficult to park in the area and will therefore be disadvantaged. Some said parking was already an issue resulting in difficulty finding parking spaces.

51. Many of the respondents stated that they regularly visited the Mosque and the removal of parking would affect this community. One person said that public transport is unsafe or not available at late and early prayer times at the Mosque (up to 11pm and as early as 3am). It was suggested that visitors to the Mosque be allowed to park in the cycle lanes during off-peak hours. One person said there should be free parking in the area.
52. Enforcement of parking offenses in the area was also raised by some participants who suggested more enforcement was needed.
53. One person suggested introducing time restrictions within the proposed loading bays to prevent local shop owners parking for prolonged periods of time within the loading bays.
54. Some raised concerns about an existing issue with parking on side roads, suggesting the proposals would put further pressure on these roads and make it more challenging to access their properties or park to visit the High Street. A suggestion was made to introduce a controlled parking zone (CPZ) to help with parking for residents.

#### *Impact on the Mosque and worshippers*

55. Reduced parking provision was also the main issue raised in regard to impacts on the Mosque and community who worship there. One person said that if they were not able to park in the area in order to attend the Mosque this would affect their mental health. Another said that work in front of the Mosque will cause a disturbance for those attending the Mosque.

#### *Cycling facilities*

56. There were a number of comments on the proposed cycle lanes and existing cycle lanes. One person said they supported the project as it completed the gap in the cycling network in the area. Others commented on the cycle lanes resulting in a loss of parking in the area and potentially causing traffic congestion along the High Street. A few people said that they do not believe the existing cycle lanes are well used or people cycle on the road instead of in the designated lanes. Some also suggested the proposed cycle lanes will not be used and should not be introduced.

#### *Congestion, increased journey times and air pollution*

57. Further to the above, some respondents raised concerns about existing and increasing congestion as a result of the cycle lanes and linked this to air pollution and increases in journey times. Some commented that their journeys to the Mosque

and work, and children's journeys to school would be affected by delays. Concerns about delays to bus journeys was also raised by one respondent.

### *20mph speed limit*

58. A few people commented on the 20mph speed limit proposal. Two stated that they did not think this is necessary on the High Street, as it is a small stretch of road and not usually very busy outside of peak hours and would contribute to congestion on side roads. One said the proposed speed will be very aggravating for drivers. Others said they supported the introduction of a 20mph speed limit and hoped it would dissuade speeding in the area.

### *Safety and crime*

59. Security and safety were raised by some respondents. Concerns raised included visiting the area at night, safety when using public transport at night and that the area currently does not feel safe due to anti-social behaviour.

### *Impact on the local economy*

60. The impact on businesses and the High Street was raised by some respondents. Linked to the removal of parking, some said they thought the proposals would have a negative impact on local businesses and make the High Street inaccessible to visitors and shoppers. One person said that previous projects in the area had turned the High Street into a carpark with cars being parked on pavements and along the road, and that was due to the design, suggesting that it was hard to tell what was the road and what was a footway. Others said the High Street was in need of regeneration and hoped these proposals would support this.

### *Design*

61. Some commented on the look and feel of the proposal, wanting the design to stay in keeping with the local area, enhancing greenery along the High Street and ensuring pedestrian facilities such as footway and zebra crossings are clear to all road users. A couple of respondents mentioned previously implemented projects, including the roundabout at South Street, saying that it was a confusing design for people driving and walking, as well as the confusing pedestrian crossings. Some respondents said they wanted pedestrians to have a clear, designated space to walk and that at the moment this is difficult as cars are parked or business sell goods on the footway.

### *Use of funds*

62. Decisions of Council spending and priorities was raised by a number of respondents. Some suggested this proposal would be a waste of money and others suggested the funds be spent elsewhere such as on planting trees, supporting businesses, mental health, fixing pot holes, street lighting, fly tipping and other initiatives.

### *Other comments*

63. Other comments not captured above included:

- Generally supportive comments

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- Generally opposing comments
- Bus changeover points
- Need for maintenance of roads and facilities in the area
- Poor execution of previous scheme
- Decisions being made by people who don't live in the area or the Council being incompetent
- Type of property along the High Street
- Lack of data to inform proposals
- Flooding issue at Lincoln Road junction
- Issues along Garfield Road
- Type of shops along the High Street
- Specific design changes/improvements to SUBB or service road, zebra crossing to the south of the scheme area
- Level of services provided by the Council including schools
- Need for cyclists to pay (road) tax
- Wanting to in the last few years to move and wanting to sell now.

64. Comments that don't relate to the project and/or proposed traffic orders will be passed on to the relevant departments within the Council.

65. Key finding from the EQIA are contained in the within the Equalities Impact of the Proposal section of this report; and key outcomes of the consultation are also reflected in the updated Equalities Assessment Report (EQIA Report) found in Appendix F.

66. Design development and final designs have been informed by the comments received during the engagement period and statutory consultations. This included a modification to both the waiting and loading order to allow parking on a short section of the High Street opposite the Mosque between 9pm and 5am. This was achieved by lowering the level of provision for cyclists previously proposed in this location, while preventing obstruction to traffic (including public transport and emergency services) during the day, including the peak hours. Emergency services and the London Cycling Campaign were notified of the design change, but did not raise the objection.

67. It is recognised that trade-offs are inevitable due to finite amount of street space, but on balance, this scheme is likely to promote equalities through the improvement of conditions for those walking, cycling and using buses in the area. Not only will the scheme improve the experience for those already using these modes, but it will also help to make non-car transport options more attractive by making them safer, more accessible, and ultimately, more convenient. These will be monitored as detailed in a separate Monitoring Plan<sup>23</sup>. The scheme is believed to also contribute to the wider borough and London aims and objectives as set out in the report.

68. The EqIA is not a static document and has continued to be developed during the course of this project. Monitoring and evaluation will determine whether the scheme

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<sup>23</sup> <https://letstalk.enfield.gov.uk/7076/widgets/21119/documents/22709>

has been successful in achieving the objectives and of mitigating the potential inequalities raised in this EqIA.

### **Safeguarding Implications**

69. None identified.

### **Public Health Implications**

70. The Ponders End High Street project as outlined in this report can help make transport in the area more health-promoting by increasing physical activity through encouraging walking and/or cycling as a normal, everyday transport mode.

71. The positive effects of increased physical activity on health and wellbeing are well documented; it can help prevent and/or ameliorate a range of lifestyle related conditions, including obesity, type 2 diabetes, heart disease, stroke, some cancers, musculoskeletal issues, and poor cognitive and mental health. Prevention of lifestyle related conditions can also lead to significant cost savings within health and social care services.

72. Such is the effect of physical activity upon health, that it has been calculated that a modal shift to levels of active transport similar to those in Netherlands would save the NHS £17 billion per year.

73. Achieving a modal shift towards active travel can also help reduce the health damaging effects of motorised transport including road traffic injuries, air pollution, community segregation, and noise.

74. Creating an environment where people actively choose to walk and cycle as part of everyday life has the potential to reduce health inequalities. This is due to the fact that income or wealth would become a less significant factor in a person's ability to travel within the borough and gain access to healthcare, employment, social networks, etc. Therefore, improving active travel in the Borough is likely to benefit those who are less prosperous and therefore less likely to own motorised transport. Active travel can also be more cost-effective than other initiatives that promote exercise, sport and active leisure pursuits.

75. Climate change been named as one of greatest threat to human health in the 21st century. Reducing motorised traffic and promoting forms of active travel can help lower local greenhouse gas emissions that contribute to climate change and will lead to improvements in health of residents and the environment in the longer term.

### **Equalities Impact of the Proposal**

76. The Council is required to abide by the Public Sector Equality Duty under the Equality Act 2010 which states:

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- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act;
- Advance equality of opportunity between people who share a protected characteristic and those who do not and
- Foster good relations between people who share a protected characteristic and those who do not.

77. These can be referred to as the three aims or arms of the general equality duty. The Act explains that having due regard for advancing equality involves:

- Removing or minimising disadvantages suffered by people due to their protected characteristics;
- Taking steps to meet the needs of people from protected groups where these are different from the needs of other people; and
- Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.

78. A full Equality Impact Assessment was carried out following the method and process that is set out in the Equality Approach<sup>24</sup> document which is publicly available on the project page. The associated report is attached at Appendix F. Protected characteristic data was collected during the consultation and breakdowns are included in the associated report.

### *Participants*

79. Thirty-seven responses were collected through the consultation survey hosted on the Let's Talk Enfield project page, and four email responses were received. No posted letters were received. Demographic and equalities data was collected through the online consultation survey and is reported on below.

80. Of the survey respondents, 36 said they live in Enfield with one person stating 'Prefer not to say' in relation to their relationship to Enfield. Eight work in Enfield, including four who own a business in Enfield, two study in Enfield and four own a house in Enfield that they do not live in.

81. Getting a representative sample of all age groups in consultation has proved to be challenging. Four respondents were female and 16 were male, with other respondents preferring not to state their gender. Of those who provided their year of birth, respondents aged 35-44 years and 45-54 years were the most represented with eight survey respondents in each of these age groups, followed by three aged 25-34 years, three aged 55-64 years and one aged 65-74 years.

82. Of the 21 who answered the question about ethnicity, 13 respondents selected 'Asian or Asian British – Bangladeshi' as their ethnicity, three selected 'Any other Asian background', two selected 'White - English/Welsh/Scottish/Northern Irish/British', and one person each selected 'White – Kurdish', 'Black/African/Caribbean/Black British – Caribbean' and 'Any other White background'.

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<sup>24</sup> <https://letstalk.enfield.gov.uk/7076/widgets/21119/documents/21635>

83. In regard to religion, of 21 who answered this question, 16 stated they were Muslim, one Alevi, two Christian and one non-religious.
84. All 21 respondents who answered this question, stated that they don't receive care assistance at home, 3 considered themselves to have a disability, 17 did not and one preferred not to say, 2 stated they hold a Blue Badge, and five stated that they were a carer.
85. The Equality Impact Assessment does not consider that there are particular positive or negative impacts on groups with the following protected characteristics:
- Gender reassignment
  - Marriage and civil partnership
  - Sexual orientation
86. Younger people are more likely to benefit from the scheme as they are likely to adopt more active travel behaviours on a longer-term basis and less likely to drive. The introduction of two zebra crossings in place of courtesy/informal crossing points will lead to enhanced pedestrian provision. This is likely to benefit elderly people and children more than any other age group, as both are more likely to take longer to cross the road and may not feel confident crossing without a formal crossing point.
87. The Royal National Institute of Blind People (RNIB) has previously raised concerns about the use of some design interventions which involve the mixing of pedestrians and cyclists, such as shared space schemes and bus stop bypasses/bus stop boarders. As such, it is possible that the bus stop boarders in this scheme will disproportionately impact those who are partially sighted, blind, or have mobility issues. Elderly people in particular are most likely to live with one or more of these disabilities, and therefore may find bus stop boarders especially challenging. However, the design of these SUBBs has been carefully considered to respond to these concerns. These features are becoming more widespread across London with both pedestrians and cyclists becoming more familiar with their use. Previously undertaken monitoring and the planned post-implementation monitoring will help inform any possible design improvements or additional awareness campaigns (geared towards all SUBB users).
88. The introduction of the 20mph speed limit will help reduce vehicle speeds in the area. Even in the face of ongoing work to reduce danger on the road in Enfield, people aged under 15 and over 60 are disproportionately killed or seriously injured by drivers. The changes to the road layout and speed limit along the High Street have the potential to reduce speeds, reducing the likelihood and severity of collisions, and therefore fatalities or serious injuries. Furthermore, the introduction of cycle lanes at various levels of segregation will also improve cyclist safety. Sections of footway-level segregated cycle lane as well as sections of carriageway-level lightly segregated with 'wands' cycle lanes, will also assist with reducing the conflict risk between users.

89. Improved and new cycle infrastructure will benefit disabled cyclists and could potentially encourage people with disabilities to try cycling, if their disability allows. Some disabled people rely upon cycling as their primary means of mobility.
90. Parking and loading restrictions have been reduced along the high street, including within the service road and short section of two side roads off the high street. Loading and disabled users parking has been proposed to take place at dedicated locations only. This may disproportionately impact disabled people who are not able to walk longer distances between their car and their destination. Location of loading and disabled parking has been however carefully considered taking into account type of shop frontage and loading-focus survey undertaken to inform the designs.
91. The proposed measures that include new or improved cycle lanes and zebra crossings are likely to improve conditions for pedestrians and cyclists, by reducing conflicts with motorised vehicles and reallocation of space away from motor traffic. This will disproportionately benefit ethnic groups who are disproportionately likely to walk ('Asian or Asian British', 'Mixed or multiple ethnic groups' and 'Other Ethnic Groups'), as well as 'Black and Black British' and 'Other Ethnic Groups' who are disproportionately likely to use public transport (as every public transport journey starts or ends on foot or cycle).
92. With the exception of 'Other Ethnic Groups', car usage in Enfield is high, particularly for 'Gypsy or Irish Travellers' and 'Mixed or multiple ethnic groups'. As such, the removal of some of the Pay & Display parking bays on the High Street may dis-benefit these groups. However, the delivery of this scheme has the potential to offer genuine alternatives to car journeys and reduce the reliance on cars within these ethnic groups in line with the Mayor's Transport Strategy mode share target of 80% trips made by active travel by 2041.
93. Improving conditions for walking and cycling is likely to positively benefit those who follow a religion and regularly attend places of worship such as Jalalia Jamme Masjeed Enfield. Destinations such as this are generally local and have large walking and cycling catchments.
94. Religious commitments can sometimes leave little time for sporting activities, for example, as young Asian Muslims attend mosque after school, they do not have much leisure time as those from non-religious backgrounds. Therefore, creating environments that enable and encourage people to cycle more often can lead to exercise being built into their day, rather than having to go out of their way to achieve it.
95. Some respondents raised a concern about reduction of parking opposite the Mosque and said the removal of parking would affect this community. One person said that public transport is unsafe or not available at late/early prayer times at the Mosque (up to 11pm and as early as 3am). It was suggested that visitors to the Mosque be allowed to park in the cycle lanes during off-peak hours. One person said there should be free parking in the area. One person said that if they were not able to park in the area in order to attend the Mosque this would affect their mental health. Another said that work in front of the Mosque, will cause disturbance for the Muslim

community. As a result of statutory consultation, a design change has been made in the location opposite the mosque to accommodate late and early parking in this location. This is in addition to the provision of parking directly outside of the mosque.

- 96. Females are more likely to use the bus than males. As every public transport journey starts or ends on foot (or using a mobility aid), improvements in safety and convenience to these networks will improve their access to public transport services.
- 97. Increasing residents' access to quality cycling infrastructure is likely to disproportionately benefit females, particularly due to higher number of trips they make on a daily basis compared to males, as well as their role in taking children to and from educational and recreational facilities. The intervention would reduce a significant barrier to cycling.
- 98. Improvements to pedestrian crossing points and footways, particularly around bus stops, will disproportionately benefit those from lower income households and those without access to cars/vans who are more likely to walk between locations.
- 99. The project has been carried out with EQIA in mind. A report has been drafted and updated throughout the project development. Following the statutory consultation, it is concluded that on balance, this scheme is likely to promote equalities through the improvement of conditions for those walking, cycling and using buses in the area. Not only will the scheme improve the experience for those already using these modes, but it will also help to make non-car transport options more attractive by making them safer, more accessible, and ultimately, more convenient. These will be monitored as detailed in a separate Monitoring Plan.
- 100. It is acknowledged that this scheme will also cause some inconvenience to drivers, both during construction and in its final form and that trade-offs are inevitable due to finite amount of street space. The removal of some of the parking spaces has the potential to disproportionately impact those who rely upon cars as their primary or only mode of transport, which is most common for elderly or disabled people. However, this scheme will make walking and cycling a more attractive and accessible option for people, offering genuine alternative to car use which will benefit a wide range of residents and visitors. Although the proposals result in the net loss of the Pay & Display parking and overall reduction of Waiting and Loading provision, they introduce new dedicated Disabled bays to help provide parking for the Blue Badge holders. Blue Badge holders will also be able to park on double yellow lines (DYL) and single yellow lines (SYL) at selected locations and during the selected times; depending on the location.

**Environmental and Climate Change Considerations**

101. Table below provides an overview of environmental and climate change considerations.

Consideration	Impact of Proposals
Energy consumption	Neutral

	There are no changes proposed to the current service delivery arrangements. Refuse vehicles will continue to be able to collect refuse from all residential properties.
Measures to reduce carbon emissions	<p>Positive</p> <p>Transport generates a significant amount of greenhouse gas emissions, making up 39% of borough-wide emissions as per the Climate Action Plan 2020. The primary contributor of these emissions is on-road transport from cars. The proposals will enable:</p> <ul style="list-style-type: none"> <li>• Increased levels of active travel by making journeys safer and more appealing.</li> <li>• Over time a reduced private vehicle trips by making alternatives equally attractive.</li> </ul> <p>In the shorter term, there may be some increase in carbon emissions on the surrounding primary road network.</p>
Environmental management	<p>Neutral</p> <p>The main impact will be in the implementation of the project and the resultant embedded carbon. Some recycled materials will be used, along with environmentally friendly planting.</p> <p>However, the main offset will be a forecast reduction in the use of private vehicles as noted above.</p>
Climate change mitigation	<p>Positive</p> <p>In the longer term, as part of a wider programme to encourage active and sustainable modes of travel, the project is expected to contribute towards reducing the negative environmental impacts of private motor vehicle use through reduced carbon emissions, lower rates of road traffic collisions and improved public realm.</p> <p>There will be no long-term contracts entered into as part of this project that would introduce environmental risks and require mitigation measures to counteract any negative impacts on future climate change.</p>

102. Delivery of a high-quality cycle route will enable a mode shift, ultimately reducing emissions from private vehicle use and increasing active modes of travel. This will improve the health of both those cycling and others (through reduced air pollution).
103. Improved crossing facilities, improved footways and improved environment overall aims at encouraging more walking and targeting single-occupancy car use. This in turn enables more active and healthy life style.
104. Existing overreliance on using private vehicles instead of sustainable modes such as walking, cycling and public transport, makes for a case to shift the focus of the provision towards these modes to enable and encourage their use. This project helps to deliver this change and mode shift. Reduction of Pay and Display bays,

proposal of dedicated loading bays and places to load, proposals of dedicated Disabled bays and increased number of cycle parking to further support provision of cycle facilities, will all help with this change geared towards improving environment and tackling current climate emergency.

### Risks that may arise if the proposed decision and related work is not taken

105. The following are top risks and mitigation considered:

<b>Risk</b>	<b>Risk Description</b>
Lack of benefits associated with the scheme.	If the scheme is not implemented, none of the beforementioned improvements and benefits will be delivered. Climate change has been described as the greatest threat to Public Health in the 21st century.
Funding provided by TfL to be returned.	The Council will be at risk of having to return of the funding provided by TfL should the scheme design development and implementation be now stopped without providing clear and strong case for doing so.

### Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks

106. Following are top risks and mitigation considered:

<b>Risk</b>	<b>Mitigation</b>
Cost Increase during implementation.	Trial holes carried out to limit the risks of utility clashes on site. C2 and C3 search carried out to further limit the risk of utility clashes and to comply with CDM 2015 regulations. Detail design stage, in particular design of drainage, may result in the increased cost. Residue risks accepted.
Monitoring will show no or little benefits or dis-benefits.	Early discussions with stakeholders such as emergency services to ensure proposed changes don't hinder the service and/or don't introduce safety risks carried out. Early discussions with TfL aimed at ensuring designs don't hinder public transport carried out. Speed survey and SUBB monitoring is planned to assess the impact of the changes. Residue risks that further changes (within or outside of the scheme area) may be required to mitigate/balance out dis-benefits, are accepted.
Negative impact to some people with disabilities.	Council may consider introducing additional dedicated Disabled parking on side roads should this be raised by those in need.
Negative impact on residents of side streets.	Council may consider the introduction of parking permits on the residential streets in the area subject to funding being identified and the outcome of the associated consultation.
Active travel trends will not continue to increase.	A key objective of this project is to enable a longer-term increase in walking & cycling levels. Creating suitable infrastructure will enable cycling levels to continue to increase as seen in other parts of the Borough where infrastructure has been implemented. Other activities such as cycle parking, cycle training and Dr Bikes will provide further encouragement.

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## Financial Implications

107. Estimated capital expenditure is £682k from TfL in line with approved budgets, details below.

C202004 (all in £'000s)	2020/21	2021/22	2022/2023	Total
Budget	70	312	300	682
Estimated spend	70	312	300	682
Approved TfL grant	-70	-312	-300	-682*

*\*Total TfL grant allocation £690k therefore further £8k available by way of contingency in 2022/23 if required*

108. Future maintenance costs from this scheme will be contained within existing highway revenue budgets.

109. Estimated income losses from lost parking estimated at £3k per annum. These are expected to be offset by increased income from traffic enforcement elsewhere in the service. Given the scheme's contribution to Corporate objectives and the wider London Transport Strategy these losses are considered insignificant.

110. Expenditure is to be funded by means of direct grant from TfL (£690k).

111. 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.

112. No impact on borrowing.

113. VAT Input tax to be recovered as usual – no other tax implications.

## Legal Implications

114. Section 122 of the Road Traffic Regulation Act (RTRA) 1984 places a duty on the Council to exercise its functions, so far as practicable having regard to certain specified matters, 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 specified matters that the Council must also have regard to are the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected, the national air quality strategy, the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles, and other relevant matters. In making a decision as to whether to implement the scheme and make the associated permanent traffic orders, regard needs to be had to this duty.

115. Section 6 of the RTRA enables the Council to make permanent traffic management orders.
116. The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 prescribe the procedure to be followed in making these types of orders.
117. A decision as to whether to implement the scheme and make the associated permanent traffic orders must also be consistent with the Council's network management duty under section 16 of the Traffic Management Act 2004 ("the 2004 Act"). That is, the duty "to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives (a) securing the expeditious movement of traffic on the authority's road network; and (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority".
118. Section 149 of the Equality Act 2010 requires the Council to pay due regard to public sector equality considerations in the exercise of its functions. Such due regard should be had when taking the decision as to whether to implement the scheme and make the associated permanent traffic orders.
119. The recommendations contained within the report are in accordance with the Council's powers and duties as the Highway Authority.

### **Workforce Implications**

120. None identified.

### **Property Implications**

121. None identified.

### **Other Implications**

#### *Network Management*

122. S122 of the Road Traffic Regulation Act 1984 requires the Council to exercise the powers provided by the Act, so far as reasonably practical, to secure the 'expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). Section 16 of the Traffic Management Act 2004 also places a specific network management duty on local traffic and highway authorities.
123. Guidance on this duty was originally published in 2004 and has been more recently updated in light of the coronavirus pandemic to place emphasis on active travel and reallocating road space for pedestrians and cyclists.



124. The guidance acknowledges that management of demand can play a role in helping meet the network management duty. In particular, paragraph 38 states:

- *"Government and local authorities have been looking at ways of reducing the demand so as to moderate or stem traffic growth even when the economy is growing. This has resulted in changes to land use plans, the establishment of school and workplace travel plans, and the promotion of tele-working amongst other things. More directly this has led to the desire to make cycling and walking safer and more attractive and the encouragement of public transport through ticketing schemes or better information, bus priority and quality initiatives, and congestion charging. These can all help to secure the more efficient use of the road network and successful measures can have an impact on its operation. They should not be seen as being in conflict with the principles of the duty and it is for the LTA to decide on the most appropriate approach for managing demand on their own network."*<sup>25</sup>

125. Further network management guidance was published by the Secretary of State for Transport in July 2021 in response to the Coronavirus pandemic. This does not replace the original guidance published in 2004 but provides additional advice that needs to be taken into account and makes it clear that local authorities should continue to reallocate road space to people walking and cycling. In particular, it helps guide traffic authorities in how to meet the ambitions set out in the Department for Transport's vision for cycling and walking set out in 'Gear Change', published in July 2020. The 2021 guidance stresses the need for local authorities to "continue to make significant changes to their road layouts to give more space to cyclists and pedestrians". A range of measures are highlighted to maintain this 'green recovery', including:

- *"installing cycle facilities with a minimum level of physical separation from volume traffic; for example, mandatory cycle lanes, using light segregation features such as flexible plastic wands; converting traffic lanes into cycle lanes (suspending parking bays where necessary); widening existing cycle lanes to enable cyclists to maintain distancing. Facilities should be segregated as far as possible, i.e. with physical measures separating cyclists and other traffic. Lanes indicated by road markings only are very unlikely to be sufficient to deliver the level of change needed, especially in the longer term"*

126. From a network management perspective, some of the key points to note are:

- A1010 forms part of London's Strategic Road Network (SRN), being an important bus route and having an important movement function.
- Although Enfield is the highway and traffic authority for the A1010 TfL, as the strategic transport body for London, have an oversight role to ensure that changes to the SRN do not prejudice its effective operation. TfL have been engaged as part of the process and scheme has been approved by TfL via TfL Traffic Management Act Notification (TMAN) system.

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<sup>25</sup>

<https://webarchive.nationalarchives.gov.uk/ukgwa/+/http://www.dft.gov.uk/pgr/roads/tpm/tmaportal/tmafeatures/tmapart2/tmafeaturespart2.pdf>

- Whilst some features of the scheme, such as the SUBBs may impact general traffic, this has been mitigated as much as possible as part of the detailed design.
- On balance, by encouraging a mode shift towards active travel modes, the scheme is anticipated to help the Council meet its network management duty.
- Once implemented, the impact of the scheme will be monitored to assess its impact on journey times and the other measures set out in the project Monitoring Plan.

127. During construction, network disruption will be minimised by co-ordinating street works in the surrounding area and putting in place temporary traffic management arrangements, including advance warning signs. Regular engagement with TfL Buses, the emergency services and other road user groups will be maintained and adjustments to the traffic management arrangements made in response to concerns raised, where practicable. Access to properties, local residents, businesses and visitors will be maintained as much as possible throughout the construction period.

### Options Considered

128. Do nothing. If the scheme is not implemented, none of the beforementioned improvements and benefits would be delivered. In addition, the Council will be at risk of having to return of the funding provided by TfL should the scheme design development and implementation be now stopped without providing clear and strong case for doing so. This option is not recommended.

129. Implement the scheme as per the traffic orders included in Appendix A, using Permanent Traffic Orders as detailed Appendix B – **recommended** option that offers additional parking during the late or early hours (21:00-05:00) in the location opposite the Mosque and which could be used by the Mosque goers if other methods of transport or parking a small distance from the Mosque (such as at the nearby car parks or side roads) is not practical.

130. Implement the scheme as per the traffic orders (without the design change) included in Appendix C, using Permanent Traffic Orders as detailed Appendix D. The scheme would offer enhanced provision for cyclists (mandatory cycle lane and 'wands' which enhance separation of the cyclists from the traffic at all times) at the location opposite the Mosque. It would not offer additional parking at this location. This option is not recommended.

131. Implement either of the previous options using Experimental Traffic Orders (ETO). If this approach was to be taken, the scheme would require of up to 18 months monitoring and potential changes once the changes are made on the ground. Following discussions, officers concluded that engagement carried out with the community, including loading-focused engagement with businesses as well as the statutory consultation period that also informed the final designs, is the most appropriate approach in this instance. Therefore Experimental Traffic Orders are not being recommended.

### Conclusions

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132. This project will address an existing gap in the Cycleway 1 corridor. The walking and cycling network continues to develop across the Borough and Cycleway 1 forms a strategic part of this network. It is therefore important to address this short gap in the route. As well as improving cycling provision, this project will upgrade pedestrian crossing points, including a new zebra crossing enabling safer access to Tesco. Significant public engagement and consultation has taken place to inform the community of the proposals, with the designs developed throughout this process. This project fully aligns with local, London and national policy on enabling an increase in active travel and it is recommended that this project is implemented.

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Date of report March 2022

**Appendices:**

Appendix A –Proposed Scheme design plan  
Appendix B –Proposed Traffic Orders documents  
Appendix C –Scheme design plan as advertised on 26<sup>th</sup> January 2022  
Appendix D –Traffic Orders documents as advertised on 26<sup>th</sup> January 2022  
Appendix E – Objections and LBE responses to objections  
Appendix F – Equalities Impact Assessment (EQIA)  
Appendix G – Existing 20mph speed limit in the area

**Background Papers**

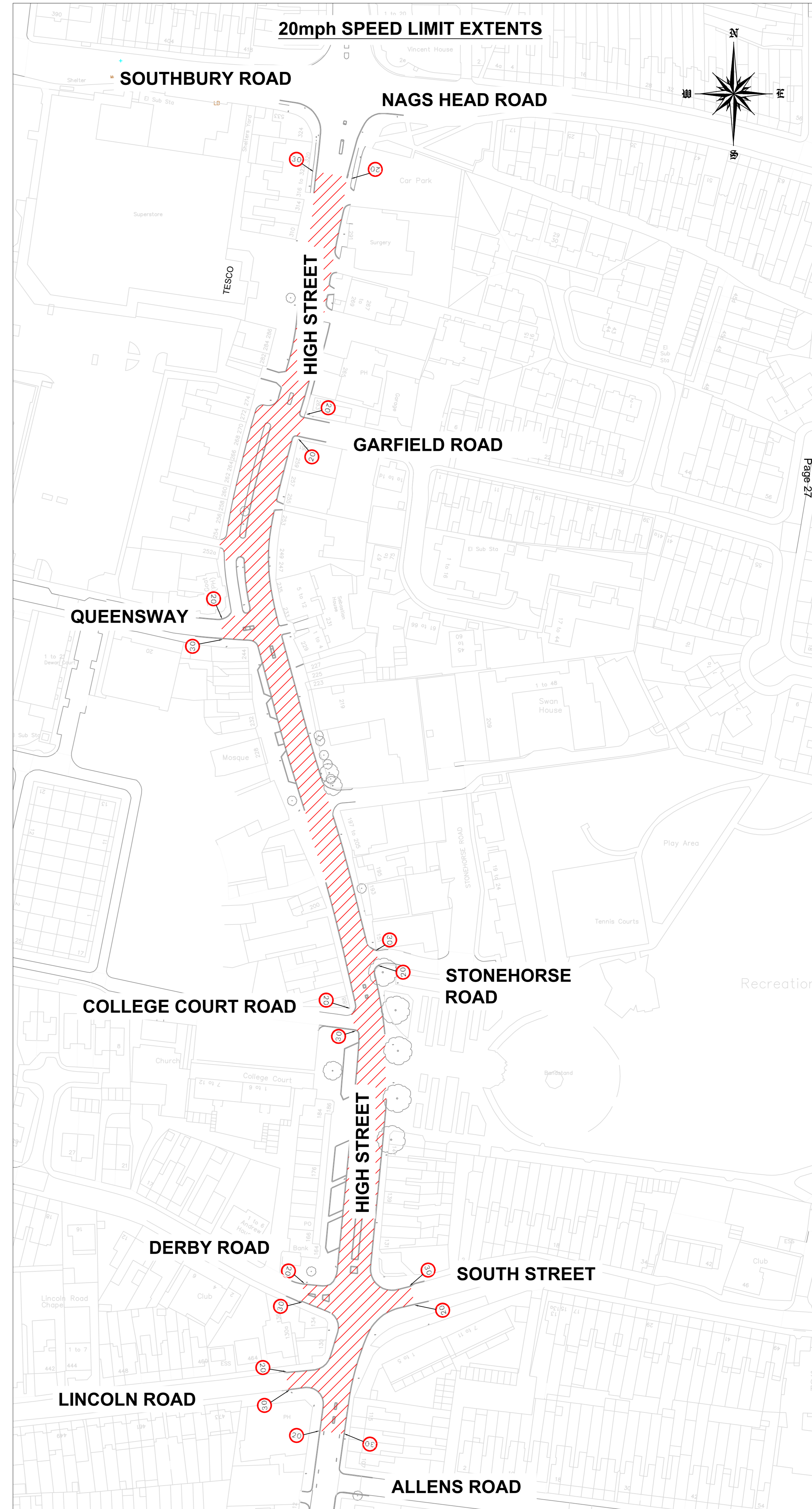
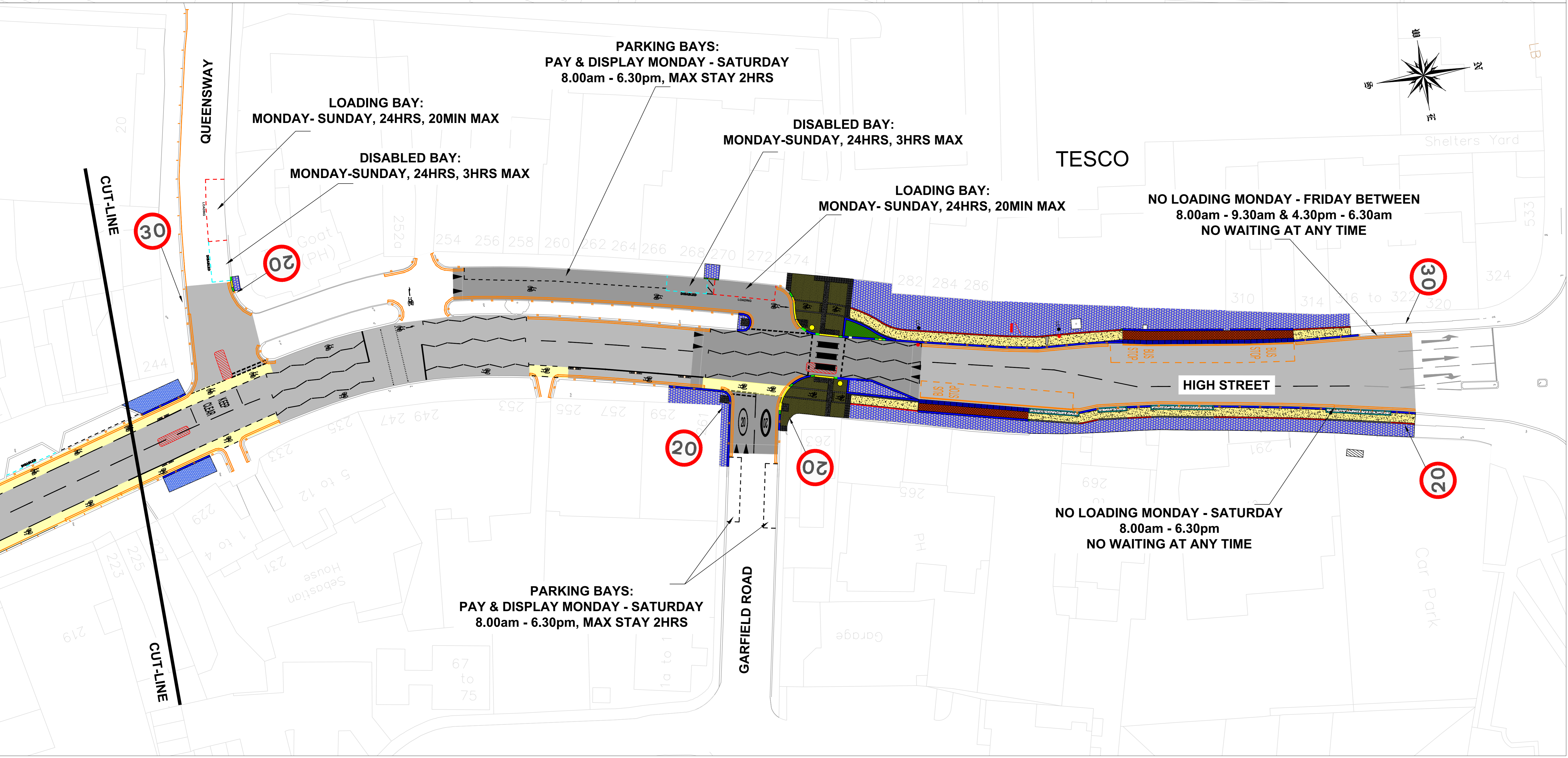
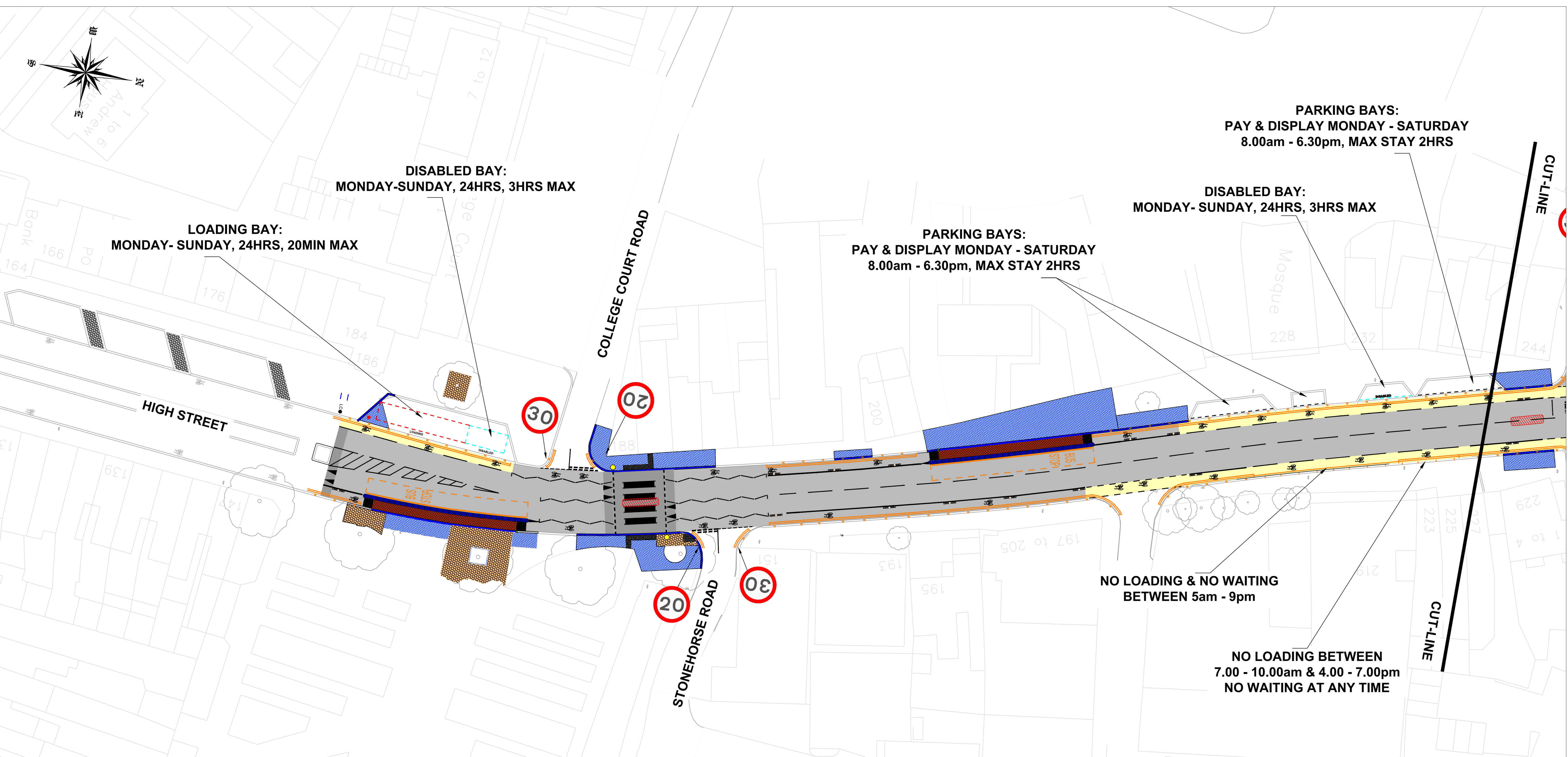
None.

**Report Ends.**

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# PONDERS END HIGH STREET - CONSULTATION PLAN

**KEY:**

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The Enfield (Cycle Lanes)(No. \*) Traffic Order 202\*

The Enfield (Parking Places) (Pay and Display) (No. \*) Traffic Order 202\*

The Enfield (Waiting and Loading Restriction) (Amendment No. ) Traffic Order 202\*

The Enfield (Free Parking Places) (Disabled Persons) (No. ) 202\*

The Enfield (Goods Vehicles Loading Bay)(No. \*)Traffic Order 202\*

The Enfield (Stop and Shop Parking Places) (No. \*) Traffic Order 202\*

The Enfield (20 m.p.h. Speed Limit) (No. \*) Traffic Order 202\*

## Statement of Reasons

Across London, the 2018 Mayor's Transport Strategy (MTS) sets the overall direction and city-wide objectives for transport. The MTS set a target for 80% of all trips to be made on foot, by bicycle or by public transport by 2041. The 2019 Enfield Transport Strategy sets out how the council will deliver the MTS locally. Key objectives of the Enfield Transport Strategy include firstly the delivery of measures that encourage more walking and cycling, and secondly the promotion of safe, active and sustainable journeys.

The aim of the project is to improve the experience for all road users along the High Street. This follows previous projects that introduced and improved pedestrian and cycling facilities on the A1010. The proposals include resurfacing of the carriageway and implementation of cycle facilities on both sides of the road along this section to link the A1010 South and A1010 North cycle facilities. Two existing pedestrian crossings are proposed to be upgraded to zebra crossings, and two other informal crossings are proposed to be removed to provide an overall enhanced environment to all users. A 20mph speed limit is being proposed along the project area as well as to the south of the project up to Lincoln Road. Changes to parking and loading restrictions form part of these plans and are detailed in traffic orders documents (listed above). Raised tables are also proposed in some locations to help reduce speed and improve safety

The traffic management orders listed above are necessary to implement the cycle lanes, changes to parking and loading restrictions and introduce the speed limit as well as associated changes to the road layout.



**THE COUNCIL OF THE LONDON BOROUGH OF ENFIELD  
TRAFFIC MANAGEMENT ORDER**

202\* No. \*\*

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The Enfield (Stop and Shop Parking Places)  
(No. 1) Traffic Order 202\*

Made \*\* \*\*\*\*\* 202\*

Coming into operation \*\* \*\*\*\*\* 202\*

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The Council of the London Borough of Enfield, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 45 and 124 of the Road Traffic Regulation Act 1984(a), as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and Commencement

1. This Order may be cited as the Enfield (Stop and Shop Parking Places) (No. 1) Traffic Order 202\* and shall come into operation on \*\* \*\*\*\*\* 202\*

Interpretation

2. (1) In this order, "the Order of 2015" means the Enfield (Stop and Shop Parking Places) (No. 1) Traffic Order 2015.
  - (2) Any reference in this order to any enactment shall be constructed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
  - (3) Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2015 shall have the same meaning as in that Order.
-



(a) 1984 c.27

(b) L.B.E. 2015/43

Revocation of designation of parking place

3. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, the designation by the Order of 2015 of the parking place number 3 in Schedule 1.

Dated this \*\*\*\*\* day of \*\*\*\*\* 202\*

Head of Traffic and Transportation  
(The Officer appointed for this purpose)

EXPLANATORY NOTE

(This Note is not part of the Order, but is intended to indicate its general purport.)

This Order revokes an existing stop and shop parking place in the service road fronting Nos. 252 to 274 High Street, Ponders End, in the London Borough of Enfield.



**THE COUNCIL OF THE LONDON BOROUGH OF ENFIELD  
TRAFFIC MANAGEMENT ORDER**

202\* No. \*\*

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The Enfield (Parking Places) (Pay and Display)  
(No. \*) Order 202\*

Made \*\* \*\*\*\*\* 202\*

Coming into operation \*\* \*\*\*\*\* 202\*

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The Council of the London Borough of Enfield, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 45, 46, 49, 51 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984(a) as amended, and of all other powers thereunto enabling hereby make the following Order:-

Citation and commencement

1. This Order may be cited as the Enfield (Parking Places) (Pay and Display) (No.\*) Order 202\* and shall come into operation on \*\* \*\*\*\*\* 202\*.

Interpretation

2. (1) In this Order, "the Order of 2007" means the Enfield (Parking Places) (Pay and Display) (Various Roads) (Special Parking Area) (No. 1) Order 2007(b);  
  
(2) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment;
- 

(a) 1984 c.27 (b) L.B.E. 2007/8

- (3) Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2007 shall have the same meaning as in that Order.

Revocations

3. Without prejudice to the validity of anything done or to any liability incurred before the coming into operation of this Order, the Order of 2007 shall have effect as though:
- (a) the designation of the parking place numbered 6 in Schedule 7 Part I of that Order; and
  - (b) the designation of the parking places numbered 1 and 3 in Schedule 7 Part II of that Order,
- are hereby revoked.

Designation of parking places and application of the Order of 2007 thereto

4. (1) Each area on a highway comprising the length of carriageway of a street specified in column 2 of the Schedule to this Order and, bounded on one side of that length by the edge of the carriageway and having a width throughout of 2.0 metres is designated as a parking place.

(2) The provisions of the Order of 2007 (other than Articles 3, 4 and 20) shall apply to the areas designated as parking places by this Order as if in those provisions any reference to a parking place included a reference to an area designated as a parking place by this Order, as if any reference to Schedule 7 Part I to the Order of 2007 included a reference to the Schedule to this Order.

Installation of pay and display machines and placing of traffic signs, etc.

5. The Council shall:
- (a) place and maintain traffic signs indicating the limits of each parking place designated by this Order;
  - (b) place and maintain in or in the vicinity of each parking place designated by this Order traffic signs indicating that such parking place may be used during the permitted hours for the leaving only of the vehicles specified in Article 5 of the Order of 2007;

- (c) install and maintain in proper working order at least one parking pay and display machine relating to each parking place designated by this Order in or in the vicinity of each parking place designated by this Order.
- (d) carry out such work as is reasonably required by the Order of 2007 or by this Order for the purposes of the satisfactory operation of a parking place designated by this Order.

Dated this \*\*\*\*\* day of \*\*\*\*\* 202\*.

David B. Taylor  
Head of Traffic and Transportation

SCHEDULE (see Article 4)

IN RELATION TO A PARKING PLACE REFERRED TO IN THIS PART OF THIS SCHEDULE THE EXPRESSION "PERMITTED HOURS" MEANS THE PERIOD BETWEEN 8 A.M. AND 6.30 P.M. ON MONDAYS TO SATURDAYS INCLUSIVE, ANY SUCH DAY NOT BEING CHRISTMAS DAY, GOOD FRIDAY OR A BANK HOLIDAY.

PARKING PLACES IN WHICH A VEHICLE MAY BE LEFT DURING THE PERMITTED HOURS FOR A MAXIMUM PERIOD OF TWO HOURS IF IT DISPLAYS EITHER A VALID TICKET ISSUED IN RESPECT OF THAT VEHICLE OR A VALID VOUCHER.

1 No. of parking place	2 Designated parking place	3 Special manner of standing of vehicles in parking place
**.	HIGH STREET, PONDER'S END, the south-west side, from a point 2.5 metres north-west of the southern wall of No. 228 High Street, Ponders End south-eastward for a distance of 11 metres.	-
**.	HIGH STREET, PONDER'S END, the south-west side, from a point 6 metres north-west of the southern wall of No. 228 High Street, Ponders End north-westward for a distance of 5 metres.	-
**.	HIGH STREET, PONDER'S END, the south-west side, from a point 6 metres north-west of the party wall of Nos. 232 and 234 High Street, Ponders End to a point 1.5 metres south-east of the party wall of Nos. 242 and 244 High Street, Ponders End.	-

1 No. of parking place	2 Designated parking place	3 Special manner of standing of vehicles in parking place
**.	SERVICE ROAD FRONTING NOS. 254 TO 274 HIGH STREET, PONDER'S END, the north-west side, from a point 5 metres north-east of the south-western wall of No. 254 High Street, Ponders End to a point 4.5 metres north-east of the party wall of Nos. 264 and 266 High Street, Ponders End.	-

EXPLANATORY NOTE

(This Note is not part of the Order, but is intended to indicate its general purport).

This Order revokes the designation of certain pay and display parking places and designates others, in the London Borough of Enfield.



**THE COUNCIL OF THE LONDON BOROUGH OF ENFIELD**  
**TRAFFIC MANAGEMENT ORDER**

202\* No. \*

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The Enfield (Waiting and Loading Restriction)  
(Amendment No. \*) Traffic Order 202\*

Made \*\* \*\*\*\*\* 202\*

Coming into operation \*\* \*\*\*\*\* 202\*

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The Council of the London Borough of Enfield, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984(a), and of all other powers thereunto enabling hereby make the following Order:-

1. This Order shall come into operation on \*\* \*\*\*\*\* 202\* and may be cited as the Enfield (Waiting and Loading Restriction) (Amendment No. \*) Traffic Order 202\*.

2. In this Order the expression "enactment" means any enactment, whether public general or local, and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment and any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

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(a) 1984 c.27



3. Whilst this Order continues in force and without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, the Enfield (Waiting and Loading Restriction) Order 2012(b) shall have effect as though -

- (a) for the items numbered 141, 215 (b) and 313 in Schedule 1 to that Order there were substituted the item similarly numbered and set out in columns 1, 2 and 3 of Schedule 1 to this Order;
- (b) for the items numbered 51 and 128 in Schedule 2 to that Order there were substituted the item similarly numbered and set out in columns 1, 2 and 3 of Schedule 2 to this Order;
- (c) there were added to Schedule 2 to that Order the items numbered \* to \* and set out in columns 1, 2 and 3 of Schedule 3 to this Order.; and
- (d) there was added to Schedule 3 to that Order the items numbered \* to \* and set out in columns 1, 2 and 3 of Schedule 4 to this Order.

Dated this \* day of \* 202\*.

Head of Traffic and Transportation  
(The officer appointed for this purpose)

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(b) LBE 2012/1

## SCHEDULE 1

1	2	3
141.	<p><b>High Street, Ponders End</b></p> <p>(a) the north-east, east and south-east side,</p> <p>(i) between its junction with Hertford Road, Edmonton and a point opposite the southern wall of No. 164 High Street, Ponders End</p> <p>(ii) between a point opposite the southern wall of No. 164 High Street, Ponders End and a point 15 metres south of the party wall of Nos. 145/147 High Street, Ponders End;</p> <p>(iii) between a point 15 metres south of the party wall of Nos. 145/147 High Street, Ponders End and that party wall;</p> <p>(iv) between the party wall of Nos. 145/147 High Street, Ponders End and a point 26.5 metres south of the common boundary of Nos. 219 and 223 High Street, Ponders End;</p> <p>(iv) between a point 26.5 metres south of the common boundary of Nos. 219 and 223 High Street, Ponders End and a point 2.5 metres south of the common boundary of Nos. 219 and 223 High Street, Ponders End;</p> <p>(v) between a point 2.5 metres south of the common boundary of Nos. 219 and 223 High Street, Ponders End and a point 3 metres north of the common boundary of Nos. 339/341 High Street, Ponders End;</p> <p>(vi) between the common boundary of Nos. 381/383 High Street, Ponders End and a point opposite the common boundary of Nos. 391/393 High Street, Ponders End;</p> <p>(vii) between a point opposite the common boundary of Nos. 391/393 High Street, Ponders End and its junction with The Ride;</p> <p>(b) the north-west, west and south-west side</p>	<p>A</p> <p>F</p> <p>K</p> <p>A</p> <p>--</p> <p>A</p> <p>F</p> <p>A</p>

## SCHEDULE 1

1	2	3
	<p>(i) between its junction with Hertford Road, Edmonton and the southern wall of No. 164 High Street, Ponders End;</p> <p>(ii) between a point opposite the southern wall of No. 164 High Street, Ponders End and a point 1 metres south of a point opposite the party wall of Nos. 176/178 High Street, Ponders End;</p> <p>(iii) between a point 1 metres south of a point opposite the party wall of Nos. 176/178 High Street and the common boundary of Nos. 342 and 344 High Street, Ponders End;</p> <p>(iv) between a point opposite the common boundary of Nos. 342/344 High Street, Ponders End and a point opposite the party wall of Nos. 339/341 High Street, Ponders End;</p> <p>(v) between a point 10 metres south-east of the south-western kerb-line of Brecon Road and a point opposite the common boundary of Nos. 394/396 High Street, Ponders End;</p> <p>(vi) between a point opposite the common boundary of Nos. 394/396 High Street, Ponders End and its junction with Hertford Road, Enfield.</p>	<p>A</p> <p>F</p> <p>A</p> <p>F</p> <p>A</p> <p>F</p>
215.	<p><b>Queensway</b></p> <p>(b) the north-east side</p> <p>(i) between the south-eastern kerb-line of Kingsway and a point 18.29 metres south-east of that kerb-line;</p> <p>(ii) between a point 18.29 metres west of the western kerb-line of High Street Ponders End and a point 14 metres west of that kerb-line;</p> <p>(iii) between a point 14 metres west of the western kerb-line of High Street Ponders End and that kerb-line.</p>	<p>F</p> <p>F</p> <p>A</p>

## SCHEDULE 1

1	2	3
313.	<b>The service road</b> fronting Nos. 252a to 274 High Street, Ponders End	A

## SCHEDULE 2

1	2	3
51.	<p><b>High Street, Ponders End</b></p> <p>(i) between its junction with Hertford Road, Edmonton and its junction with South Street;</p> <p>(ii) between its junction with South Street and the northern boundary of No. 147 High Street, Ponders End;</p> <p>(iii) between the northern boundary of No. 147 High Street, Ponders End and a point 26.5 metres south of the common boundary of Nos. 219 and 223 High Street, Ponders End;</p> <p>(iv) between a point 26.5 metres south of the common boundary of Nos. 219 and 223 High Street, Ponders End and a point 2.5 metres south of the common boundary of Nos. 219 and 223 High Street, Ponders End;</p> <p>(v) between a point 2.5 metres south of the common boundary of Nos. 219 and 223 High Street, Ponders End and a point 7.5 metres north of the common boundary of Nos. 219 and 223 High Street, Ponders End;</p> <p>(vi) between a point 7.5 metres north of the common boundary of Nos. 219 and 223 High Street, Ponders End and the north-eastern boundary of No. 291 High Street, Ponders End;</p> <p>(vii) between the north-eastern boundary of No. 291 High Street, Ponders End and the south-western kerb-line of Durants Road;</p> <p>(viii) between the north-eastern kerb-line of Durants Road and a point 3 metres north of the common boundary of Nos. 339 and 341 High Street, Ponders End;</p> <p>(ix) between the common boundary of Nos. 381 and 383 High Street, Ponders End and its junction with Hertford Road, Enfield;</p> <p>(b) the north-west, west and south-west side</p> <p>(i) between its junction with Hertford Road, Edmonton and its junction with Lincoln Road;</p> <p>(ii) between its junction with Lincoln Road and a point 1 metre south of the party wall of Nos. 176 and 178 High Street, Ponders End;</p>	<p>1</p> <p>11</p> <p>1</p> <p>--</p> <p>**</p> <p>1</p> <p>6</p> <p>11</p> <p>11</p> <p>1</p> <p>11</p>

## SCHEDULE 2 (continued)

1	2	3
	<p>(iii) between a point 1 metres south of a point opposite the party wall of Nos. 176 and 178 High Street, Ponders End and the party wall of Nos. 312 and 314 High Street, Ponders End;</p> <p>(iv) between the party wall of Nos. 312 and 314 High Street, Ponders End and the south-western kerb-line of Southbury Road;</p> <p>(v) between the north-eastern kerb-line of Southbury Road and the common boundary of Nos. 336 and 338 High Street, Ponders End;</p> <p>(vi) between the common boundary of Nos. 336 and 338 High Street, Ponders End and a point 3 metres north of the common boundary of Nos. 339 and 341 High Street, Ponders End;</p> <p>(vii) between a point 10 metres south-east of the south-western kerb-line of Brecon Road and its junction with Hertford Road, Enfield.</p>	<p>1</p> <p>11</p> <p>6</p> <p>11</p> <p>11</p>
128.	<b>The service road</b> fronting Nos. 252a to 274 High Street, Ponders End	1

## SCHEDULE 3

1	2	3
*.	<p><b>Garfield Road</b></p> <p>(a) the north-east side, between the south-eastern kerb-line of High Street, Ponders End and a point 10 metres south-east of that kerb-line;</p> <p>(b) the south-west side, between the south-eastern kerb-line of High Street, Ponders End and a point 10 metres south-east of that kerb-line.</p>	1  1
*.	<p><b>Queensway</b></p> <p>(a) the north side, between the south-western kerb-line of High Street, Ponders End and a point 14 metres west of that kerb-line;</p> <p>(b) the south side,</p> <p>(i) between the south-western kerb-line of High Street, Ponders End and a point 10 metres south-west of that kerb-line;</p> <p>(ii) between a point 10 metres south-west of the south-western kerb-line of High Street, Ponders End and a point 65 metres south-west of that kerb-line.</p>	1  1  **

## SCHEDULE 4

1	2	3
**	Between 7am and 10 am and between 4pm and 7pm all week	**
--	Between 5am and 9pm all week	--

**EXPLANATORY NOTE**

This Order further amends the Enfield (Waiting and Loading Restriction) Order 2012, so as to introduce "at any time" & 5am to 9pm waiting and loading restrictions and "7am to 10am and 4pm to 7pm" loading restrictions in certain streets in the London Borough of Enfield.





## THE COUNCIL OF THE LONDON BOROUGH OF ENFIELD TRAFFIC MANAGEMENT ORDER

2022 No. \*\*

-----  
The Enfield (Cycle Lanes) (Various Roads) (No. 1)  
Traffic Order 202\*

Made \*\* \*\*\*\*\* 202\*

Coming into operation \*\* \*\*\*\*\* 202\*

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The Council of the London Borough of Enfield, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 of the Road Traffic Regulation Act 1984(a) as amended by section 8 of and Part I of Schedule 5 to the Local Government Act 1985(b), and of all other powers thereunto enabling hereby make the following Order:-

1. This Order shall come into operation on \*\* \*\*\*\* 202\* and may be cited as the Enfield (Cycle Lanes) (Various Roads) (No. 1) Traffic Order 202\*.

2. In this Order:-

(a) "enactment" means any enactment, whether public general or local, and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment and any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment;

(b) "cycle lane" without any more, mean a mandatory cycle lane in any direction, bounded on one side by a solid road marking to Traffic Signs Regulations and General

Direction 2016 and subsequent amendments, diagram number 1049B over the length of road specified in the Schedule to this order.

3. No person shall cause or permit any vehicle to enter or proceed in a lane at any time.

4. Nothing in Article 3 of this Order shall apply

- (a) In relation to a pedal cycle; or
- (b) Any vehicle listed in Item (5) of paragraph 12 in Part 7 of Schedule 9 of the Traffic Signs Regulations and General Directions 2016 and subsequent amendments;
- (c) Any council maintenance vehicles (or approved contractors), performing maintenance along the route;
- (d) Any vehicle displaying a Blue Badge for the purpose of setting down or picking up of any passengers with limited mobility.
- (e) To any person causing or permitting any vehicle to enter or proceed in the cycle lane:
  - (i) If that person is obliged to do so in order to avoid an accident and forthwith causes that vehicle to leave the cycle lane;
  - (ii) If that person is required by law to stop and as soon as reasonably practicable thereafter causes that vehicle to leave the cycle lane;
  - (iii) To anything done with the permission or at the direction of a police constable in uniform or a traffic warden;
  - (iv) To any person who caused any vehicle to proceed in accordance with any prohibition, restriction or requirement indicated by traffic signs place pursuant to section 66 or 67 of the Road Traffic Regulation Act 1984.

5. The prohibition imposed by this Order are in addition to and not in derogation of any restriction, prohibition or requirement imposed by any other enactment and any exception from the provisions of this order is without prejudice to the provisions of any other enactment.

Dated this \*\*\*\* day of \*\*\*\*\* 202\*

Head of Traffic and Transportation  
(The officer appointed for this purpose)

**SCHEDULE**

1. High Street, Ponders End

Both Sides

- (a) Between the junction of High Street, Ponders End, Nags Head Road and Southbury Road and a point 6 metres north of the northern boundary wall of No. 149 High Street, Ponders End.

**EXPLANATORY NOTE**

(This Note is not part of the Order, but is intended to indicate its general purport.)

This Order introduces a 24 Hour Cycle Lane along High Street, Ponders End with exceptions for use as set out in article 4 of the Order.



## THE COUNCIL OF THE LONDON BOROUGH OF ENFIELD TRAFFIC MANAGEMENT ORDER

202\* No.\*\*

-----  
The Enfield (Free Parking Places) (Disabled Persons)  
(Various Roads) (No.\*) Order 202\*

Made \*\* \*\*\*\*\* 202\*

Coming into operation \*\*\*\*\* 202\*

-----

The Council of the London Borough of Enfield, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984(a) as amended, and of all other powers thereunto enabling hereby make the following Order:

### Citation and commencement

1. This Order may be cited as the Enfield (Free Parking Places) (Disabled Persons) (Various Roads) (No.\*) Order 202\* and shall come into operation on \*\*<sup>th</sup> \*\*\*\*\* 202\*.

### Interpretation

2. (1) In this Order "the Order of 2017" means the Enfield (Free Parking Places) (Disabled Persons) (No. 1) Order 2017(b).

(2) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

-----

(a) 1984 c.27 (b) L.B.E. 2017/17

(3) Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2017 shall have the same meaning as in that Order.

Designation of parking places and application of the Order of 2017 thereto

4. (1) Each area on a street comprising the length of carriageway of a street specified in column 2 of the Schedule 1 to this Order and bounded on one side of that length by the edge of the carriageway and having a width throughout of 2.0 metres, is designated as a parking place.

(2) The provisions of the Order of 2017 (other than Articles 3, 12 and 13) shall apply to the areas designated as a parking place by this Order, as if in those provisions any reference to a parking place included a reference to an area designated as a parking place by this Order and as if any reference to Schedule 1 to the Order of 2017 included a reference to the Schedule to this Order.

Placing of traffic signs, etc.

5. The Council shall place and maintain traffic signs indicating the limits of each parking place designated by this Order and that such parking place may only be used by vehicles specified in Article 4 of the Order of 2017.

Dated this thirty \*\*\*\*\* day of \*\*\*\*\* 202\*.

**Head of Traffic and Transportation**  
(The officer appointed for this purpose)

SCHEDULE 1 (see Article 4)

IN RELATION TO A PARKING PLACE REFERRED TO IN THIS SCHEDULE THE EXPRESSION "PERMITTED HOURS" MEANS AT ANY TIME.

AREAS ON STREETS DESIGNATED AS PARKING PLACES IN WHICH A DISABLED PERSON'S VEHICLE DISPLAYING A VALID DISABLED PERSON'S BADGE MAY BE LEFT, SUBJECT TO COLUMNS 3 AND 4 BELOW, DURING THE PERMITTED HOURS.

1. No. of parking place	2. Designated Parking Place	3. Maximum period for which a vehicle may remain in a parking place at any one time	4. Period within which a vehicle may not return to a parking place	3. Special manner of standing
**.	<b>HIGH STREET EN3</b> , the west side, from a point 15.5 metres north of the northern boundary of No. 186 High Street for a distance of 6.6 metres in a Northerly direction.	3 hours	1 hour	Within 2.0 metre wide marked bay
**.	<b>HIGH STREET EN3</b> , the west side, from a point 4 metres south of the common boundary of Nos. 232 and 234 High Street for a distance of 9 metres in a Northerly direction.	3 hours	1 hour	Within 2.0 metre wide marked bay

1. No. of parking place	2. Designated Parking Place	3. Maximum period for which a vehicle may remain in a parking place at any one time	4. Period within which a vehicle may not return to a parking place	3. Special manner of standing
**.	<b>SERVICE ROAD FRONTING NOS. 254 TO 274 HIGH STREET EN3</b> , the west side, from a point 4.5 metres north of the common boundary of Nos. 264 and 266 High Street for a distance of 6.6 metres in a Northerly direction.	3 hours	1 hour	Within 2.0 metre wide marked bay
**.	<b>QUEENSWAY EN3</b> , the north side, from a point 15.5 metres west of the western kerb-line of High Street, Ponders End for a distance of 6.6 metres in a Westerly direction.	3 hours	1 hour	Within 2.0 metre wide marked bay

EXPLANATORY NOTE

(This Note is not part of the Order, but is intended to indicate its general purport.)

This Order designates new disabled persons' parking places, in the London Borough of Enfield.





## THE COUNCIL OF THE LONDON BOROUGH OF ENFIELD TRAFFIC MANAGEMENT ORDER

202\* No. \*\*

-----  
The Enfield (Goods Vehicles Loading Bay)  
(No. \*) Amendment Order 202\*

Made \*\* \*\*\*\*\* 202\*

Coming into operation \*\* \*\*\*\*\* 202\*

-----  
The Council of the London Borough of Enfield, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984(a), and of all other powers thereunto enabling hereby make the following Order:-

### Citation and commencement

1. This Order may be cited as the Enfield (Goods Vehicles Loading Bay)(No. \*) Order 202\* and shall come into operation on \*\* \*\*\*\*\* 202\*.

### Interpretation

2. (1) In this Order, "the Order of 2018" means the Enfield (Goods Vehicles Loading Bays) (Special Parking Area) (No. 3) Order 2018(b);  
(2) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment;  
(3) Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2018 shall have the same meaning as in that Order.

Designation of loading bay and application of the Order of 2018 thereto

4. (1) The area on a highway comprising the length of carriageway of a street specified in column 2 of the Schedule to this Order and, bounded on one side of that length by the edge of the carriageway and having a width throughout of 2.0 metres is designated as a loading bay.
- (2) The provisions of the Order of 2018 (other than Articles 3, 5(a), 13 and 14) shall apply to the area designated as a loading bay by this Order as if in those provisions any reference to a loading bay included a reference to the area designated as a loading bay by this Order and as if any reference to the Schedules to the Order of 2018 included a reference to the Schedule to this Order.

Restrictions on the use of a loading bay

5. During the permitted hours, the driver or other person in charge of a vehicle which is permitted to use a loading bay shall not cause such vehicle to wait thereon during the hours specified: -

- (a) for a period of more than 20 minutes, or such longer period as a police constable in uniform or a civil enforcement officer may approve in a loading bay specified in the Schedule to this Order; and
- (b) other than whilst goods are being continuously loaded or unloaded from the vehicle or are being delivered or collected from premises adjacent to the vehicle during the specified or approved period.

Placing of traffic signs, etc.

6. The Council shall:
- (a) place and maintain traffic signs indicating the limits of the loading bay designated by this Order;
- (b) place and maintain in or in the vicinity of the loading bay designated by this Order traffic signs indicating that such loading bay may be used during the permitted hours for the leaving only of the vehicles specified in Article 4 of the Order of 2018;

- (c) carry out such work as is reasonably required by the Order of 2018 or by this Order for the purposes of the satisfactory operation of the loading bay designated by this Order.

Dated this \*\*\*\*\* day of \*\*\*\*\* 202\*

**Head of Traffic and Transportation  
(The officer appointed for this purpose)**

SCHEDULE (see Article 3)  
[SCHEDULE 3 to the Order of 2018]

In relation to a loading bay referred to in this Schedule, the permitted hours during which goods vehicles may be left for a maximum period of 20 minutes At any time on Mondays to Sundays inclusive provided that continuous loading or unloading is taking place.

1 No. of loading bay	2 Designated loading bay	3 Special manner of standing
1.	HIGH STREET, the west side, from a point 1 metre north of the northern boundary of No. 186 High Street for a distance of 15.0 metres in a Northerly direction.	Within the 2.0 metre wide marked bay
2.	THE SERVICE ROAD FRONTING NOS. 254 TO 274 HIGH STREET, the west side, from a point 12.5 metres north of the common boundary of Nos. 264 and 266 High Street for a distance of 10 metres in a northerly direction.	Within the 2.0 metre wide marked bay.
3.	QUEENSWAY, the north side, from a point 22 metres west of the western kerb-line of High Street for a distance of 10 metres in a westerly direction.	Within the 2.0 metre marked bay.

EXPLANATORY NOTE

(This Note is not part of the Order, but is intended to indicate its general purport).

This Order designates goods vehicles loading bays in the London Borough of Enfield.



**THE COUNCIL OF THE LONDON BOROUGH OF ENFIELD  
TRAFFIC MANAGEMENT ORDER**

202\* No. \*\*

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The Enfield (20 m.p.h. Speed Limit) (No. \*)  
Traffic Order 202\*

Made \*\* \*\*\*\*\* 202\*

Coming into operation \*\* \*\*\*\*\* 202\*

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The Council of the London Borough of Enfield, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 84(1) and (2) of the Road Traffic Regulation Act 1984(a) as amended, and of all other powers thereunto enabling, hereby make the following Order:

1. This Order shall come into operation on \*\* \*\*\*\*\* 202\* and may be cited as the Enfield (20 m.p.h. Speed Limit) (No. \*) Traffic Order 202\*.
2. Without prejudice to the validity of anything done or to any liability incurred in respect of any Act or omission before the coming into operation of this Order, no person shall drive any motor vehicle at a speed exceeding 20 miles per hour on the lengths of roads specified in the Schedule to this Order.

Dated this \*\*\*\*\* day of \*\*\*\*\* 202\*.

Head of Traffic and Transportation  
(The officer appointed for this purpose)

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(a) 1984 c.27

#### **SCHEDULE**

**High Street, Ponders End EN3**, from a point 7 metres north of the common boundary of Nos. 314 and 316 High Street, Ponders End EN3 to a point 1.5 metre north of the common boundary of Nos. 109 and 111 High Street, Ponders End EN3.

**Derby Road EN3**, from the western kerb-line of High Street, Ponders End EN3 to a point 11 metres east of the eastern kerb-line of the rear service road to Nos. 164 to 184 High Street, Ponders End.

**Lincoln Road EN3**, from the western kerb-line of High Street, Ponders End EN3 to a point 7 metres east of the western wall of No. 130a High Street, Ponders End.

**Queensway EN3**

- (a) the north side, from the western kerb-line of High Street, Ponders End EN3 westwards for a distance of 14.5 metres;
- (b) the south side, from the western kerb-line of High Street, Ponders End westwards for a distance of 16 metres.

**South Street EN3**, from the eastern kerb-line of High Street, Ponders End EN3 eastwards for a distance of 17.5 metres.

#### **EXPLANATORY NOTE**

(This Note is not part of the Order, but is intended to indicate its general purport.)

This Order imposes a 20 m.p.h. speed limit restriction in parts of High Street Ponders End, Queensway, Lincoln Road, South Street and Derby Road.

**HIGH STREET, PONDERERS END AREA - TRAFFIC ORDERS ASSOCIATED WITH THE INTRODUCTION OF CYCLE LANES BETWEEN THE JUNCTION OF HIGH STREET WITH NAGS HEAD ROAD AND THE SOUTHERN BOUNDARY OF PONDERERS END PARK - INTRODUCTION OF WAITING AND LOADING RESTRICTIONS, INTRODUCTION OF LOADING BAYS, INTRODUCTION OF DISABLED PARKING PLACES, INTRODUCTION OF 20 MPH SPEED LIMIT, REVOCATION OF STOP AND SHOP PARKING PLACE, REVOCATION AND INTRODUCTION OF PAY AND DISPLAY PARKING PLACES.**

Further information may be obtained by visiting <https://letstalk.enfield.gov.uk/pondersendhighstreet> or by emailing [healthystreets@enfield.gov.uk](mailto:healthystreets@enfield.gov.uk)

**1. NOTICE IS HEREBY GIVEN** that the Council of the London Borough of Enfield (the Council) propose to make The Enfield (Cycle Lanes) (No. \*) Traffic Order 202\*, The Enfield (Parking Places) (Pay and Display) (No. \*) Traffic Order 202\*, The Enfield (Waiting and Loading Restriction) (Amendment No. ) Traffic Order 202\*, The Enfield (Free Parking Places) (Disabled Persons) (No. ) 202\*, The Enfield (Goods Vehicles Loading Bay) (No. \*) Traffic Order 202\*, The Enfield (20 m.p.h. Speed Limit) (No. \*) Traffic Order 202\* and The Enfield (Stop and Shop Parking Places) (No. \*) Traffic Order 202\* under sections 6, 84(1), 84(2), 45, 46, 49, 51 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 and Schedule 9 to the Traffic Signs Regulations and General Direction 2016.

**2.** The general effect of the Orders would be to:

- (a) introduce a mandatory cycle lane Order to amend Item (5) of paragraph 12 in Part 7 of the Traffic Signs Regulations and General Directions 2016 to include in the list of purposes
    - (i) Council maintenance vehicles (or approved contractors), performing maintenance along the route; and
    - (ii) Blue Badge holders, for the purpose of picking up and setting down passengers;
  - (b) revoke a stop and shop parking place on the west side of the service road outside Nos. 270 and 272 High Street, Ponders End EN3;
  - (c) revoke the pay and display parking places in the following locations:
    - (i) outside Nos. 234 to 242 High Street, Ponders End EN3; and
    - (ii) outside No. 195 and Nos. 197 to 205 High Street, Ponders End EN3; and
    - (iii) outside Nos. 254 to 268 High Street, Ponders End
  - (d) introduce pay and display parking places that operate between 8a.m. and 6.30p.m. on Mondays to Saturdays inclusive with a maximum stay of 2 hours in the following locations:
    - (i) outside Nos. 228 High Street, Ponders End;
    - (ii) outside Nos. 236 to 242 High Street, Ponders End and
    - (iii) the west side of the service road fronting Nos. 254 to 266 High Street, Ponders End
- Charges will be as detailed in the table below



Parking Period	Charge Mon - Sat
Up to 15 minutes	£0.40
Up to 30 minutes	£0.80
Up to 1 hour	£1.50
Up to 2 hours	£3.00

- (e) introduce loading bays to operate At any time with a maximum stay of 20 minutes in the following locations:
- (i) outside Nos. 270 to 272 High Street, Ponders End;
  - (ii) on the west side of High Street adjacent to College Court;
- and
- (iii) the north side of Queensway, at the side of 'The Goat' PH;
- (f) introduce disabled persons parking places to operate 'At any time' with a maximum stay of 3 hours in the following locations:
- (i) on the west side of High Street adjacent to College Court;
  - (ii) outside No. 268 High Street, Ponders End;
  - (ii) outside Nos. 232 to 234 High Street, Ponders End; and
  - (iii) the north side of Queensway, at the side of 'The Goat' PH;
- (g) introduce waiting restrictions to operate 'At any time' in the following locations;
- (i) High Street, east side, from a point 10 metres south of the southern kerb-line of Garfield Road to a point 10 metres north of the northern kerb-line of the access road leading to Swan Annexe;
  - (ii) High Street, east side, from a point 10 metres south of the southern kerb-line of the access road leading to Swan Annexe to a point 10 metres north of the northern kerb-line of Stonehouse Road;
  - (iii) High Street, east side, from a point 10 metres south of the southern kerb-line of Stonehouse Road to a point 8.5 metres north of the common boundary of Nos. 147 and 149 High Street;
  - (iv) High Street, west side, from the common boundary of Nos. 312 and 314 High Street to a point 10 metres north of the northern kerb-line of Queensway;
  - (v) High Street, west side, from a point 8 metres south of the southern kerb-line of Queensway to a point 41 metres north of the party wall of Nos. 176 and 178 High Street
  - (v) the service road fronting Nos. 252a to 274 High Street;
- (h) introduce loading restrictions to operate 'At any time' in the following locations;
- (i) High Street, east side, from the northern boundary of No. 291 High Street to a point 7.5 metres north of the common boundary of Nos. 219 and 223 High Street;
  - (ii) High Street, east side, from a point 2.5 metres south of the common boundary of Nos. 219 and 223 High Street to a point 8.5 metres north of the common boundary of Nos. 147 and 149 High Street;
  - (iii) High Street, west side, from the common boundary of Nos. 312 and 314 High Street to a point 41 metres north of the common boundary of Nos. 147 and 149 High Street;
  - (iv) Garfield Road, from the eastern kerb-line of High Street,

eastwards for a distance of 10 metres;  
(v) Queensway, north side, from the western kerb-line of High Street westwards for a distance of 18 metres;  
(vi) Queensway, south side, from the western kerb-line of High Street westwards for a distance of 10 metres;  
(vii) the service road fronting Nos. 252a to 274 High Street;

- (i) introduce loading restrictions to operate 7am to 10am and 4pm to 7pm all week;  
(i) Queensway, south side, from a point 10 metres west of the western kerb-line of High Street westwards for a distance of 55 metres; and  
(ii) High Street, east side, from a point 2.5 metres south of the common boundary of Nos. 219 and 223 High Street northwards for a distance of 10 metres;
- (j) introduce a 20 mph speed limit for motor vehicles in the parts of streets specified in Schedule 4 to this Notice.

**3. FURTHER NOTICE IS HEREBY GIVEN** that the Council has approved, under section 23 of the Road Traffic Regulation Act 1984, the provision of 2 new raised zebra crossings both in the High Street, Ponders End. The associated zig-zag markings would be placed adjacent to the crossing and between the points specified in Schedule 1 to this Notice and would prohibit all vehicles from stopping on them at all times.

**4. FURTHER NOTICE IS HEREBY GIVEN** that in order to control the speed of traffic, the Council propose to construct under sections 90A to 90I of the Highways Act 1980 -

- (a) a raised junction which would be constructed at a maximum height of 75mm above the carriageway level and cover the full width of the roads at the location specified in Schedule 2 to this Notice; and  
(b) a speed table which would be constructed at a maximum height of 75 mm above the carriageway and cover the full width of the road at the location specified in Schedule 3 to this Notice.

**5. FURTHER NOTICE IS HEREBY GIVEN** that the Council propose to convert part of the footway on either side of High Street, Ponders End EN3 between Nags Head Road and Garfield Road into cycle tracks using powers under sections 65(1) and 66(4) of the Highways Act 1980.

**6.** Copies of the proposed Orders, Notice, plans and of the Council's statement of reasons for proposing to make the Orders can be inspected at the Town Library, 66 Church Street, Enfield EN2 6AX, Monday to Fridays 9am - 5pm inclusive. The notice, draft order, and statement of reasons can also be inspected online at:

<https://new.enfield.gov.uk/services/roads-and-transport/traffic-management-orders/>

Copies of the notice, plans, draft orders and Statement of reasons can also be obtained by emailing [traffic@enfield.gov.uk](mailto:traffic@enfield.gov.uk) or by writing to

Traffic and Transportation (quoting reference TG1447 Civic Centre, Silver Street, Enfield, Middlesex, EN1 3XD.

7. Any person desiring to object or make any other representations to the proposed Orders should send a statement in writing to that effect, and in the case of an objection stating the grounds thereof, to the Head of Traffic and Transportation, the Civic Centre, Silver Street, Enfield, Middlesex, EN1 3XD, quoting the reference TG1447, by 26<sup>th</sup> January 2022. or by e-mail to [traffic@enfield.gov.uk](mailto:traffic@enfield.gov.uk).

Dated 5 January 2022

David B. Taylor  
Head of Traffic and Transportation

**SCHEDULE 1**

**(Length of zig-zag markings relating to the new zebra crossings)**

**High Street, Ponders End EN3**, from a point 7 metres south of the northern boundary of No. 151 High Street, Ponders End EN3 southwards for a distance of 38 metres

**High Street, Ponders End EN3**, from a point 5.5 metres north of the southern boundary of No. 282 High Street, Ponders End EN3 southwards for a distance of 34.5 metres

**SCHEDULE 2**

**(Raised junction location)**

**High Street EN3**, from a point 7.5 metres North of the common boundary of Nos. 257 and 259 High Street for a distance of 36.5 metres in a Northerly direction and from the Eastern kerb-line of High Street for the distance of 10.0 metres in a Easterly direction along Garfield Road and from the western kerb-line of High Street in an westerly then southerly direction to a point 8 metres south of the common boundary of Nos. 256 and 258 High Street along the service road fronting Nos. 254 to 274 High Street.

**SCHEDULE 3**

**(Speed table location)**

**High Street EN3**, from a point 10.5 metres South of the northern kerb-line of Stonehorse Road for a distance of 12 metres in a Southerly direction

**SCHEDULE 4**

**(20 m.p.h. Speed Limit to operate in the following parts of streets in EN3)**

**High Street, Ponders End EN3**, from a point 7 metres north of the common boundary of Nos. 314 and 316 High Street, Ponders End EN3 to a point 1.5 metre north of the common boundary of Nos. 109 and 111 High Street, Ponders End EN3.

**Derby Road EN3**, from the western kerb-line of High Street, Ponders End EN3 to a point 11 metres east of the eastern kerb-line of the rear service road to Nos. 164 to 184 High Street, Ponders End.

**Lincoln Road EN3**, from the western kerb-line of High Street, Ponders End EN3 to a point 7 metres east of the western wall of No. 130a High Street, Ponders End.

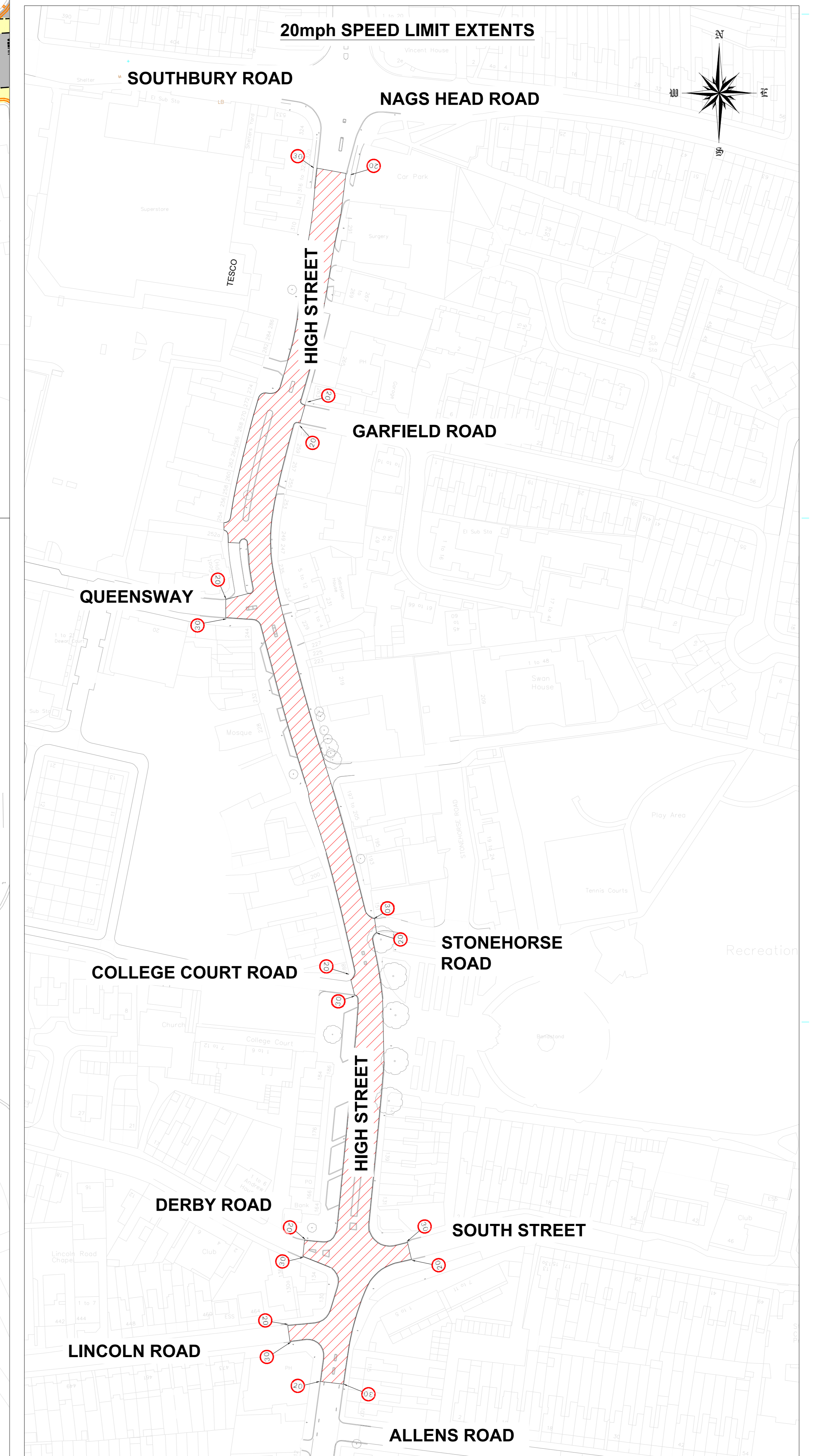
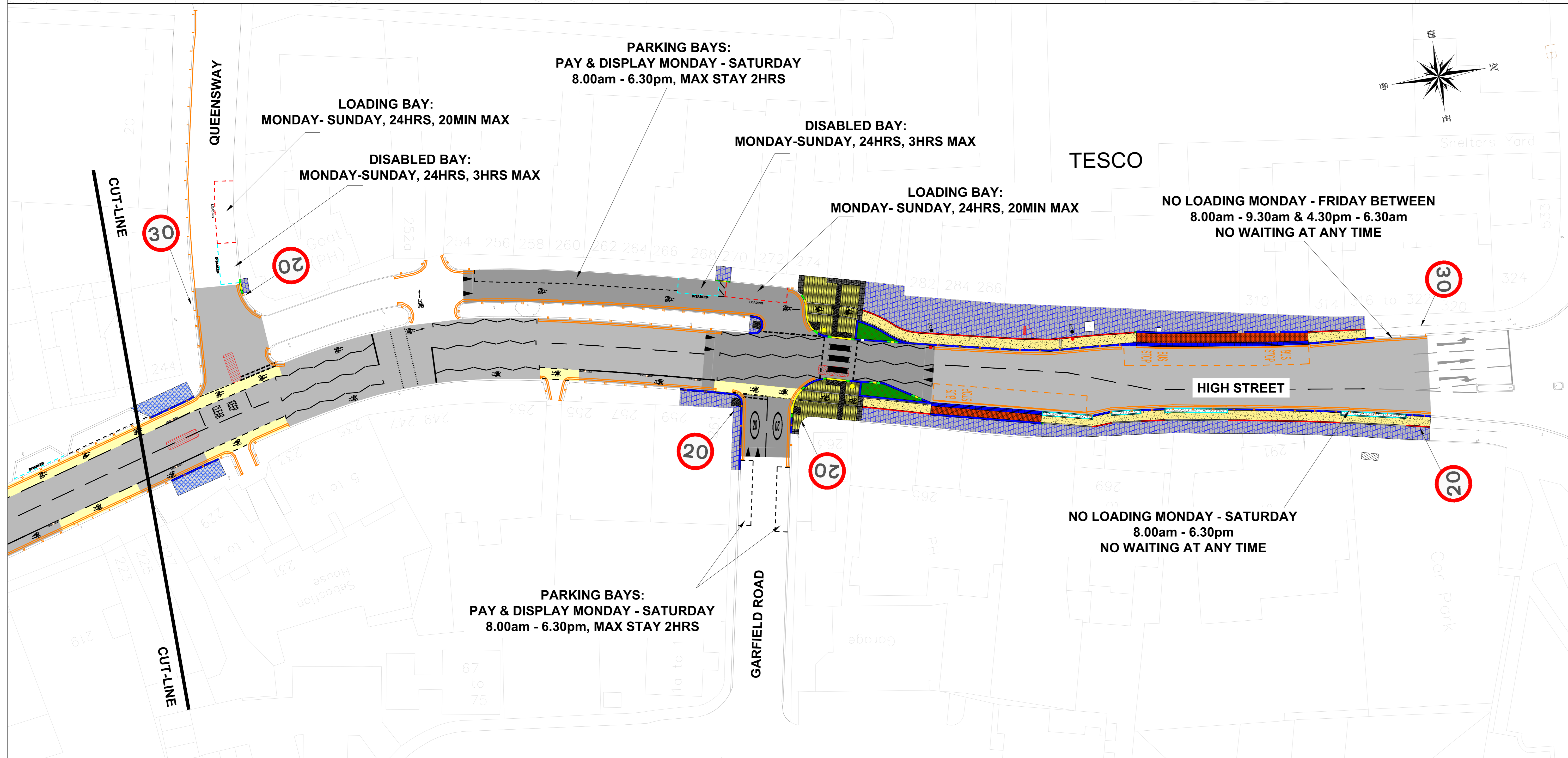
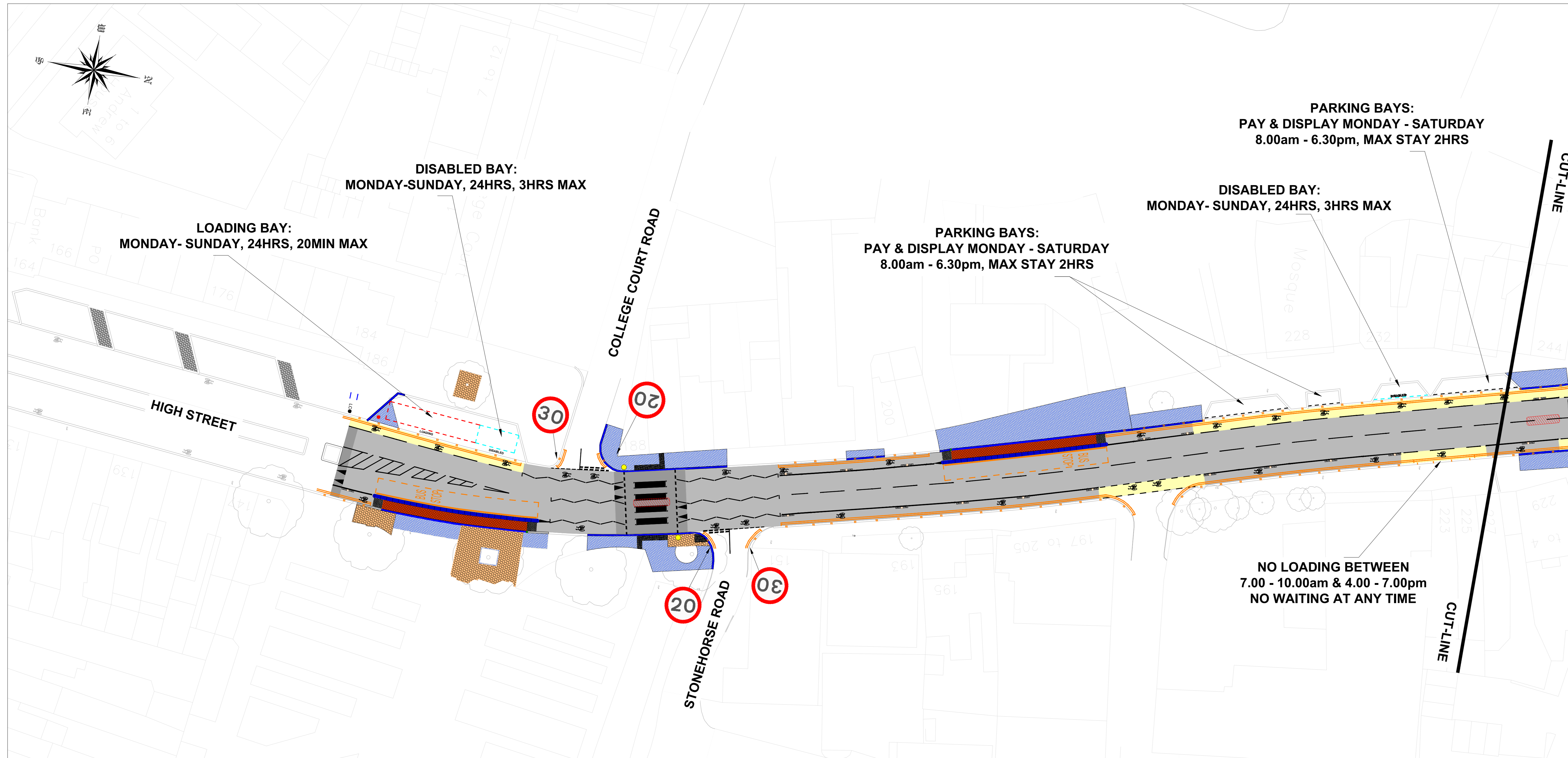
**Queensway EN3**

- (a) the north side, from the western kerb-line of High Street, Ponders End EN3 westwards for a distance of 14.5 metres;
- (b) the south side, from the western kerb-line of High Street, Ponders End westwards for a distance of 16 metres.

**South Street EN3**, from the eastern kerb-line of High Street, Ponders End EN3 eastwards for a distance of 17.5 metres.

# PONDERS END HIGH STREET - CONSULTATION PLAN

**KEY:**

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The Enfield (Cycle Lanes)(No. \*) Traffic Order 202\*

The Enfield (Parking Places) (Pay and Display) (No. \*) Traffic Order 202\*

The Enfield (Waiting and Loading Restriction) (Amendment No. ) Traffic Order 202\*

The Enfield (Free Parking Places) (Disabled Persons) (No. ) 202\*

The Enfield (Goods Vehicles Loading Bay)(No. \*)Traffic Order 202\*

The Enfield (Stop and Shop Parking Places) (No. \*) Traffic Order 202\*

The Enfield (20 m.p.h. Speed Limit) (No. \*) Traffic Order 202\*

## Statement of Reasons

Across London, the 2018 Mayor's Transport Strategy (MTS) sets the overall direction and city-wide objectives for transport. The MTS set a target for 80% of all trips to be made on foot, by bicycle or by public transport by 2041. The 2019 Enfield Transport Strategy sets out how the council will deliver the MTS locally. Key objectives of the Enfield Transport Strategy include firstly the delivery of measures that encourage more walking and cycling, and secondly the promotion of safe, active and sustainable journeys.

The aim of the project is to improve the experience for all road users along the High Street. This follows previous projects that introduced and improved pedestrian and cycling facilities on the A1010. The proposals include resurfacing of the carriageway and implementation of cycle facilities on both sides of the road along this section to link the A1010 South and A1010 North cycle facilities. Two existing pedestrian crossings are proposed to be upgraded to zebra crossings, and two other informal crossings are proposed to be removed to provide an overall enhanced environment to all users. A 20mph speed limit is being proposed along the project area as well as to the south of the project up to Lincoln Road. Changes to parking and loading restrictions form part of these plans and are detailed in traffic orders documents (listed above). Raised tables are also proposed in some locations to help reduce speed and improve safety

The traffic management orders listed above are necessary to implement the cycle lanes, changes to parking and loading restrictions and introduce the speed limit as well as associated changes to the road layout.



**THE COUNCIL OF THE LONDON BOROUGH OF ENFIELD  
TRAFFIC MANAGEMENT ORDER**

202\* No. \*\*

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The Enfield (Stop and Shop Parking Places)  
(No. 1) Traffic Order 202\*

Made \*\* \*\*\*\*\* 202\*

Coming into operation \*\* \*\*\*\*\* 202\*

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The Council of the London Borough of Enfield, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 45 and 124 of the Road Traffic Regulation Act 1984(a), as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and Commencement

1. This Order may be cited as the Enfield (Stop and Shop Parking Places) (No. 1) Traffic Order 202\* and shall come into operation on \*\* \*\*\*\*\* 202\*

Interpretation

2. (1) In this order, "the Order of 2015" means the Enfield (Stop and Shop Parking Places) (No. 1) Traffic Order 2015.
  - (2) Any reference in this order to any enactment shall be constructed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
  - (3) Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2015 shall have the same meaning as in that Order.
-



(a) 1984 c.27

(b) L.B.E. 2015/43

Revocation of designation of parking place

3. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, the designation by the Order of 2015 of the parking place number 3 in Schedule 1.

Dated this \*\*\*\*\* day of \*\*\*\*\* 202\*

Head of Traffic and Transportation  
(The Officer appointed for this purpose)

EXPLANATORY NOTE

(This Note is not part of the Order, but is intended to indicate its general purport.)

This Order revokes an existing stop and shop parking place in the service road fronting Nos. 252 to 274 High Street, Ponders End, in the London Borough of Enfield.



## THE COUNCIL OF THE LONDON BOROUGH OF ENFIELD TRAFFIC MANAGEMENT ORDER

202\* No. \*\*

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The Enfield (Parking Places) (Pay and Display)  
(No. \*) Order 202\*

Made \*\* \*\*\*\*\* 202\*

Coming into operation \*\* \*\*\*\*\* 202\*

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The Council of the London Borough of Enfield, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 45, 46, 49, 51 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984(a) as amended, and of all other powers thereunto enabling hereby make the following Order:-

### Citation and commencement

1. This Order may be cited as the Enfield (Parking Places) (Pay and Display) (No.\*) Order 202\* and shall come into operation on \*\* \*\*\*\*\* 202\*.

### Interpretation

2. (1) In this Order, "the Order of 2007" means the Enfield (Parking Places) (Pay and Display) (Various Roads) (Special Parking Area) (No. 1) Order 2007(b);
  - (2) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment;
- 

(a) 1984 c.27 (b) L.B.E. 2007/8

- (3) Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2007 shall have the same meaning as in that Order.

Revocations

3. Without prejudice to the validity of anything done or to any liability incurred before the coming into operation of this Order, the Order of 2007 shall have effect as though:
- (a) the designation of the parking place numbered 6 in Schedule 7 Part I of that Order; and
  - (b) the designation of the parking places numbered 1 and 3 in Schedule 7 Part II of that Order,
- are hereby revoked.

Designation of parking places and application of the Order of 2007 thereto

4. (1) Each area on a highway comprising the length of carriageway of a street specified in column 2 of the Schedule to this Order and, bounded on one side of that length by the edge of the carriageway and having a width throughout of 2.0 metres is designated as a parking place.

(2) The provisions of the Order of 2007 (other than Articles 3, 4 and 20) shall apply to the areas designated as parking places by this Order as if in those provisions any reference to a parking place included a reference to an area designated as a parking place by this Order, as if any reference to Schedule 7 Part I to the Order of 2007 included a reference to the Schedule to this Order.

Installation of pay and display machines and placing of traffic signs, etc.

5. The Council shall:
- (a) place and maintain traffic signs indicating the limits of each parking place designated by this Order;
  - (b) place and maintain in or in the vicinity of each parking place designated by this Order traffic signs indicating that such parking place may be used during the permitted hours for the leaving only of the vehicles specified in Article 5 of the Order of 2007;

- (c) install and maintain in proper working order at least one parking pay and display machine relating to each parking place designated by this Order in or in the vicinity of each parking place designated by this Order.
- (d) carry out such work as is reasonably required by the Order of 2007 or by this Order for the purposes of the satisfactory operation of a parking place designated by this Order.

Dated this \*\*\*\*\* day of \*\*\*\*\* 202\*.

David B. Taylor  
Head of Traffic and Transportation

SCHEDULE (see Article 4)

IN RELATION TO A PARKING PLACE REFERRED TO IN THIS PART OF THIS SCHEDULE THE EXPRESSION "PERMITTED HOURS" MEANS THE PERIOD BETWEEN 8 A.M. AND 6.30 P.M. ON MONDAYS TO SATURDAYS INCLUSIVE, ANY SUCH DAY NOT BEING CHRISTMAS DAY, GOOD FRIDAY OR A BANK HOLIDAY.

PARKING PLACES IN WHICH A VEHICLE MAY BE LEFT DURING THE PERMITTED HOURS FOR A MAXIMUM PERIOD OF TWO HOURS IF IT DISPLAYS EITHER A VALID TICKET ISSUED IN RESPECT OF THAT VEHICLE OR A VALID VOUCHER.

1 No. of parking place	2 Designated parking place	3 Special manner of standing of vehicles in parking place
**.	HIGH STREET, PONDER'S END, the south-west side, from a point 2.5 metres north-west of the southern wall of No. 228 High Street, Ponders End south-eastward for a distance of 11 metres.	-
**.	HIGH STREET, PONDER'S END, the south-west side, from a point 6 metres north-west of the southern wall of No. 228 High Street, Ponders End north-westward for a distance of 5 metres.	-
**.	HIGH STREET, PONDER'S END, the south-west side, from a point 6 metres north-west of the party wall of Nos. 232 and 234 High Street, Ponders End to a point 1.5 metres south-east of the party wall of Nos. 242 and 244 High Street, Ponders End.	-

1 No. of parking place	2 Designated parking place	3 Special manner of standing of vehicles in parking place
**.	SERVICE ROAD FRONTING NOS. 254 TO 274 HIGH STREET, PONDER'S END, the north-west side, from a point 5 metres north-east of the south-western wall of No. 254 High Street, Ponders End to a point 4.5 metres north-east of the party wall of Nos. 264 and 266 High Street, Ponders End.	-

EXPLANATORY NOTE

(This Note is not part of the Order, but is intended to indicate its general purport).

This Order revokes the designation of certain pay and display parking places and designates others, in the London Borough of Enfield.



**THE COUNCIL OF THE LONDON BOROUGH OF ENFIELD**  
**TRAFFIC MANAGEMENT ORDER**

202\* No. \*

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The Enfield (Waiting and Loading Restriction)  
(Amendment No. \*) Traffic Order 202\*

Made \*\* \*\*\*\*\* 202\*

Coming into operation \*\* \*\*\*\*\* 202\*

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The Council of the London Borough of Enfield, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984(a), and of all other powers thereunto enabling hereby make the following Order:-

1. This Order shall come into operation on \*\* \*\*\*\*\* 202\* and may be cited as the Enfield (Waiting and Loading Restriction) (Amendment No. \*) Traffic Order 202\*.

2. In this Order the expression "enactment" means any enactment, whether public general or local, and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment and any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

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(a) 1984 c.27



3. Whilst this Order continues in force and without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, the Enfield (Waiting and Loading Restriction) Order 2012(b) shall have effect as though -

- (a) for the items numbered 141, 215 (b) and 313 in Schedule 1 to that Order there were substituted the item similarly numbered and set out in columns 1, 2 and 3 of Schedule 1 to this Order;
- (b) for the items numbered 51 and 128 in Schedule 2 to that Order there were substituted the item similarly numbered and set out in columns 1, 2 and 3 of Schedule 2 to this Order;
- (c) there were added to Schedule 2 to that Order the items numbered \* to \* and set out in columns 1, 2 and 3 of Schedule 3 to this Order.; and
- (d) there was added to Schedule 3 to that Order the item set out in columns 1, 2 and 3 of Schedule 4 to this Order.

Dated this \* day of \* 202\*.

Head of Traffic and Transportation  
(The officer appointed for this purpose)

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(b) LBE 2012/1

## SCHEDULE 1

1	2	3
141.	<p><b>High Street, Ponders End</b></p> <p>(a) the north-east, east and south-east side,</p> <p>(i) between its junction with Hertford Road, Edmonton and a point opposite the southern wall of No. 164 High Street, Ponders End</p> <p>(ii) between a point opposite the southern wall of No. 164 High Street, Ponders End and a point 15 metres south of the party wall of Nos. 145/147 High Street, Ponders End;</p> <p>(iii) between a point 15 metres south of the party wall of Nos. 145/147 High Street, Ponders End and that party wall;</p> <p>(iv) between the party wall of Nos. 145/147 High Street, Ponders End a point 3 metres north of the common boundary of Nos. 339/341 High Street, Ponders End;</p> <p>(v) between the common boundary of Nos. 381/383 High Street, Ponders End and a point opposite the common boundary of Nos. 391/393 High Street, Ponders End;</p> <p>(vi) between a point opposite the common boundary of Nos. 391/393 High Street, Ponders End and its junction with The Ride;</p> <p>(b) the north-west, west and south-west side</p> <p>(i) between its junction with Hertford Road, Edmonton and the southern wall of No. 164 High Street, Ponders End;</p> <p>(ii) between a point opposite the southern wall of No. 164 High Street, Ponders End and a point 1 metres south of a point opposite the party wall of Nos. 176/178 High Street, Ponders End;</p>	<p>A</p> <p>F</p> <p>K</p> <p>A</p> <p>F</p> <p>A</p> <p>A</p> <p>A</p> <p>F</p>

## SCHEDULE 1

1	2	3
	<p>(iii) between a point 1 metres south of a point opposite the party wall of Nos. 176/178 High Street and the common boundary of Nos. 342 and 344 High Street, Ponders End;</p> <p>(iv) between a point opposite the common boundary of Nos. 342/344 High Street, Ponders End and a point opposite the party wall of Nos. 339/341 High Street, Ponders End;</p> <p>(v) between a point 10 metres south-east of the south-western kerb-line of Brecon Road and a point opposite the common boundary of Nos. 394/396 High Street, Ponders End;</p> <p>(vi) between a point opposite the common boundary of Nos. 394/396 High Street, Ponders End and its junction with Hertford Road, Enfield.</p>	<p>A</p> <p>F</p> <p>A</p> <p>F</p>
<p><b>215.</b></p>	<p><b>Queensway</b></p> <p>(b) the north-east side</p> <p>(i) between the south-eastern kerb-line of Kingsway and a point 18.29 metres south-east of that kerb-line;</p> <p>(ii) between a point 18.29 metres west of the western kerb-line of High Street Ponders End and a point 14 metres west of that kerb-line;</p> <p>(iii) between a point 14 metres west of the western kerb-line of High Street Ponders End and that kerb-line.</p>	<p>F</p> <p>F</p> <p>A</p>
<p><b>313.</b></p>	<p><b>The service road</b> fronting Nos. 252a to 274 High Street, Ponders End</p>	<p>A</p>

## SCHEDULE 2

1	2	3
51.	<p><b>High Street, Ponders End</b></p> <p>(i) between its junction with Hertford Road, Edmonton and its junction with South Street;</p> <p>(ii) between its junction with South Street and the northern boundary of No. 147 High Street, Ponders End;</p> <p>(iii) between the northern boundary of No. 147 High Street, Ponders End and a point 2.5 metres south of the common boundary of Nos. 219 and 223 High Street, Ponders End</p> <p>(iv) between a point 2.5 metres south of the common boundary of Nos. 219 and 223 High Street, Ponders End and a point 7.5 metres north of the common boundary of Nos. 219 and 223 High Street, Ponders End;</p> <p>(v) between a point 7.5 metres north of the common boundary of Nos. 219 and 223 High Street, Ponders End and the north-eastern boundary of No. 291 High Street, Ponders End;</p> <p>(vi) between the north-eastern boundary of No. 291 High Street, Ponders End and the south-western kerb-line of Durants Road;</p> <p>(viii) between the north-eastern kerb-line of Durants Road and a point 3 metres north of the common boundary of Nos. 339 and 341 High Street, Ponders End;</p> <p>(ix) between the common boundary of Nos. 381 and 383 High Street, Ponders End and its junction with Hertford Road, Enfield;</p> <p>(b) the north-west, west and south-west side</p> <p>(i) between its junction with Hertford Road, Edmonton and its junction with Lincoln Road;</p> <p>(ii) between its junction with Lincoln Road and a point 1 metre south of the party wall of Nos. 176 and 178 High Street, Ponders End;</p>	<p>1</p> <p>11</p> <p>1</p> <p>**</p> <p>1</p> <p>6</p> <p>11</p> <p>11</p> <p>1</p> <p>11</p>

## SCHEDULE 2 (continued)

1	2	3
	<p>(iii) between a point 1 metres south of a point opposite the party wall of Nos. 176 and 178 High Street, Ponders End and the party wall of Nos. 312 and 314 High Street, Ponders End;</p> <p>(iv) between the party wall of Nos. 312 and 314 High Street, Ponders End and the south-western kerb-line of Southbury Road;</p> <p>(v) between the north-eastern kerb-line of Southbury Road and the common boundary of Nos. 336 and 338 High Street, Ponders End;</p> <p>(vi) between the common boundary of Nos. 336 and 338 High Street, Ponders End and a point 3 metres north of the common boundary of Nos. 339 and 341 High Street, Ponders End;</p> <p>(vii) between a point 10 metres south-east of the south-western kerb-line of Brecon Road and its junction with Hertford Road, Enfield.</p>	<p>1</p> <p>11</p> <p>6</p> <p>11</p> <p>11</p>
128.	<b>The service road</b> fronting Nos. 252a to 274 High Street, Ponders End	1

## SCHEDULE 3

1	2	3
*.	<p><b>Garfield Road</b></p> <p>(a) the north-east side, between the south-eastern kerb-line of High Street, Ponders End and a point 10 metres south-east of that kerb-line;</p> <p>(b) the south-west side, between the south-eastern kerb-line of High Street, Ponders End and a point 10 metres south-east of that kerb-line.</p>	1  1
*.	<p><b>Queensway</b></p> <p>(a) the north side, between the south-western kerb-line of High Street, Ponders End and a point 14 metres west of that kerb-line;</p> <p>(b) the south side,</p> <p>(i) between the south-western kerb-line of High Street, Ponders End and a point 10 metres south-west of that kerb-line;</p> <p>(ii) between a point 10 metres south-west of the south-western kerb-line of High Street, Ponders End and a point 65 metres south-west of that kerb-line.</p>	1  1  **

## SCHEDULE 4

1	2	3
**	Between 7am and 10 am and between 4pm and 7pm all week	**

**EXPLANATORY NOTE**

This Order further amends the Enfield (Waiting and Loading Restriction) Order 2012, so as to introduce "at any time" waiting and loading restrictions and "7am to 10am and 4pm to 7pm" loading restrictions in certain streets in the London Borough of Enfield.



## THE COUNCIL OF THE LONDON BOROUGH OF ENFIELD TRAFFIC MANAGEMENT ORDER

2022 No. \*\*

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The Enfield (Cycle Lanes) (Various Roads) (No. 1)  
Traffic Order 202\*

Made \*\* \*\*\*\*\* 202\*

Coming into operation \*\* \*\*\*\*\* 202\*

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The Council of the London Borough of Enfield, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 of the Road Traffic Regulation Act 1984(a) as amended by section 8 of and Part I of Schedule 5 to the Local Government Act 1985(b), and of all other powers thereunto enabling hereby make the following Order:-

1. This Order shall come into operation on \*\* \*\*\*\* 202\* and may be cited as the Enfield (Cycle Lanes) (Various Roads) (No. 1) Traffic Order 202\*.

2. In this Order:-

(a) "enactment" means any enactment, whether public general or local, and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment and any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment;

(b) "cycle lane" without any more, mean a mandatory cycle lane in any direction, bounded on one side by a solid road marking to Traffic Signs Regulations and General



Direction 2016 and subsequent amendments, diagram number 1049B over the length of road specified in the Schedule to this order.

3. No person shall cause or permit any vehicle to enter or proceed in a lane at any time.

4. Nothing in Article 3 of this Order shall apply

- (a) In relation to a pedal cycle; or
- (b) Any vehicle listed in Item (5) of paragraph 12 in Part 7 of Schedule 9 of the Traffic Signs Regulations and General Directions 2016 and subsequent amendments;
- (c) Any council maintenance vehicles (or approved contractors), performing maintenance along the route;
- (d) Any vehicle displaying a Blue Badge for the purpose of setting down or picking up of any passengers with limited mobility.
- (e) To any person causing or permitting any vehicle to enter or proceed in the cycle lane:
  - (i) If that person is obliged to do so in order to avoid an accident and forthwith causes that vehicle to leave the cycle lane;
  - (ii) If that person is required by law to stop and as soon as reasonably practicable thereafter causes that vehicle to leave the cycle lane;
  - (iii) To anything done with the permission or at the direction of a police constable in uniform or a traffic warden;
  - (iv) To any person who caused any vehicle to proceed in accordance with any prohibition, restriction or requirement indicated by traffic signs place pursuant to section 66 or 67 of the Road Traffic Regulation Act 1984.

5. The prohibition imposed by this Order are in addition to and not in derogation of any restriction, prohibition or requirement imposed by any other enactment and any exception from the provisions of this order is without prejudice to the provisions of any other enactment.

Dated this \*\*\*\* day of \*\*\*\*\* 202\*

Head of Traffic and Transportation  
(The officer appointed for this purpose)

**SCHEDULE**

1. High Street, Ponders End

Both Sides

- (a) Between the junction of High Street, Ponders End, Nags Head Road and Southbury Road and a point 6 metres north of the northern boundary wall of No. 149 High Street, Ponders End.

**EXPLANATORY NOTE**

(This Note is not part of the Order, but is intended to indicate its general purport.)

This Order introduces a 24 Hour Cycle Lane along High Street, Ponders End with exceptions for use as set out in article 4 of the Order.



## THE COUNCIL OF THE LONDON BOROUGH OF ENFIELD TRAFFIC MANAGEMENT ORDER

202\* No.\*\*

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The Enfield (Free Parking Places) (Disabled Persons)  
(Various Roads) (No.\*) Order 202\*

Made \*\* \*\*\*\*\* 202\*

Coming into operation \*\*\*\*\* 202\*

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The Council of the London Borough of Enfield, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984(a) as amended, and of all other powers thereunto enabling hereby make the following Order:

### Citation and commencement

1. This Order may be cited as the Enfield (Free Parking Places) (Disabled Persons) (Various Roads) (No.\*) Order 202\* and shall come into operation on \*\*<sup>th</sup> \*\*\*\*\* 202\*.

### Interpretation

2. (1) In this Order "the Order of 2017" means the Enfield (Free Parking Places) (Disabled Persons) (No. 1) Order 2017(b).

(2) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

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(a) 1984 c.27 (b) L.B.E. 2017/17

(3) Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2017 shall have the same meaning as in that Order.

Designation of parking places and application of the Order of 2017 thereto

4. (1) Each area on a street comprising the length of carriageway of a street specified in column 2 of the Schedule 1 to this Order and bounded on one side of that length by the edge of the carriageway and having a width throughout of 2.0 metres, is designated as a parking place.

(2) The provisions of the Order of 2017 (other than Articles 3, 12 and 13) shall apply to the areas designated as a parking place by this Order, as if in those provisions any reference to a parking place included a reference to an area designated as a parking place by this Order and as if any reference to Schedule 1 to the Order of 2017 included a reference to the Schedule to this Order.

Placing of traffic signs, etc.

5. The Council shall place and maintain traffic signs indicating the limits of each parking place designated by this Order and that such parking place may only be used by vehicles specified in Article 4 of the Order of 2017.

Dated this thirty \*\*\*\*\* day of \*\*\*\*\* 202\*.

**Head of Traffic and Transportation**  
(The officer appointed for this purpose)

SCHEDULE 1 (see Article 4)

IN RELATION TO A PARKING PLACE REFERRED TO IN THIS SCHEDULE THE EXPRESSION "PERMITTED HOURS" MEANS AT ANY TIME.

AREAS ON STREETS DESIGNATED AS PARKING PLACES IN WHICH A DISABLED PERSON'S VEHICLE DISPLAYING A VALID DISABLED PERSON'S BADGE MAY BE LEFT, SUBJECT TO COLUMNS 3 AND 4 BELOW, DURING THE PERMITTED HOURS.

1. No. of parking place	2. Designated Parking Place	3. Maximum period for which a vehicle may remain in a parking place at any one time	4. Period within which a vehicle may not return to a parking place	3. Special manner of standing
**.	<b>HIGH STREET EN3</b> , the west side, from a point 15.5 metres north of the northern boundary of No. 186 High Street for a distance of 6.6 metres in a Northerly direction.	3 hours	1 hour	Within 2.0 metre wide marked bay
**.	<b>HIGH STREET EN3</b> , the west side, from a point 4 metres south of the common boundary of Nos. 232 and 234 High Street for a distance of 9 metres in a Northerly direction.	3 hours	1 hour	Within 2.0 metre wide marked bay

1. No. of parking place	2. Designated Parking Place	3. Maximum period for which a vehicle may remain in a parking place at any one time	4. Period within which a vehicle may not return to a parking place	3. Special manner of standing
**.	<b>SERVICE ROAD FRONTING NOS. 254 TO 274 HIGH STREET EN3</b> , the west side, from a point 4.5 metres north of the common boundary of Nos. 264 and 266 High Street for a distance of 6.6 metres in a Northerly direction.	3 hours	1 hour	Within 2.0 metre wide marked bay
**.	<b>QUEENSWAY EN3</b> , the north side, from a point 15.5 metres west of the western kerb-line of High Street, Ponders End for a distance of 6.6 metres in a Westerly direction.	3 hours	1 hour	Within 2.0 metre wide marked bay

EXPLANATORY NOTE

(This Note is not part of the Order, but is intended to indicate its general purport.)

This Order designates new disabled persons' parking places, in the London Borough of Enfield.



## THE COUNCIL OF THE LONDON BOROUGH OF ENFIELD TRAFFIC MANAGEMENT ORDER

202\* No. \*\*

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The Enfield (Goods Vehicles Loading Bay)  
(No. \*) Amendment Order 202\*

Made \*\* \*\*\*\*\* 202\*

Coming into operation \*\* \*\*\*\*\* 202\*

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The Council of the London Borough of Enfield, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984(a), and of all other powers thereunto enabling hereby make the following Order:-

### Citation and commencement

1. This Order may be cited as the Enfield (Goods Vehicles Loading Bay)(No. \*) Order 202\* and shall come into operation on \*\* \*\*\*\*\* 202\*.

### Interpretation

2. (1) In this Order, "the Order of 2018" means the Enfield (Goods Vehicles Loading Bays) (Special Parking Area) (No. 3) Order 2018(b);  
(2) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment;  
(3) Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2018 shall have the same meaning as in that Order.



Designation of loading bay and application of the Order of 2018 thereto

4. (1) The area on a highway comprising the length of carriageway of a street specified in column 2 of the Schedule to this Order and, bounded on one side of that length by the edge of the carriageway and having a width throughout of 2.0 metres is designated as a loading bay.
- (2) The provisions of the Order of 2018 (other than Articles 3, 5(a), 13 and 14) shall apply to the area designated as a loading bay by this Order as if in those provisions any reference to a loading bay included a reference to the area designated as a loading bay by this Order and as if any reference to the Schedules to the Order of 2018 included a reference to the Schedule to this Order.

Restrictions on the use of a loading bay

5. During the permitted hours, the driver or other person in charge of a vehicle which is permitted to use a loading bay shall not cause such vehicle to wait thereon during the hours specified: -

- (a) for a period of more than 20 minutes, or such longer period as a police constable in uniform or a civil enforcement officer may approve in a loading bay specified in the Schedule to this Order; and
- (b) other than whilst goods are being continuously loaded or unloaded from the vehicle or are being delivered or collected from premises adjacent to the vehicle during the specified or approved period.

Placing of traffic signs, etc.

6. The Council shall:
- (a) place and maintain traffic signs indicating the limits of the loading bay designated by this Order;
- (b) place and maintain in or in the vicinity of the loading bay designated by this Order traffic signs indicating that such loading bay may be used during the permitted hours for the leaving only of the vehicles specified in Article 4 of the Order of 2018;

- (c) carry out such work as is reasonably required by the Order of 2018 or by this Order for the purposes of the satisfactory operation of the loading bay designated by this Order.

Dated this \*\*\*\*\* day of \*\*\*\*\* 202\*

**Head of Traffic and Transportation**  
**(The officer appointed for this purpose)**

SCHEDULE (see Article 3)  
[SCHEDULE 3 to the Order of 2018]

In relation to a loading bay referred to in this Schedule, the permitted hours during which goods vehicles may be left for a maximum period of 20 minutes At any time on Mondays to Sundays inclusive provided that continuous loading or unloading is taking place.

1 No. of loading bay	2 Designated loading bay	3 Special manner of standing
1.	HIGH STREET, the west side, from a point 1 metre north of the northern boundary of No. 186 High Street for a distance of 15.0 metres in a Northerly direction.	Within the 2.0 metre wide marked bay
2.	THE SERVICE ROAD FRONTING NOS. 254 TO 274 HIGH STREET, the west side, from a point 12.5 metres north of the common boundary of Nos. 264 and 266 High Street for a distance of 10 metres in a northerly direction.	Within the 2.0 metre wide marked bay.
3.	QUEENSWAY, the north side, from a point 22 metres west of the western kerb-line of High Street for a distance of 10 metres in a westerly direction.	Within the 2.0 metre marked bay.

EXPLANATORY NOTE

(This Note is not part of the Order, but is intended to indicate its general purport).

This Order designates goods vehicles loading bays in the London Borough of Enfield.



**THE COUNCIL OF THE LONDON BOROUGH OF ENFIELD  
TRAFFIC MANAGEMENT ORDER**

202\* No. \*\*

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The Enfield (20 m.p.h. Speed Limit) (No. \*)  
Traffic Order 202\*

Made \*\* \*\*\*\*\* 202\*

Coming into operation \*\* \*\*\*\*\* 202\*

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The Council of the London Borough of Enfield, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 84(1) and (2) of the Road Traffic Regulation Act 1984(a) as amended, and of all other powers thereunto enabling, hereby make the following Order:

1. This Order shall come into operation on \*\* \*\*\*\*\* 202\* and may be cited as the Enfield (20 m.p.h. Speed Limit) (No. \*) Traffic Order 202\*.
2. Without prejudice to the validity of anything done or to any liability incurred in respect of any Act or omission before the coming into operation of this Order, no person shall drive any motor vehicle at a speed exceeding 20 miles per hour on the lengths of roads specified in the Schedule to this Order.

Dated this \*\*\*\*\* day of \*\*\*\*\* 202\*.

Head of Traffic and Transportation  
(The officer appointed for this purpose)

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(a) 1984 c.27

#### **SCHEDULE**

**High Street, Ponders End EN3**, from a point 7 metres north of the common boundary of Nos. 314 and 316 High Street, Ponders End EN3 to a point 1.5 metre north of the common boundary of Nos. 109 and 111 High Street, Ponders End EN3.

**Derby Road EN3**, from the western kerb-line of High Street, Ponders End EN3 to a point 11 metres east of the eastern kerb-line of the rear service road to Nos. 164 to 184 High Street, Ponders End.

**Lincoln Road EN3**, from the western kerb-line of High Street, Ponders End EN3 to a point 7 metres east of the western wall of No. 130a High Street, Ponders End.

#### **Queensway EN3**

- (a) the north side, from the western kerb-line of High Street, Ponders End EN3 westwards for a distance of 14.5 metres;
- (b) the south side, from the western kerb-line of High Street, Ponders End westwards for a distance of 16 metres.

**South Street EN3**, from the eastern kerb-line of High Street, Ponders End EN3 eastwards for a distance of 17.5 metres.

#### **EXPLANATORY NOTE**

(This Note is not part of the Order, but is intended to indicate its general purport.)

This Order imposes a 20 m.p.h. speed limit restriction in parts of High Street Ponders End, Queensway, Lincoln Road, South Street and Derby Road.

**HIGH STREET, PONDERERS END AREA - TRAFFIC ORDERS ASSOCIATED WITH THE INTRODUCTION OF CYCLE LANES BETWEEN THE JUNCTION OF HIGH STREET WITH NAGS HEAD ROAD AND THE SOUTHERN BOUNDARY OF PONDERERS END PARK - INTRODUCTION OF WAITING AND LOADING RESTRICTIONS, INTRODUCTION OF LOADING BAYS, INTRODUCTION OF DISABLED PARKING PLACES, INTRODUCTION OF 20 MPH SPEED LIMIT, REVOCATION OF STOP AND SHOP PARKING PLACE, REVOCATION AND INTRODUCTION OF PAY AND DISPLAY PARKING PLACES.**

Further information may be obtained by visiting <https://letstalk.enfield.gov.uk/pondersendhighstreet> or by emailing [healthystreets@enfield.gov.uk](mailto:healthystreets@enfield.gov.uk)

**1. NOTICE IS HEREBY GIVEN** that the Council of the London Borough of Enfield (the Council) propose to make The Enfield (Cycle Lanes) (No. \*) Traffic Order 202\*, The Enfield (Parking Places) (Pay and Display) (No. \*) Traffic Order 202\*, The Enfield (Waiting and Loading Restriction) (Amendment No. ) Traffic Order 202\*, The Enfield (Free Parking Places) (Disabled Persons) (No. ) 202\*, The Enfield (Goods Vehicles Loading Bay) (No. \*) Traffic Order 202\*, The Enfield (20 m.p.h. Speed Limit) (No. \*) Traffic Order 202\* and The Enfield (Stop and Shop Parking Places) (No. \*) Traffic Order 202\* under sections 6, 84(1), 84(2), 45, 46, 49, 51 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 and Schedule 9 to the Traffic Signs Regulations and General Direction 2016.

**2.** The general effect of the Orders would be to:

- (a) introduce a mandatory cycle lane Order to amend Item (5) of paragraph 12 in Part 7 of the Traffic Signs Regulations and General Directions 2016 to include in the list of purposes
    - (i) Council maintenance vehicles (or approved contractors), performing maintenance along the route; and
    - (ii) Blue Badge holders, for the purpose of picking up and setting down passengers;
  - (b) revoke a stop and shop parking place on the west side of the service road outside Nos. 270 and 272 High Street, Ponders End EN3;
  - (c) revoke the pay and display parking places in the following locations:
    - (i) outside Nos. 234 to 242 High Street, Ponders End EN3; and
    - (ii) outside No. 195 and Nos. 197 to 205 High Street, Ponders End EN3; and
    - (iii) outside Nos. 254 to 268 High Street, Ponders End
  - (d) introduce pay and display parking places that operate between 8a.m. and 6.30p.m. on Mondays to Saturdays inclusive with a maximum stay of 2 hours in the following locations:
    - (i) outside Nos. 228 High Street, Ponders End;
    - (ii) outside Nos. 236 to 242 High Street, Ponders End and
    - (iii) the west side of the service road fronting Nos. 254 to 266 High Street, Ponders End
- Charges will be as detailed in the table below

Parking Period	Charge Mon - Sat
Up to 15 minutes	£0.40
Up to 30 minutes	£0.80
Up to 1 hour	£1.50
Up to 2 hours	£3.00

- (e) introduce loading bays to operate At any time with a maximum stay of 20 minutes in the following locations:
- (i) outside Nos. 270 to 272 High Street, Ponders End;
  - (ii) on the west side of High Street adjacent to College Court;
- and
- (iii) the north side of Queensway, at the side of 'The Goat' PH;
- (f) introduce disabled persons parking places to operate 'At any time' with a maximum stay of 3 hours in the following locations:
- (i) on the west side of High Street adjacent to College Court;
  - (ii) outside No. 268 High Street, Ponders End;
  - (ii) outside Nos. 232 to 234 High Street, Ponders End; and
  - (iii) the north side of Queensway, at the side of 'The Goat' PH;
- (g) introduce waiting restrictions to operate 'At any time' in the following locations;
- (i) High Street, east side, from a point 10 metres south of the southern kerb-line of Garfield Road to a point 10 metres north of the northern kerb-line of the access road leading to Swan Annexe;
  - (ii) High Street, east side, from a point 10 metres south of the southern kerb-line of the access road leading to Swan Annexe to a point 10 metres north of the northern kerb-line of Stonehouse Road;
  - (iii) High Street, east side, from a point 10 metres south of the southern kerb-line of Stonehouse Road to a point 8.5 metres north of the common boundary of Nos. 147 and 149 High Street;
  - (iv) High Street, west side, from the common boundary of Nos. 312 and 314 High Street to a point 10 metres north of the northern kerb-line of Queensway;
  - (v) High Street, west side, from a point 8 metres south of the southern kerb-line of Queensway to a point 41 metres north of the party wall of Nos. 176 and 178 High Street
  - (v) the service road fronting Nos. 252a to 274 High Street;
- (h) introduce loading restrictions to operate 'At any time' in the following locations;
- (i) High Street, east side, from the northern boundary of No. 291 High Street to a point 7.5 metres north of the common boundary of Nos. 219 and 223 High Street;
  - (ii) High Street, east side, from a point 2.5 metres south of the common boundary of Nos. 219 and 223 High Street to a point 8.5 metres north of the common boundary of Nos. 147 and 149 High Street;
  - (iii) High Street, west side, from the common boundary of Nos. 312 and 314 High Street to a point 41 metres north of the common boundary of Nos. 147 and 149 High Street;
  - (iv) Garfield Road, from the eastern kerb-line of High Street,



eastwards for a distance of 10 metres;  
(v) Queensway, north side, from the western kerb-line of High Street westwards for a distance of 18 metres;  
(vi) Queensway, south side, from the western kerb-line of High Street westwards for a distance of 10 metres;  
(vii) the service road fronting Nos. 252a to 274 High Street;

- (i) introduce loading restrictions to operate 7am to 10am and 4pm to 7pm all week;  
(i) Queensway, south side, from a point 10 metres west of the western kerb-line of High Street westwards for a distance of 55 metres; and  
(ii) High Street, east side, from a point 2.5 metres south of the common boundary of Nos. 219 and 223 High Street northwards for a distance of 10 metres;
- (j) introduce a 20 mph speed limit for motor vehicles in the parts of streets specified in Schedule 4 to this Notice.

**3. FURTHER NOTICE IS HEREBY GIVEN** that the Council has approved, under section 23 of the Road Traffic Regulation Act 1984, the provision of 2 new raised zebra crossings both in the High Street, Ponders End. The associated zig-zag markings would be placed adjacent to the crossing and between the points specified in Schedule 1 to this Notice and would prohibit all vehicles from stopping on them at all times.

**4. FURTHER NOTICE IS HEREBY GIVEN** that in order to control the speed of traffic, the Council propose to construct under sections 90A to 90I of the Highways Act 1980 -

- (a) a raised junction which would be constructed at a maximum height of 75mm above the carriageway level and cover the full width of the roads at the location specified in Schedule 2 to this Notice; and  
(b) a speed table which would be constructed at a maximum height of 75 mm above the carriageway and cover the full width of the road at the location specified in Schedule 3 to this Notice.

**5. FURTHER NOTICE IS HEREBY GIVEN** that the Council propose to convert part of the footway on either side of High Street, Ponders End EN3 between Nags Head Road and Garfield Road into cycle tracks using powers under sections 65(1) and 66(4) of the Highways Act 1980.

**6.** Copies of the proposed Orders, Notice, plans and of the Council's statement of reasons for proposing to make the Orders can be inspected at the Town Library, 66 Church Street, Enfield EN2 6AX, Monday to Fridays 9am - 5pm inclusive. The notice, draft order, and statement of reasons can also be inspected online at:

<https://new.enfield.gov.uk/services/roads-and-transport/traffic-management-orders/>

Copies of the notice, plans, draft orders and Statement of reasons can also be obtained by emailing [traffic@enfield.gov.uk](mailto:traffic@enfield.gov.uk) or by writing to

Traffic and Transportation (quoting reference TG1447 Civic Centre, Silver Street, Enfield, Middlesex, EN1 3XD.

7. Any person desiring to object or make any other representations to the proposed Orders should send a statement in writing to that effect, and in the case of an objection stating the grounds thereof, to the Head of Traffic and Transportation, the Civic Centre, Silver Street, Enfield, Middlesex, EN1 3XD, quoting the reference TG1447, by 26<sup>th</sup> January 2022. or by e-mail to [traffic@enfield.gov.uk](mailto:traffic@enfield.gov.uk).

Dated 5 January 2022

David B. Taylor  
Head of Traffic and Transportation

**SCHEDULE 1**

**(Length of zig-zag markings relating to the new zebra crossings)**

**High Street, Ponders End EN3**, from a point 7 metres south of the northern boundary of No. 151 High Street, Ponders End EN3 southwards for a distance of 38 metres

**High Street, Ponders End EN3**, from a point 5.5 metres north of the southern boundary of No. 282 High Street, Ponders End EN3 southwards for a distance of 34.5 metres

**SCHEDULE 2**

**(Raised junction location)**

**High Street EN3**, from a point 7.5 metres North of the common boundary of Nos. 257 and 259 High Street for a distance of 36.5 metres in a Northerly direction and from the Eastern kerb-line of High Street for the distance of 10.0 metres in a Easterly direction along Garfield Road and from the western kerb-line of High Street in an westerly then southerly direction to a point 8 metres south of the common boundary of Nos. 256 and 258 High Street along the service road fronting Nos. 254 to 274 High Street.

**SCHEDULE 3**

**(Speed table location)**

**High Street EN3**, from a point 10.5 metres South of the northern kerb-line of Stonehorse Road for a distance of 12 metres in a Southerly direction

**SCHEDULE 4**

**(20 m.p.h. Speed Limit to operate in the following parts of streets in EN3)**

**High Street, Ponders End EN3**, from a point 7 metres north of the common boundary of Nos. 314 and 316 High Street, Ponders End EN3 to a point 1.5 metre north of the common boundary of Nos. 109 and 111 High Street, Ponders End EN3.

**Derby Road EN3**, from the western kerb-line of High Street, Ponders End EN3 to a point 11 metres east of the eastern kerb-line of the rear service road to Nos. 164 to 184 High Street, Ponders End.

**Lincoln Road EN3**, from the western kerb-line of High Street, Ponders End EN3 to a point 7 metres east of the western wall of No. 130a High Street, Ponders End.

**Queensway EN3**

- (a) the north side, from the western kerb-line of High Street, Ponders End EN3 westwards for a distance of 14.5 metres;
- (b) the south side, from the western kerb-line of High Street, Ponders End westwards for a distance of 16 metres.

**South Street EN3**, from the eastern kerb-line of High Street, Ponders End EN3 eastwards for a distance of 17.5 metres.

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## **Appendix E**

### **Ponders End High Street – Responses to Objections raised**

Objections have been taken from all communications throughout the consultation period.

This Appendix is in addition to the main Key Decision report (KD 5399) and other supporting documents that form part of the report, which should also be considered as they also provide an indirect response to many of the themes raised. Objections to the scheme have been collated throughout the consultation period between 5<sup>th</sup> January 2022 and 26<sup>th</sup> January 2022 and broadly fell into the groupings below. Some may fall across more than one category but have only been listed once.

- Motor traffic, traffic related impacts, mobility and access
- Physical safety
- Design and infrastructure
- Miscellaneous
- Impacts outside of the scope of the traffic order

Objections had to be submitted in writing to be logged.

<b>1 Motor traffic, traffic related impacts, mobility and access</b>		
<b>Ref</b>	<b>Nature of objection</b>	<b>London Borough of Enfield (LBE) response</b>
1.1	<p>Objection relating to traffic and congestion including specific references to:</p> <ul style="list-style-type: none"> <li>• Trip to school will take longer.</li> <li>• Ponders End high street will become severely congested that will cause a delay in buses resulting in people being late to school</li> <li>• There will be more congestion especially with bus drivers using the bus stop as bus driver changeover and they idle busses for 10 min more which together with more standstill traffic there will be increase of air pollution and traffic.</li> <li>• More people will use the B roads/off roads around the areas as a shortcut. Lorries and large vehicles will damage the roads as there is a lot of factories in the area. There will be increase of anti-social behaviour from drivers e.g. road rage.</li> <li>• Unable to get to own home due to congestion.</li> <li>• Influx of people parking on all the residential road due to reduction of parking.</li> <li>• Pollution.</li> <li>• Existing and/or future scheme resulting in stress and anxiety to all home owners and making life's a living nightmare</li> <li>• Need for permits to be issued to residents on side roads (to assist with parking).</li> <li>• Loud music in cars sitting in slow traffic.</li> </ul>	<p>The scheme is delivered in the context of local, regional and national policies and strategies that seek to respond to the climate emergency, reduce traffic congestion and increase levels of physical activity, and post-pandemic response to enable a green recovery. Improving on the current ratio of cars to pedestrians and cyclists, i.e., 'mode share' is key to these policies. An example of this is the Mayor's Transport Strategy which aims for 80% of all trips to be made on foot, by bicycle or by public transport by 2041.</p> <p>The Council accept that some individual journeys that continue to be taken by private car may be longer than the same journey prior to the implementation.</p> <p>Overall journey times will continue to increase if motor vehicle use continues without enabling other alternative forms of travel. If more people are enabled to walk or cycle for some of their short journeys, then this will free up road capacity for those on longer journeys or those journeys that are not practical for walking / cycling.</p> <p>The proposals are intended to increase the cycling levels along this route. The provision of safe infrastructure will enable more people to make the choice to cycle some of their local journeys. Evidence from other schemes indicates that the number of cycling journeys in the Borough are increasing where good quality infrastructure has been installed.</p> <p>Current environment is not cycle friendly and there is a gap in the continuity of cycle lanes between facilities provided to the North and to the South. It is a key cycling route called 'Cycleway1' and closing the gap will help attract more users.</p> <p>The Council will continue to work with Transport for London (TfL) to identify ways in which bus journey times can be improved across the Borough and continue to review bus journey times in the area as part of the commitment to post-project monitoring.</p>

		<p>These proposals are in line with Enfield Corporate Plan 2018-2022, Mayor's Transport Strategy (MTS), Climate Change Act and Government's Net Zero Strategy: Build Back Greener.</p> <p>The Council may consider the introduction of parking permits on the residential streets in the area, subject to funding and the outcome of consultation.</p>
1.2	<p>Objections in relation to introduction of cycle lane including specific references to:</p> <ul style="list-style-type: none"> <li>• Cyclists don't use cycle lanes, they use main roads instead.</li> <li>• There are not many cyclists to use the cycle lanes. No demand.</li> <li>• Cycle lanes are empty all the way up Hertford Road.</li> <li>• Cycle lanes will result in reduced parking for residents and will make more congestion on the road.</li> <li>• Cycle lanes will cause more congestion.</li> <li>• Since the cycle lane implementation, it has created so much disruption to the traffic flow on the roads and has taken longer than planned to complete.</li> <li>• Add congestion, delays to busses and cause more pollution.</li> <li>• Will result in loss of parking along the high street.</li> <li>• Cycle lanes will cause delays and inconvenience.</li> <li>• Cycle lane will impact the nearby residential roads.</li> <li>• Council is punishing 98% of the population for the 2% (that cycles) and this is not central London to have a cycle lane.</li> <li>• Cyclists should share the road since it is made safer by reducing the speed limit to 20mph.</li> <li>• Cycle lanes are dangerous to pedestrians and motorists.</li> <li>• If data was reviewed from the existing cycle lanes, it would be revealed they are not being used around this project in either Enfield Highway or Edmonton.</li> <li>• Cyclists should also pay (road) tax if they use the roads.</li> </ul>	<p>The scheme is delivered in the context of local, regional and national policies and strategies that seek to respond to the climate emergency, reduce traffic congestion and increase levels of physical activity, and post-pandemic response to enable a green recovery. Improving on the current ratio of cars to pedestrians and cyclists, i.e., 'mode share' is key to these policies. An example of this is the Mayor's Transport Strategy which aims for 80% of all trips to be made on foot, by bicycle or by public transport by 2041.</p> <p>The Council accept that some individual journeys that continue to be taken by private car may be longer than the same journey prior to the implementation.</p> <p>Overall journey times will continue to increase if motor vehicle use continues without enabling other alternative forms of travel. If more people are enabled to walk or cycle for some of their short journeys, then this will free up road capacity for those on longer journeys or those journeys that are not practical for walking / cycling.</p> <p>The proposals are intended to increase the cycling levels along this route. The provision of safe infrastructure will enable more people to make the choice to cycle some of their local journeys. Evidence from other schemes indicates that the number of cycling journeys in the Borough are increasing where good quality infrastructure has been installed.</p> <p>Current environment is not cycle friendly and there is a gap in the continuity of cycle lanes between facilities provided to the North and to the South. It is a key cycling route called 'Cycleway1' and closing the gap will help attract more users.</p>

		<p>Complementary cycle infrastructure, such as the cycle lanes along A1010 and cycle parking, support cycling in the area. The cycle lanes along the A1010 are of good quality. Additional infrastructure can be developed as part of the ongoing Healthy Streets programme to continue to build a connected network, projects such as this play a role in this network development.</p> <p>Road Safety Audit (RSA 1) has also been undertaken and informed the designs.</p> <p>These proposals are in line with Enfield Corporate Plan 2018-2022, Mayor's Transport Strategy (MTS), Climate Change Act and Government's Net Zero Strategy: Build Back Greener.</p>
1.3	<p>Objection to reducing parking provision along the high street including specific references to:</p> <ul style="list-style-type: none"> <li>• Parking is already a big issue.</li> <li>• Need to have free parking.</li> <li>• Lives in local area and need parking spaces outside the shops in order to be able to help the local shops.</li> <li>• Parking spaces are life savers for shopping and to use a barber.</li> <li>• Removal of the parking spots on the high street will cause a great inconvenience to the locals who need and use this parking regularly.</li> <li>• By removing these people would not be able to park here which means this will cause problems more than goods.</li> <li>• Parking is needed for older members of the family to use high street.</li> <li>• It is unfair on the regular user to remove the parking to the extent that is currently proposed as it is not taking into consideration underprivileged and vulnerable members of society and doesn't seem to have been planned with an understanding of the actual usage of the area.</li> <li>• Changes will make the high street more inaccessible.</li> <li>• Extra off-peak parking should be available for the businesses and services in the area.</li> </ul>	<p>All properties, including businesses within the project area, remain accessible by private motor vehicles. The proposals although result in the net loss of Pay &amp; Display parking, retain a level of Pay &amp; Display parking along the high street, and introduce carefully considered dedicated Loading and Disabled bays as well as carefully selected locations where double yellow lines (DYL) or single yellow lines (SYL) allow parking and/or loading at certain times. Two existing car parks adjacent to the high street, also remain as is; these are Eagle House Car Park and College Court off-street car park.</p> <p>The Council have considered the impacts of the project and are of the view that the benefits the scheme brings outweighs any dis-benefits, the rationale for this is set out in the project report.</p> <p>These proposals are in line with Enfield Corporate Plan 2018-2022, Mayor's Transport Strategy (MTS), Climate Change Act and Government's Net Zero Strategy: Build Back Greener.</p>



<p>1.4</p>	<p>Objection in relation to the parking outside the mosque on the other side of the road, including specific references to:</p> <ul style="list-style-type: none"> <li>• Need to attend the mosque at night (up to 11pm) and early morning (as early as 3am).</li> <li>• Public transport is not safe at night and there are no buses at 3am from some locations where the mosque goers live. Security is a real issue in Ponders End.</li> <li>• Visitors to the mosque should be allowed to park their cars during off peak times and night time when no one is using the cycle lanes.</li> <li>• Limited parking in the area.</li> <li>• Will be unable to continue practicing faith if parking is not available.</li> <li>• Enfield Council should take into consideration that the mosque provides a youth facility for teenagers who will be disadvantaged by introduction of the cycle lane.</li> <li>• It will be very difficult to park even with Blue Badge due to limited ability walking.</li> <li>• Blue Badge holder needs parking slots outside the mosque and parade of shops (due to limited mobility).</li> <li>• There are very few parking spaces available for prayers at the mosque. A disabled person being taken to the mosque by someone else would have to compete with the other disabled people for the same parking spots.</li> <li>• Removing the yellow lines and other parking will significantly impact the persons mental health who will not be able to attend prayers.</li> <li>• Parking on high street is needed due to the person commuting from afar (with a family) and needing to commute more than once a day to socialise, attend nearby private children tuition centre, shopping and to attend mosque for prayers.</li> <li>• Places of worship will have issues with worshippers not able to attend due to traffic volume.</li> <li>• Where the changes are proposed, there is a masjid (worship Place) and family goes there every day five times a day, and parks outside the masjid and should also have the right to park cars safely and go to the masjid as otherwise it will be difficult for the family to park there.</li> </ul>	<p>The proposals include some Pay &amp; Display parking along the high street, and introduce carefully considered dedicated Disabled bays to help provide parking for the Blue Badge holders. Blue badge drivers will also be able to park on double yellow lines (DYL) and single yellow lines (SYL) at selected locations and during the selected times; depending on the location. Two existing car parks adjacent to the high street, also remain as is.</p> <p>A 24hrs, 3hrs max, dedicated Disable bay is proposed directly outside of the mosque and on Queensway, which is just around the corner from the mosque. Blue Badge holders will also be permitted to park directly opposite the mosque during the off-peak hours.</p> <p>Council have responded to the request for additional parking opposite the mosque to enable parking in this location during the late evening and early morning hours (21:00-05:00 free parking is being proposed).</p> <p>Direct engagement with Enfield Mosque will continue to ensure collaborative approach and a move towards sustainable modes of transport by increased provision of cycle parking, provision of cycle training, raising awareness of importance of sustainable transport modes that leaves the road space to those who rely on driving, for example some disabled drivers (or passenger that are being dropped off at the Mosque). Car-sharing and parking further away from the destination by those able, helps provide road space and parking space for those who solely or strongly rely on car use; and should be promoted and strongly encouraged.</p> <p>These proposals are in line with Enfield Corporate Plan 2018-2022, Mayor's Transport Strategy (MTS), Climate Change Act and Government's Net Zero Strategy: Build Back Greener.</p>
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	<ul style="list-style-type: none"> <li>The scheme will cause problems for people who drive to the mosque and will decrease the amount that attends.</li> <li>As a regular visitor to Ponders End, a person needs parking space to commute with friends from afar. It will be a great loss to the community if parking spaces are lost; and support and help to improve the community social life is needed.</li> </ul>	
1.5	Objection stating that the scheme will impact pedestrian users and car users with limited mobility.	<p>The proposals aim to improve environment for pedestrians with limited mobility as localised footway improvements and improved crossing facilities form part of the changes.</p> <p>The proposals include some Pay &amp; Display parking along the high street, and introduce carefully considered dedicated Disabled bays to help provide parking for the Blue Badge holders. Blue badge drivers will also be able to park on double yellow lines (DYL) and single yellow lines (SYL) at selected locations and during the selected times; depending on the location. Two existing car parks adjacent to the high street, also remain as is.</p>
1.6	Objection to the scheme referencing lack of enforcement of parking which has led to the cars parked in footways, obstructing footways as well as walking space.	<p>Drivers are responsible for their own behaviours and naturally should be driving responsibly and in accordance with the Highway Code.</p> <p>Notwithstanding, increased enforcement is planned for this location post-implementation to help deter illegal behaviour.</p>
1.7	<p>Objection in relation to the works:</p> <ul style="list-style-type: none"> <li>Doing work in front of the mosque will cause disturbance and is disrespect for the Muslim community. It's meant to be a peaceful environment and Council are taking that away from the community.</li> </ul>	Traffic Management plans will be developed with general traffic (including public transport and emergency services) as well as local users (including business and local community) in mind and will seek to minimise disturbance to the local area and through traffic.

<b>2 Physical safety</b>		
<b>Ref</b>	<b>Nature of objection</b>	<b>LBE response</b>
2.1	<p>Objection to the proposals of the 20mph speed limit including specific references to:</p> <ul style="list-style-type: none"> <li>• Traffic is already very slow at peak times.</li> <li>• This section of road is not very busy once the rush hour is over.</li> <li>• Cars do not speed here.</li> <li>• There is no need to introduce 20mph on this small stretch of road.</li> <li>• Introduction of 20mph will pass on congestion onto adjoining side roads.</li> <li>• Introducing 20mph on side road is acceptable but on a main road it will be very aggravating for drivers as the traffic needs to keep moving.</li> </ul>	<p>The speed limit is introduced as part of measures aimed at improving safety for all road users, in particular, vulnerable users such as pedestrians and cyclists.</p> <p>Reduced speed helps create environment that, coupled with improved crossing facilities and proposed cycle facilities, helps encourage walking and cycling.</p>

<b>3 Design and infrastructure</b>		
<b>Ref</b>	<b>Nature of objection</b>	<b>LBE response</b>
3.1	General objection to the scheme stating that only the existing confusing pedestrian crossings and the narrower roads should be addressed.	<p>Pedestrian crossings and overall pedestrian provision within the project area have been reviewed and overall provision is being improved and forms part of the proposed changes.</p> <p>It is recognised that trade-offs are inevitable due to finite amount of street space, but it is believed that on balance, the scheme will benefit local community as well as those visiting and cycling through the area.</p>
3.2	Suggestion that the area opposite the old Barclays bank should be designed to match the area outside the post office (echelon bays) as the existing service road is inefficient and blocked due the narrow nature of the service road and cars regularly double parking in the service road.	<p>Designs have been developed taking into account site constraints as well as practicalities of alternative designs and therefore are recommended to remain as per the proposals.</p> <p>Drivers are responsible for their own behaviours and naturally should be driving responsibly and in accordance with the Highway Code.</p> <p>Notwithstanding, increased enforcement is planned for this location post-implementation to help deter illegal behaviour.</p>

<b>4 Miscellaneous</b>		
<b>Ref</b>	<b>Nature of objection</b>	<b>LBE response</b>
4.1	Objection that the scheme will make the high street more inaccessible and the community feel will be lost as most of the businesses will suffer as a result of the scheme.	<p>All properties, including businesses within the project area, remain accessible by private motor vehicle. The proposals include some Pay &amp; Display parking along the high street, and introduce carefully considered dedicated Loading and Disabled bays as well as carefully selected locations where double yellow lines (DYL) or single yellow lines (SYL) allow parking and/loading at certain times. Two existing car parks adjacent to the high street, also remain as is.</p> <p>The scheme is delivered in the context of local, regional and national policies and strategies that seek to respond to the climate emergency, reduce traffic congestion and increase levels of physical activity, and post-pandemic response to enable a green recovery. Improving on the current ratio of cars to pedestrians and cyclists, i.e., 'mode share' is key to these policies. An example of this is the Mayor's Transport Strategy which aims for 80% of all trips to be made on foot, by bicycle or by public transport by 2041.</p> <p>The proposals are intended to increase the cycling levels along this route. The provision of safe infrastructure will enable more people to make the choice to cycle some of their local journeys. Evidence from other schemes indicates that the number of cycling journeys in the Borough are increasing where good quality infrastructure has been installed.</p> <p>Current environment is not cycle friendly and there is a gap in the continuity of cycle lanes between facilities provided to the North and to the South. It is a key cycling route called 'Cycleway1' and closing the gap will help attract more users.</p> <p>These proposals are in line with Enfield Corporate Plan 2018-2022, Mayor's Transport Strategy (MTS), Climate Change Act and Government's Net Zero Strategy: Build Back Greener.</p>
4.2	<p>Objection that data is not provided namely:</p> <ul style="list-style-type: none"> <li>To show that "improvements" actually improve anything or benefit the population in the ward.</li> </ul>	<p>The scheme is delivered in the context of local, regional and national policies and strategies that seek to respond to the climate emergency, reduce traffic congestion and increase levels of physical activity, and post-pandemic response to enable a green recovery. Improving on the</p>

	<ul style="list-style-type: none"> <li>The proof of use (of cycle lanes) should be provided before these cycle lanes are made.</li> </ul>	<p>current ratio of cars to pedestrians and cyclists, i.e., 'mode share' is key to these policies. An example of this is the Mayor's Transport Strategy which aims for 80% of all trips to be made on foot, by bicycle or by public transport by 2041.</p> <p>The proposals are intended to increase the cycling levels along this route. The provision of safe infrastructure will enable more people to make the choice to cycle some of their local journeys. Evidence from other schemes indicates that the number of cycling journeys in the Borough are increasing where good quality infrastructure has been installed.</p> <p>Areas of focus for monitoring are listed and individually explained in more detail in the Project Monitoring Plan. It is important to note each focus area does not have a specific target to reach in order for the project to be evaluated as successful or not. This is because the project needs to consider and balance all of the various impacts of the scheme as a whole, and their alignment with the details provided in the Project Rationale document.</p> <p>A range of qualitative data (based on review and judgement) and quantitative data (based on numbers) will be considered as part of the monitoring.</p> <p>The data is taken into account alongside other aspects of the report, such as the policy direction and context around climate and public health. Post implementation monitoring will further inform the data collected by the borough.</p> <p>These proposals are in line with Enfield Corporate Plan 2018-2022, Mayor's Transport Strategy (MTS), Climate Change Act and Government's Net Zero Strategy: Build Back Greener.</p>
4.3	<p>Objection that money is being wasted and/or should be used in a different way:</p> <ul style="list-style-type: none"> <li>On mental health</li> <li>Supporting businesses</li> <li>Improve employment within the borough</li> <li>Fixing pot holes or street lighting</li> </ul>	<p>Whilst it is acknowledged that some people may feel this way, the project aims to provide range of different benefits and tackle other issues as identified in the Project Rationale; and these proposals are in line with Enfield Corporate Plan 2018-2022, Mayor's Transport Strategy (MTS), Climate Change Act and Government's Net Zero Strategy: Build Back Greener.</p>

	<ul style="list-style-type: none"> <li>• Money should be spent in other areas that are in bigger need</li> <li>• Fly tipping</li> <li>• Anti-social behaviour</li> <li>• Crime</li> <li>• Homelessness</li> <li>• Lack of safe, clean and secure places for our future generations who actually live here</li> </ul>	<p>This project is being primarily funded by Transport for London to specifically help deliver these interventions and to promote objectives that are detailed in the Project Rational document. Transport funding from external sources is not able to be allocated to other Council projects.</p>
4.4	<p>Objection that decisions are being made by who do not live locally and don't care about the implication which ruins the high street. Objection stated that the council and MP's who do not reflect the different ethnic groups in the local community, are very incompetent and that schools and other services have worsened which makes one want to move. Lack of faith in the Council making good decision for the (future) community and perceived poor past experience where help was not provided by the local MP was referenced.</p>	<p>Whilst it is acknowledged that some people may feel this way, the project aims to provide range of different benefits and tackle other issues as identified in the Project Rational; and these proposals are in line with Enfield Corporate Plan 2018-2022, Mayor's Transport Strategy (MTS), Climate Change Act and Government's Net Zero Strategy: Build Back Greener.</p> <p>The Council have considered the impacts of the project and are of the view that the benefits the scheme brings outweighs any dis-benefits, the rationale for this is set out in the project report.</p>
4.5	<p>General objection based on the perceived poor execution of pedestrian improvements made in the past by the Council namely: pavement indistinguishable that results in cars parking on the pavement, limiting space for pedestrians.</p>	<p>This objection refers to the area outside of the project scope. Ponders End High Street project does not include similar elements to these implemented in the area referred to by the respondent.</p> <p>Notwithstanding, roads across the Borough are reviewed for their condition and upgrade works are prioritised and considered in relation to funding available. Residents can notify the council of any particular concerns via the 'report it' function of the Council website and further assessments can take place.</p>

<b>5 Impacts outside the scope of the traffic order</b>		
<b>Ref</b>	<b>Nature of objection</b>	<b>LBE response</b>
5.1	<p>General objection that the Ponders End regeneration has made the streets a lot worse for all the residence who can't get into their roads because of the traffic created from closing exit to Nags Head Road, and everyone cutting through Garfield Road.</p> <p>Suggestion made that Garfield Road should be one-way system and that enforced residential parking permit is needed for all private closes.</p> <p>Street became a parking for commuter. Resident cannot park their car and some households have more than one car.</p>	<p>The Council may consider the introduction of parking permits on the residential streets in the area subject to funding and the outcome of consultation.</p> <p>Through traffic on Garfield Road may also be investigated as part of future improvements, subject to further design and consultation.</p>
5.2	<p>Objection that yellow lines on high street will impact on side roads with everyone parking outside private driveways and houses (Garton Close).</p>	<p>The Council may consider the introduction of parking permits on the residential streets in the area subject to funding and the outcome of any future consultation.</p>
5.3	<p>Objection to the scheme and suggestion that the roundabouts that have been put on the corner with Lincoln Road and South Street should be removed as no one can see in the dark and people have been nearly run over trying to cross. Also as the roundabouts don't have bellisa beacons for the crossings so drivers don't know the crossings are there; also during the day.</p>	<p>This objection refers to the area outside of the project scope.</p>
5.4	<p>Objection stating that the local authorities have wasted enough money to build the roundabout and zebra crossing which are the wrong colour and confusing for drivers.</p>	<p>This objection refers to the area outside of the project scope.</p>



## Enfield Equality Impact Assessment (EqIA)

### Introduction

The purpose of an Equality Impact Assessment (EqIA) is to help Enfield Council make sure it does not discriminate against service users, residents and staff, and that we promote equality where possible. Completing the assessment is a way to make sure everyone involved in a decision or activity thinks carefully about the likely impact of their work and that we take appropriate action in response to this analysis.

The EqIA provides a way to systematically assess and record the likely equality impact of an activity, policy, strategy, budget change or any other decision.

The assessment helps to focus on the impact on people who share one of the different nine protected characteristics as defined by the Equality Act 2010 as well as on people who are disadvantaged due to socio-economic factors. The assessment involves anticipating the consequences of the activity or decision on different groups of people and making sure that:

- unlawful discrimination is eliminated
- opportunities for advancing equal opportunities are maximised
- opportunities for fostering good relations are maximised.

The EqIA is carried out by completing this form. To complete it you will need to:

- use local or national research which relates to how the activity/ policy/ strategy/ budget change or decision being made may impact on different people in different ways based on their protected characteristic or socio-economic status;
- where possible, analyse any equality data we have on the people in Enfield who will be affected e.g. equality data on service users and/or equality data on the Enfield population;
- refer to the engagement and/ or consultation you have carried out with stakeholders, including the community and/or voluntary and community sector groups and consider what this engagement showed us about the likely impact of the activity/ policy/ strategy/ budget change or decision on different groups.

The results of the EqIA should be used to inform the proposal/ recommended decision and changes should be made to the proposal/ recommended decision as a result of the assessment where required. Any ongoing/ future mitigating actions required should be set out in the action plan at the end of the assessment.

**The completed EqIA should be included as an appendix to relevant EMT/ Delegated Authority/ Cabinet/ Council reports regarding the service activity/ policy/ strategy/ budget change/ decision. Decision-makers should be confident that a robust EqIA has taken place, that any necessary mitigating action has been taken and that there are robust arrangements in place to ensure any necessary ongoing actions are delivered.**

## SECTION 1 – Equality Analysis Details

<b>Title of service activity / policy/ strategy/ budget change/ decision that you are assessing</b>	<b>Upgrades to a section of the A1010 High Street in Ponders End</b>
<b>Lead officer(s) name(s) and contact details</b>	<b>Agnieszka Jezierska - Agnieszka.Jezierska@enfield.gov.uk</b>
<b>Team/ Department</b>	<b>Place – Healthy Streets</b>
<b>Executive Director</b>	<b>Sarah Cary</b>
<b>Cabinet Member</b>	<b>Cllr Ian Barnes</b>
<b>Date of EqIA Commencement</b>	<b>1<sup>st</sup> April 2021</b>
<b>Last Updated</b>	<b>01<sup>st</sup> March 2022</b>

## SECTION 2 – Summary of Proposal

Please give a brief summary of the proposed service change / policy/ strategy/ budget change/project plan/ key decision

**Please summarise briefly:**

What is the proposed decision or change?

What are the reasons for the decision or change?

What outcomes are you hoping to achieve from this change?

Who will be impacted by the project or change - staff, service users, or the wider community?

**What is the proposed decision or change?**

Enfield Council is planning to upgrade a section of the A1010 High Street in Ponders End, starting from the section of High Street outside the Ponders End Park to the section of High Street outside Tesco, opposite Eagle House Surgery. The project focuses on improving existing shared use bus boarders (SUBB), the condition of the carriageway as well as pedestrian and cycle facilities along this section of high street.

These changes are supported by revision of parking and loading restrictions and introduction of 20mph speed limit on the high street and slightly beyond, to the south

of the project area. This is to improve experience for all road users along the High Street and follows previous projects that introduced and improved pedestrian and cycling facilities along other parts of the A1010.

### **What are the reasons for the decision or change?**

The scheme will upgrade the following aspects of the High Street:

- Bus stops (SUBB) – the current platform buildouts at bus stops, which are a shared space for cyclists and bus passengers, are relatively narrow and will benefit from improvements. The improved designs follow on from the discussions with TfL and build on the design approach taken for the SUBB implemented previously along the A1010 corridor.
- Cycle facilities – this section of the High Street currently presents a gap in cycling facilities between recently completed projects on the A1010 to the north and south of the project area.
- Pedestrian crossing facilities prioritise vehicles over pedestrians – to improve pedestrian priority in the area, one informal crossing point will be upgraded to a zebra crossing, and a further courtesy crossing point is to be upgraded into a zebra crossing.
- Speed limits – to further improve road safety in the area a 20mph speed limit will be introduced.
- The condition of the road – the existing road surface is aged and in poor condition which is particularly challenging for cyclists. Resurfacing will improve the road environment for all road users as well as look and feel of the area making walking and cycling more attractive.

### **What outcomes are you hoping to achieve from this change?**

The improvements to bus stops are aimed at improving comfort of all SUBB users, condition of the road is aimed at improving the look and feel of the environment as well as experience of the users. 20mph speed limit and revised parking and loading restrictions along with improved pedestrian crossing points and cycle facilities will improve the safety and attractiveness of cycling through the area and as a result will decrease number of collisions, increase cycle mode share and number of cyclists along this section of high street as well as increase number of pedestrians using the high street. The scheme also aims to address the current issue of illegal parking which poses a safety concern to pedestrians and cyclists.

Engagement was undertaken throughout September and October 2021 to ensure that residents, businesses and visitors are aware of the scheme, and to collect their views and feedback. The following engagement sessions were undertaken:

- A delivery and servicing focused engagement and survey to better understand the loading and delivery needs of local businesses;
- Two webinars for businesses and the general public to brief them on the scheme and provide opportunity to ask questions;
- Meeting with Jalalia Jamme Masjeed Enfield (the Enfield Mosque) to briefly discuss the scheme and how the Mosque can assist with the future engagement. Follow-up meetings concentrated on provision of cycling facility and cycle training for the Mosque community.
- Councillor briefing sessions to provide a scheme update and overview as well as to present and discuss the scheme designs.
- An in-person ward forum to provide a scheme overview and opportunity to ask questions about the scheme.

Residents, businesses and community groups were invited to share their objections and representations on the proposed design through the statutory consultation process from Wednesday 5 January 2022 to Wednesday 26 January 2022. Views could be shared with the Council in the following ways:

- Online via the consultation survey on the project page at <https://letstalk.enfield.gov.uk/pondersendhighstreet>
- Email to [healthystreets@enfield.gov.uk](mailto:healthystreets@enfield.gov.uk), or
- By post to Healthy Streets team, Enfield Council, Silver Street, Enfield, EN1 3XA.

A webinar and visits to local businesses occurred during the consultation period to provide information on the project and encourage people to share their views. A number of community groups in the local area as well as across Enfield were also invited to participate and share the opportunity to comment with their members.

A total of 37 survey responses and four email responses were received during the consultation period. A total of 58 businesses were visited and 42 spoken with.

There were a number of themes that arose including issues and ideas for consideration by Enfield Council in relation to the proposals. These themes included cycle lanes, parking, congestion and the impact on selected groups, such as business, residents and the Enfield Mosque.

Emergency services and Transport for London, were also consulted as part of the process.

Findings of the engagement as well as statutory consultation, informed the design development and final designs that are proposed to be implemented.

Details of the approach to and findings of the statutory consultation process have been included in the Portfolio Report (KD 5399).

**Who will be impacted by the project or change - staff, service users, or the wider community?**

A large range of road users of the A1010 at this location are likely to be impacted by this scheme. Listed below are some specific groups who may be affected:

- Residents
- Users who live and/or work on or around the A1010 at this location
- Cyclists
- Private vehicle drivers including taxis and passengers, Dial-a-Ride vehicles and private cars
- Bus passengers
- Local businesses
- Visitors
- Construction – it is likely that there would be increased congestion during construction of some schemes for pedestrians, cyclists, bus passengers, taxis and private vehicles, as well as possibly some diverted routes to facilitate construction works

## SECTION 3 – Equality Analysis

This section asks you to consider the potential differential impact of the proposed decision or change on different protected characteristics, and what mitigating actions should be taken to avoid or counteract any negative impact.

According to the Equality Act 2010, protected characteristics are aspects of a person's identity that make them who they are. The law defines 9 protected characteristics:

1. Age
2. Disability
3. Gender reassignment.
4. Marriage and civil partnership.
5. Pregnancy and maternity.
6. Race
7. Religion or belief.
8. Sex
9. Sexual orientation.

At Enfield Council, we also consider socio-economic status as an additional characteristic.

“Differential impact” means that people of a particular protected characteristic (e.g. people of a particular age, people with a disability, people of a particular gender, or people from a particular race and religion) will be significantly more affected by the change than other groups. Please consider both potential positive and negative impacts, and, where possible, provide evidence to explain why this group might be particularly affected. If there is no differential impact for that group, briefly explain why this is not applicable.

Information has been gathered regarding groups with protected characteristics in Enfield as a whole, and for the Ponders End area where the project is located. London Travel Demand Survey (LTDS) and Census 2011 data have been the two primary data sources, though other data sources have been used, and are referenced throughout. For each protected characteristic, data has been collected and analysed, with comparisons made at borough, regional and national level where relevant.

The project team consider that there would be no disproportionate impact on Gender Reassignment, Sexual Orientation or Marriage and Civil Partnerships as protected groups, therefore they have not been included in this further assessment.

**Age**

This can refer to people of a specific age e.g. 18-year olds, or age range e.g. 0 – 18-year olds.

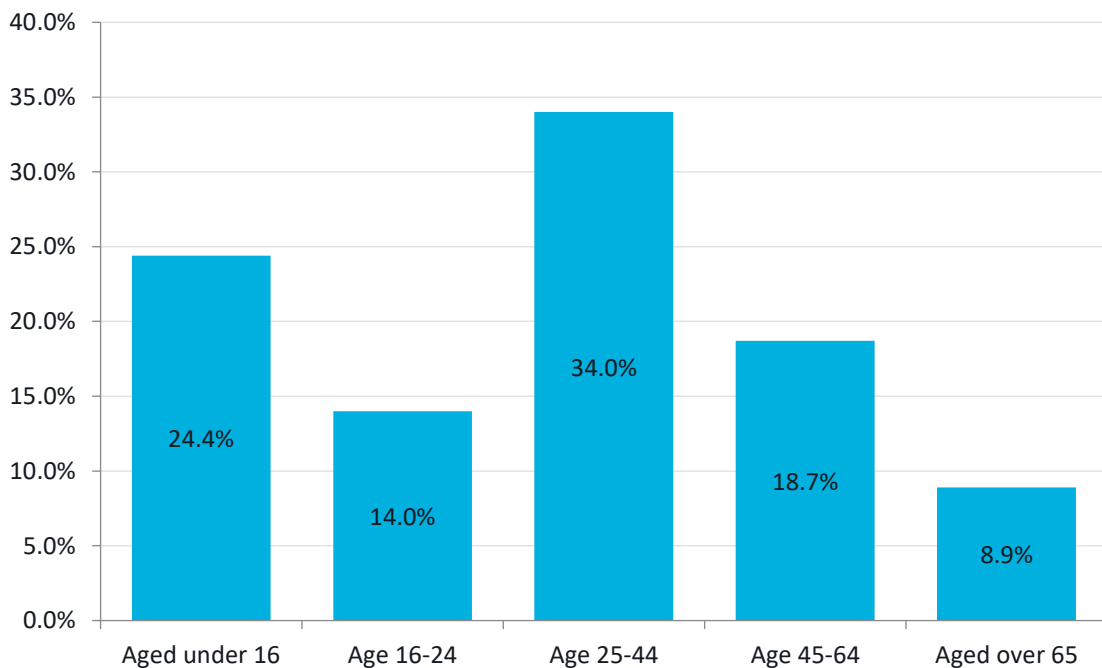
Will the proposed change to service/policy/budget have a **differential impact [positive or negative]** on people of a specific age or age group (e.g. older or younger people)?

Please provide evidence to explain why this group may be particularly affected.

**Evidence base**

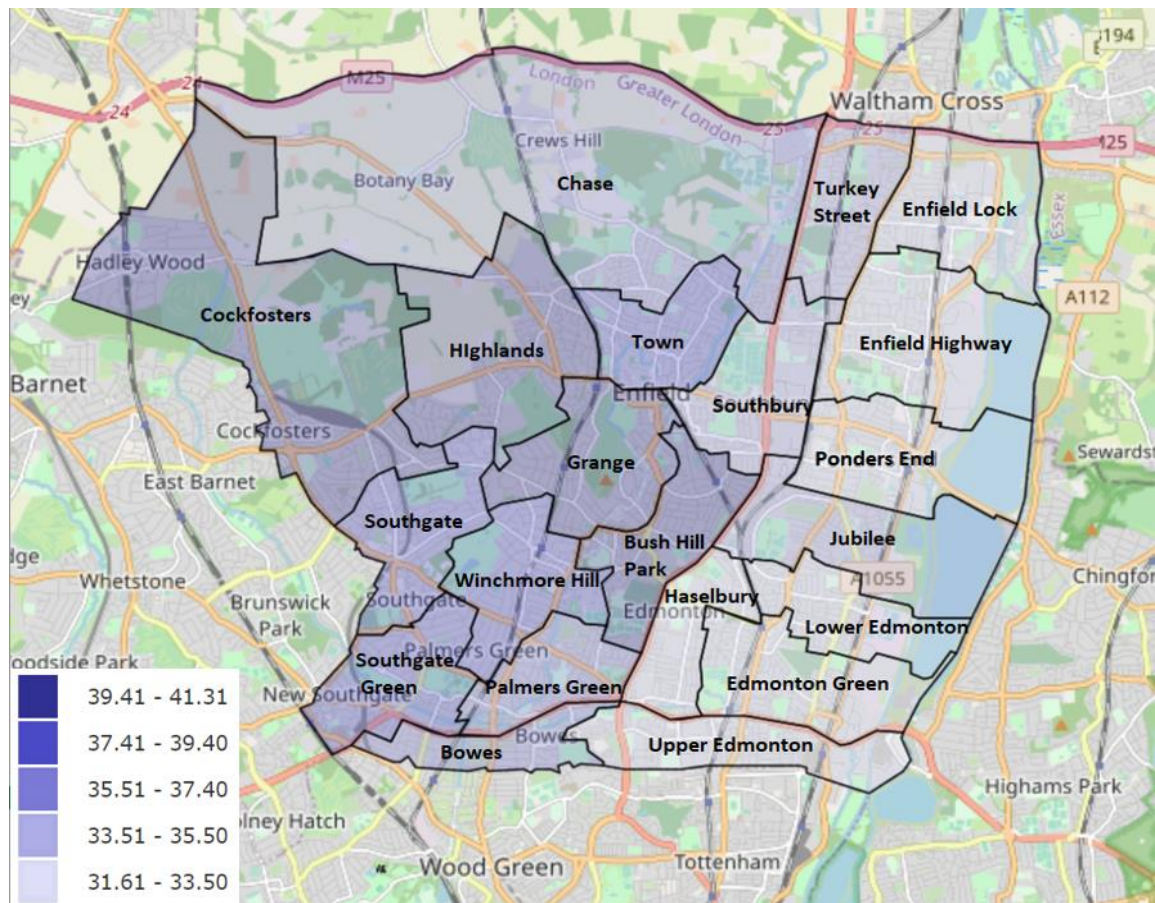
Figure 1: Age distribution within the Ponders End area  
 Figure 1 presents the age distribution within Ponders End.

**Figure 1: Age distribution within the Ponders End area**



Source: UK Census 2011

Figure 2 below presents the spatial distribution of the mean age across Enfield's wards. A clear trend can be observed whereby the northern and eastern wards have some of the lowest mean ages in Enfield and the southern and western wards some of the highest. Ponders End, located in the east of Enfield, has one of the youngest mean ages in the borough.

**Figure 2: Mean age by ward in Enfield**


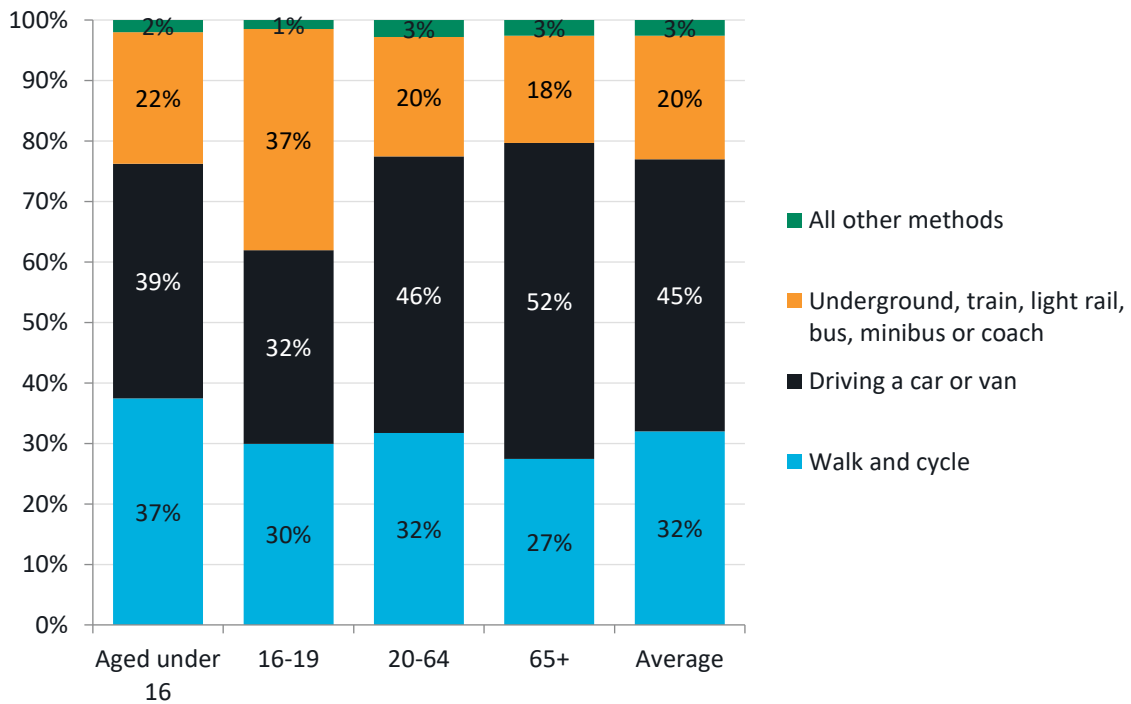
Source: UK Census 2011

Figure 3 below presents LTDS data on how people travel around Enfield within each age category.

In general, younger people in Enfield walk and cycle more, and drive less than their elderly counterparts. The highest percentages of walking and cycling can be seen in those aged under 16, with 37 per cent of all trips made on foot or by bike. Those aged 65 and over have the lowest levels of walking and cycling, with 27 per cent of all trips, but the highest percentage of trips driven (or as a passenger in a car or van) at 52 per cent. Public transport use is disproportionately higher in 16 to 19-year-old group, making up 37 per cent of all journeys. This is 15 per cent higher than the nearest age group (those aged under 16). Furthermore, as per the latest data from 2016, the average age to start driving in the UK was 26, and this is expected to have reduced further over the previous five years.

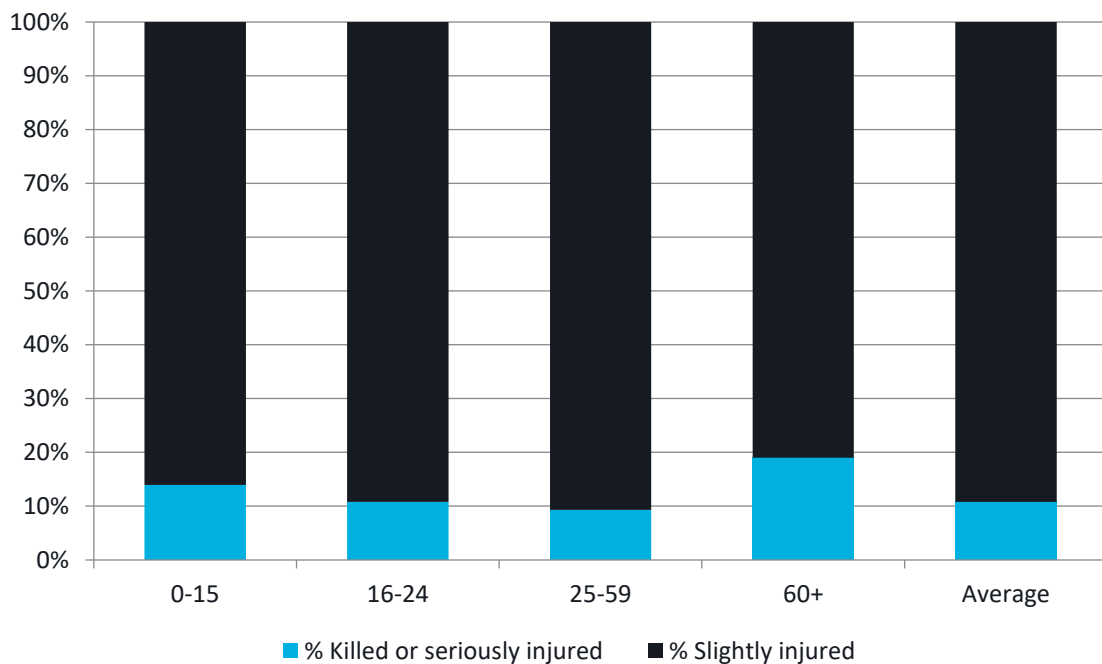


**Figure 3: Mode share by Age in Enfield**



Source: LTDS (2016/17, 2017/18 and 2018/19)

The proportion of Killed or Seriously Injured (KSIs) and Slightly Injured casualties per age category is shown in Figure 4 below. KSIs are higher than average for those age 60 and over (19 per cent) and those aged Under 16 (14 per cent). As such, this indicates that these age groups are disproportionately more likely to suffer more severe consequences if they are a casualty in a collision.

**Figure 4: Percentage killed or seriously injured by Age in Enfield**


Source: DfT Road traffic statistics (2019)

### Differential impact assessment

- Of those who provided their year of birth when taking part in the statutory consultation, respondents aged 35-44 years and 45-54 years were the most represented with eight survey respondents in each of these age groups, followed by three aged 25-34 years, three aged 55-64 years and one aged 65-74 years. One respondent has suggested that parking is needed for the older members of the family.
- People of young and old age are more vulnerable to poor air quality<sup>1</sup>, and Ponders End ward has one of the youngest mean ages in Enfield as shown in previously Figure 2. For young children negative air quality can lead to reduced lung development and for the elderly this can lead to a range of long-term health problems, therefore the delivery of a high-quality cycle route will enable a mode shift, ultimately reducing emissions from private vehicle use and increasing active modes of travel, benefit these age groups disproportionately through improved air quality.
- Younger people in Enfield are less likely to drive are more likely to walk and cycle. Improvements to the cycling facilities on the A1010 will benefit those who already cycle and are likely to benefit also those who do not currently cycle by providing safer and more attractive conditions to do so. This may allow for a selection of residents which is more evenly dispersed across the age groups to partake in active travel modes – and reaping the health benefits associated with a more active lifestyle. Therefore, while the changes may

initially benefit younger people, over time there may be longer term benefits across the age groups that rectifies this initial imbalance. Furthermore, improvements to bus stops will also benefit younger people who are most likely to use buses than any other age group.

- Older people are more likely to suffer from slight mobility impairments due to aging, which do not fall under the disability. This can include slower movement and reaction time, and some may use mobility aids for walking. The NHS however state that the over 65 age group are the most sedentary age group and should continue to engage in moderate exercise at 150mins a week to prevent mental and physical decline.
- Loss of parking is likely to disproportionately impact older people who rely upon driving to the area and don't have a blue badge enabling them to park at this location, as it will reduce the number of locations they can park without owing the blue badge. It needs to be noted however that the Council owned car park (free for anyone to park) located off College Court Road remains as is. Paid for parking by Eagle House Surgery, also remain as is.
- The most frequent method of transport used by older Londoners and all Londoners is walking<sup>2</sup>. Eighty-seven per cent of Londoners aged 65 or over walk at least once a week. This figure continues to be higher for older Londoners aged under 80; 94 per cent of Londoners aged 65-69 walk at least once a week. The equivalent figure is 90 per cent among Londoners aged 70-79 and decreases even further to 73 per cent of Londoners aged 80 or older.
- According to the same report, Bus use at least once a week among Londoners aged 65 and over is 65 per cent, higher than the proportion for all Londoners (59 per cent). Use of the bus among older Londoners continues to be higher among those aged between 65 and 79 (68 per cent use the bus at least once a week) and then decreases among Londoners aged 80 or over (56 per cent). Forty-three per cent of Londoners aged 65 or over drive a car at least once a week, and 41 per cent travel as a passenger in a car. Sixty per cent of Londoners aged 65 and over hold a full car driving licence, which is slightly lower than the figure for Londoners overall; 65 per cent of all Londoners aged 17 or over. The proportion of older Londoners who hold a full car driving licence reduces with age: 72 per cent of 65 to 69-year-olds hold a full driving licence compared with 63 per cent of those aged 70-79, and 37 per cent of people aged over 80.
- The Royal National Institute of Blind People (RNIB) has previously raised concerns about the use of some design interventions which involve the mixing of pedestrians and cyclists, such as shared space schemes and bus stop bypasses/bus stop boarders. As such, it is possible that the bus stop boarders in this scheme will disproportionately impact those who are partially

<sup>1</sup> [https://www.london.gov.uk/sites/default/files/air\\_quality\\_for\\_public\\_health\\_professionals\\_-\\_city\\_of\\_london.pdf](https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf)

<sup>2</sup> <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

sighted, blind, or have mobility issues. Elderly people in particular are most likely to live with one or more of these disabilities, and therefore may find bus stop boarders especially challenging. However, the design of these SUBBs has been carefully considered to respond to these concerns. These features are becoming more widespread across London with both pedestrians and cyclists becoming more familiar with their use. Previously undertaken monitoring and the planned post-implementation monitoring will help inform any possible design improvements or additional awareness campaigns (geared towards all SUBB users).

- To accommodate the proposed cycle lanes, the width of general traffic lanes is to be reduced throughout sections of the route. Narrower lane widths act as a reminder and encouragement to drive slowly or calmly and can be effective in reducing average speeds<sup>3</sup>. Furthermore, the introduction of the 20mph speed limit will help reduce vehicle speeds in the area. Even in the face of ongoing work to reduce danger on the road in Enfield, people aged under 15 and over 60 are disproportionately killed or seriously injured by drivers. The changes to the road layout and speed limit along the High Street have the potential to reduce speeds, reducing the likelihood and severity of collisions, and therefore fatalities or serious injuries. Furthermore, the introduction of cycle lanes at various levels of segregation will also improve cyclist safety. Sections of footway-level segregated cycle lane as well as sections of carriageway-level lightly segregated with 'wands' cycle lanes, will also assist with reducing the conflict risk between users.
- The introduction of two zebra crossings in place of courtesy/informal crossing points will greatly improve pedestrian priority and safety. This is likely to benefit elderly people and children more than any other age group, as both are more likely to take longer to cross the road and may not feel confident crossing without a formal crossing point.

#### Mitigating actions to be taken

- It is recommended that Enfield works in collaboration with TfL to monitor the performance bus stop boarders along the route, with particular regard paid to how elderly users use and perceive them. Amendments to the design should be considered if issues are identified that disproportionately impact those who are partially sighted, blind, or have mobility issues.

#### Disability

<sup>3</sup> [http://www.its.leeds.ac.uk/projects/primavera/p\\_calming.html](http://www.its.leeds.ac.uk/projects/primavera/p_calming.html)

A person has a disability if they have a physical or mental impairment which has a substantial and long-term adverse effect on the person's ability to carry out normal day-day activities.

This could include:

Physical impairment, hearing impairment, visual impairment, learning difficulties, long-standing illness or health condition, mental illness, substance abuse or other impairments.

Will the proposed change to service/policy/budget have a **differential impact [positive or negative]** on people with disabilities?

Please provide evidence to explain why this group may be particularly affected.

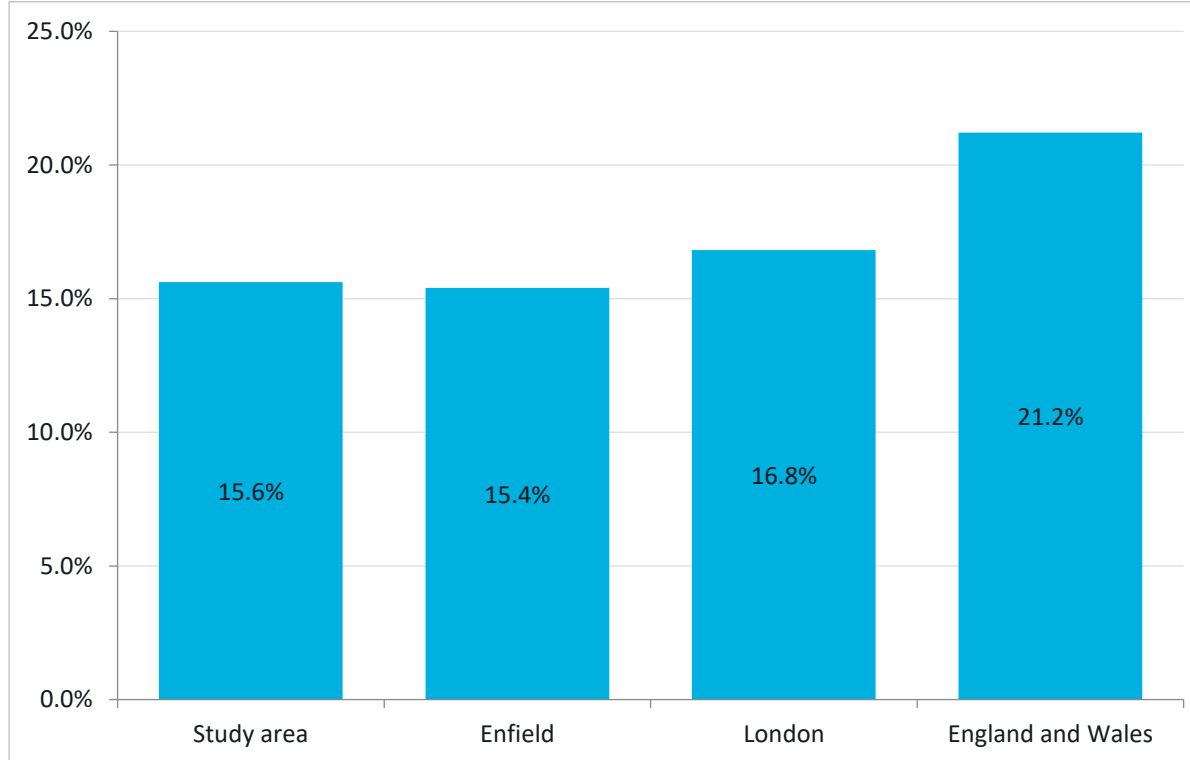
### **Evidence base**

In Enfield, Census 2011 data shows that 81.1 per cent of residents feel that they have no limitations on their activities. This is slightly higher than both England and Wales (79.8 per cent) but lower than in Greater London (83.2 per cent).

15.4 per cent of the population of Enfield stated that they were limited by a long-term health problem or disability. In Ponders End this percentage is near identical, with 84.4 per cent of residents stating that they feel that they have no limitations on their activities.

Figure 5 below presents this data.

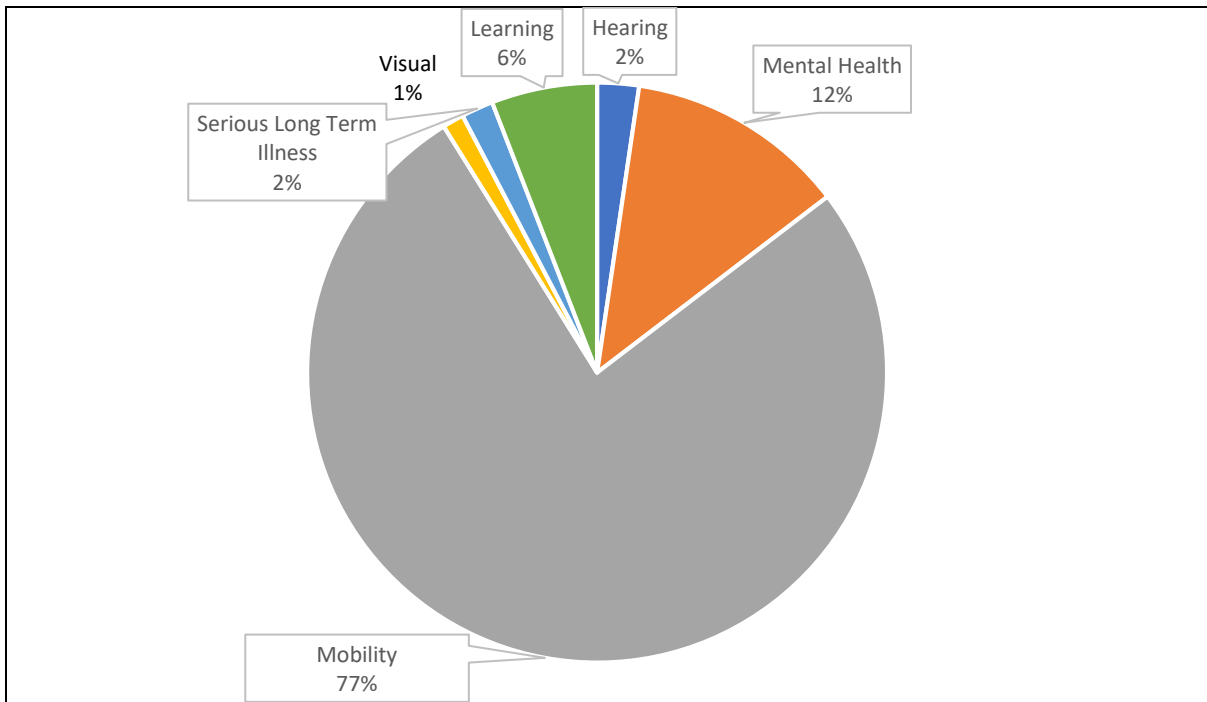
**Figure 5: Percentage limited by a long-term health problem or disability in Enfield**



Source: UK Census 2011

Disability types stated by those who have a disability affecting daily travel (including old age) is shown in Figure 6 below. Mobility impairment represents the highest proportion (77 per cent) followed by impairment due to mental health (12 per cent). It should be noted that this data is based on a small sample, therefore results should be taken as a general indication only. It is important to note that various physical and mental disabilities can lead to travel limitations.

**Figure 6: Disability types stated by those with a disability affecting travel**



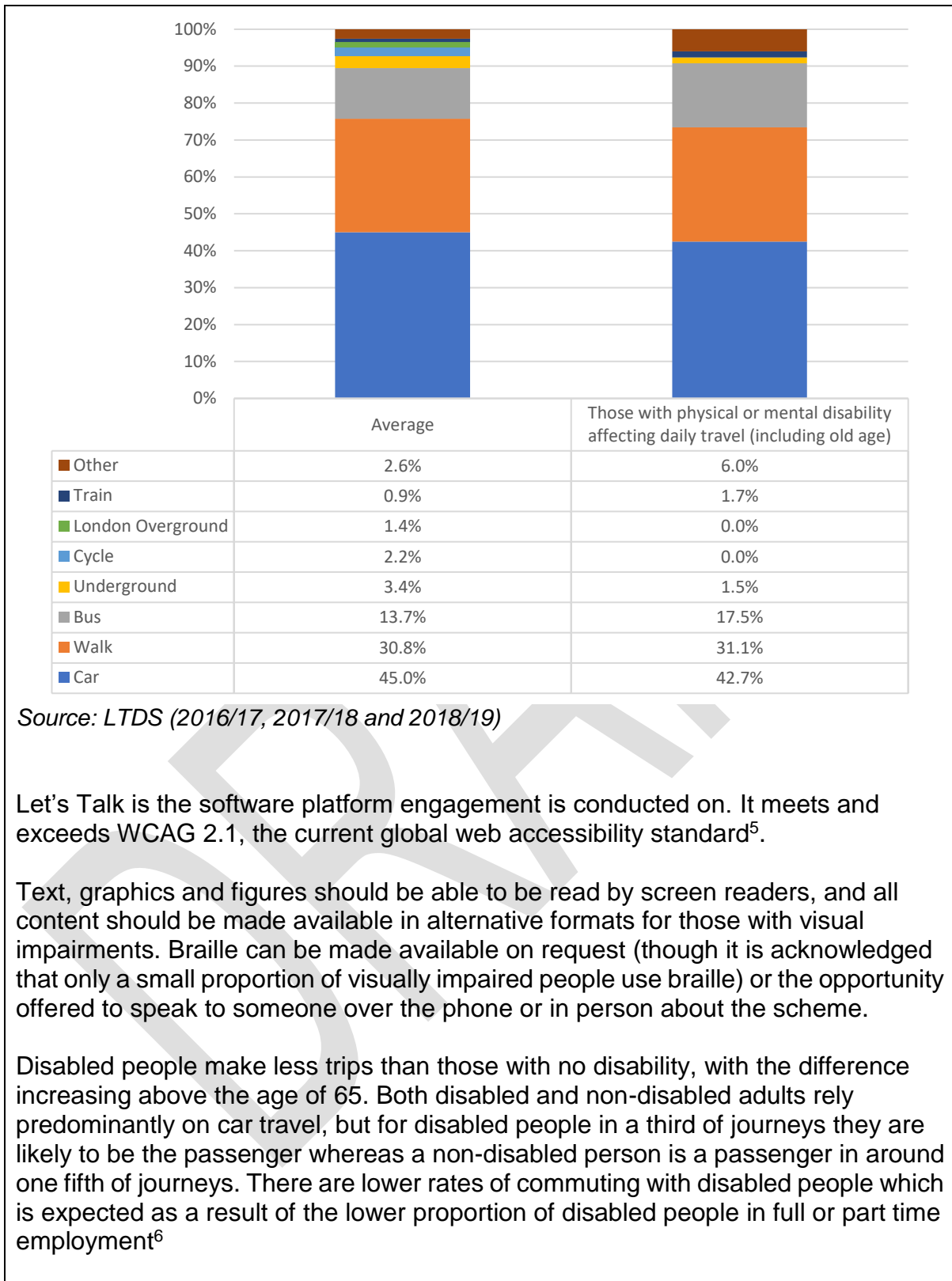
Source: LTDS (2016/17, 2017/18 and 2018/19)

Focusing solely on cyclists who have a disability, the Wheels for Wellbeing annual survey<sup>4</sup> shows that 72 per cent of disabled cyclists use their bike as a mobility aid, and 75 per cent found cycling easier than walking. Survey results also show that 24 per cent of disabled cyclists' bike for work or to commute to work and many found that cycling improves their mental and physical health. Inaccessible cycle infrastructure was found to be the biggest barrier to cycling.

Mode split for people with a physical or mental disability is shown in Figure 7. When compared to the LTDS mode split of trips made by all people, car use for those with disabilities is lower (42.6 per cent compared to 45 per cent), bus use is greater (17.5 per cent compared to 13.7 per cent) and walking is marginally higher (31.1 per cent compared to 30.8 per cent).

**Figure 7: Mode split by those with a physical or mental disability affecting daily travel**

<sup>4</sup> Wheels for Wellbeing Annual Survey 2018: <https://wheelsforwellbeing.org.uk/wp-content/uploads/2019/04/Survey-report-final.pdf>



<sup>5</sup> <https://www.w3.org/TR/WCAG/>

<sup>6</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/972438/transp-ort-disability-and-accessibility-statistics-england-2019-to-2020.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/972438/transp-ort-disability-and-accessibility-statistics-england-2019-to-2020.pdf)



### Differential impact assessment

- All 21 respondents who answered this question, stated that they don't receive care assistance at home, 3 considered themselves to have a disability, 17 did not and one preferred not to say, 2 stated they hold a Blue Badge, and five stated that they were a carer.
- Three respondents said either that they hold a blue badge or their family member whom they drive, has a blue badge or is disabled, and raised the need for parking for them.
- Improved and new cycle infrastructure will benefit disabled cyclists and could potentially encourage people with disabilities to try cycling, if their disability allows. Some disabled people rely upon cycling as their primary means of mobility. Furthermore, the scheme should help to reduce the potential for conflict between pedestrians and cycles, thereby helping pedestrians who have disabilities.
- Parking and loading restrictions have been reduced along the high street, including within the service road and short section of two side roads off the high street. Loading and disabled users parking has been proposed to take place at dedicated locations only. This may disproportionately impact disabled people who are not able to walk longer distances between their car and their destination. Location of loading and disabled parking has been however carefully considered taking into account type of shop frontage and loading-focus survey undertaken to inform the designs.
- The Royal National Institute of Blind People (RNIB) has previously raised concerns about the use of some design interventions which involve the mixing of pedestrians and cyclists, such as shared space schemes and bus stop bypasses/bus stop boarders. As such, it is possible that the bus stop boarders in this scheme will disproportionately impact on those who are partially sighted, blind, or have mobility issues. The upgrade to bus stops however should disproportionately benefit disabled people who have a higher bus mode share than the average in Enfield.
- The introduction of two zebra crossings in place of courtesy/informal crossing points will greatly improve pedestrian priority and safety. This is likely to benefit disabled people who may take longer to cross the road and may not feel confident crossing without a formal crossing point.
- Any changes or removal of the scheme may disproportionately impact residents with certain impairments or disabilities as adapting to changes in their environment can present challenges.

### Mitigating actions to be taken

It is recommended that Enfield works in collaboration with TfL to monitor the performance of the bus stop boarders along the route, with particular regard paid to how disabled users use and perceive them. Amendments to the design should be considered if issues are identified that disproportionately impact those who are partially sighted, blind, or have mobility issues. Carefully considered dedicated Disabled parking has also been provided within the scheme area.

### Gender Reassignment

This refers to people who are proposing to undergo, are undergoing, or have undergone a process (or part of a process) to reassign their sex by changing physiological or other attributes of sex.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on transgender people?

Please provide evidence to explain why this group may be particularly affected.

It is considered that this scheme is unlikely to have a disproportionate impact on grounds of Gender Reassignment.

No gender reassignment related concerns were raised during the engagement or statutory consultation period.

### Mitigating actions to be taken

N/A

### Marriage and Civil Partnership

Marriage and civil partnerships are different ways of legally recognising relationships. The formation of a civil partnership must remain secular, where-as a marriage can be conducted through either religious or civil ceremonies. In the U.K both marriages and civil partnerships can be same sex or mixed sex. Civil partners must be treated the same as married couples on a wide range of legal matters.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people in a marriage or civil partnership?

Please provide evidence to explain why this group may be particularly affected

It is considered that this scheme is unlikely to have a disproportionate impact on grounds of Marriage and Civil partnership.

No marriage or civil partnership related concerns were raised during the engagement or statutory consultation period.

#### Mitigating actions to be taken

N/A

### Pregnancy and maternity

Pregnancy refers to the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on pregnancy and maternity?

Please provide evidence to explain why this group may be particularly affected

#### Evidence base

The birth rate in Enfield was 15.1 births per 1000 people in 2016, approximately 28 per cent above the national average that year of 11.8, though on par with the Outer London average of 15.0 per 1000 people. Therefore, there are statistically more likely to be pregnant and maternal people who reside in Enfield than the national average, however this is near equal to Outer London.

#### Differential impact assessment

- Of those responding to the statutory consultation, one stated answered Yes to the questions whether they are 'pregnant or on maternity leave'. No comments or concerns were raised during the statutory consultation in relation to this protected characteristic.
- Improvements to cycling infrastructure is likely to reduce conflict between different road users on the whole. This will create a safer environment, particularly for pregnant and parents with infants and/or young children.

- Reducing car traffic in the area and encouraging active travel is likely to improve localised air quality which is beneficial to pregnant women and those on maternity / paternity leave, and also babies and small children.

#### Mitigating actions to be taken

- No pregnancy or maternity related concerns were raised during the engagement or statutory consultation period. Continue to monitor responses from this demographic throughout the monitoring and evaluation phase.
- It is recommended that Enfield works in collaboration with TfL to monitor the performance of the bus stop boarders along the route.

#### Race

This refers to a group of people defined by their race, colour, and nationality (including citizenship), ethnic or national origins.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people of a certain race?

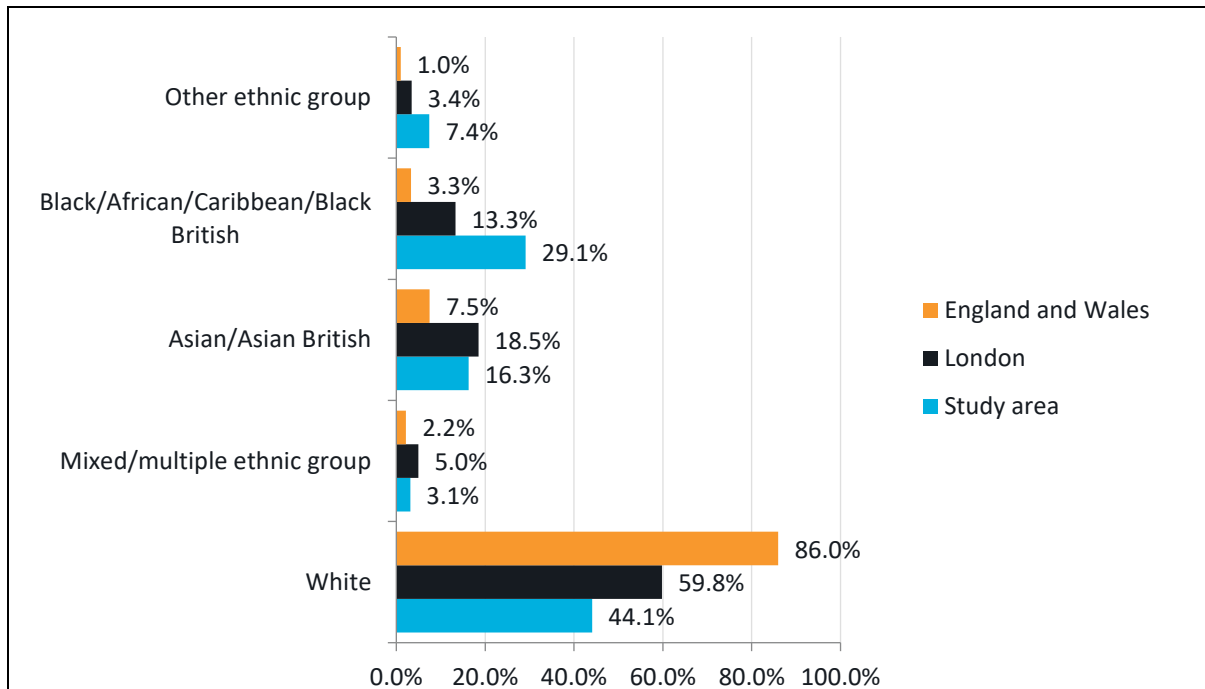
Please provide evidence to explain why this group may be particularly affected

#### Evidence base

Figure 8 presents the population of the Study Area (i.e. the area in which this section of the A1010 High Street is located) by ethnicity. Based on Census 2011 data, 44.1 per cent of Ponders End's residential population is 'White', making it the most common ethnicity in the area. This however is 15 per cent lower than the London average of 59.1 per cent.

The second most populous ethnicity is 'Black/African/Caribbean/Black British', of which 29.1 per cent of the population identify. This is 15.8 per cent higher than the London average. Asian/Asian British makes up 16.3 per cent of Ponders End's population compared to 18.4 per cent across London.

**Figure 8: Population of Ponders End by ethnicity (versus London; England and Wales)**



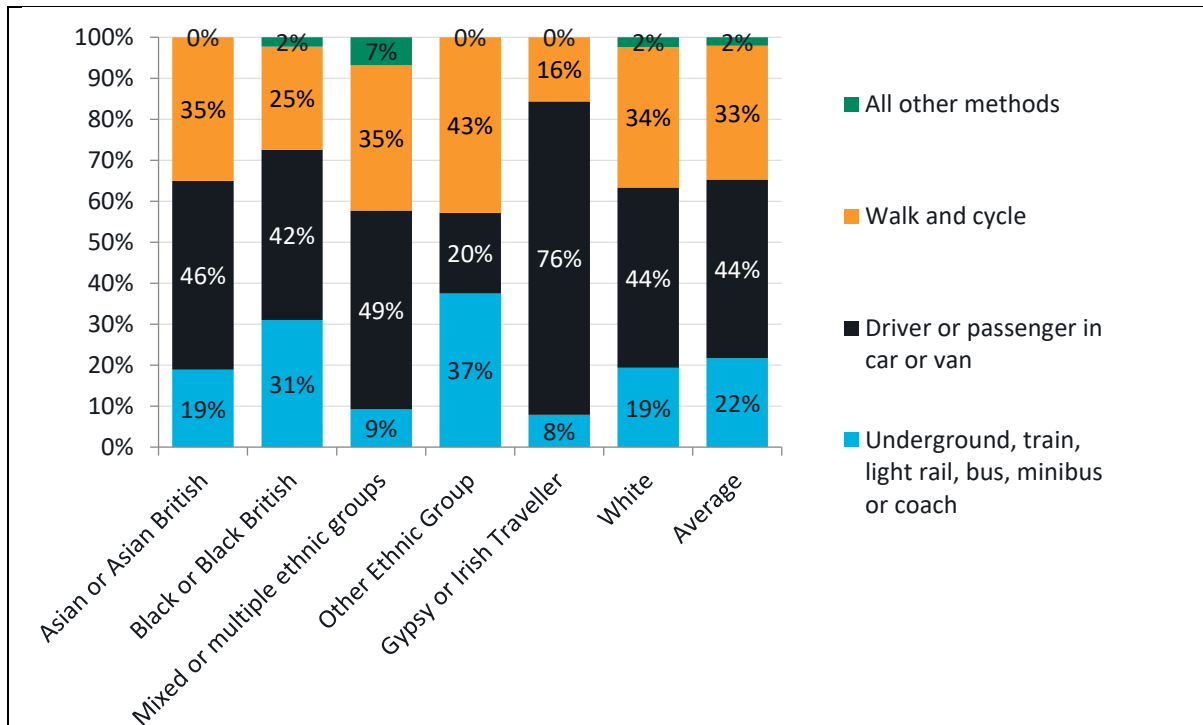
Source: UK Census 2011

Based on average travel modes from the LTDS data presented in Figure 9 in Enfield all ethnic groups except for 'Other Ethnic Group' are more than likely to drive or be driven in a car or van than use any other mode. 'Other Ethnic Group', 'Asian or Asian British' and 'Mixed or multiple ethnic groups' are most likely to walk and cycle, with a mode share of between 35 and 43 per cent. It is important to note that the sample size of LTDS data is small, therefore these percentages may not accurately reflect the travel behaviours of each ethnic group.

With regard to language, the percentage of households within the Ponders End ward without English as a first language was 19 per cent. The main languages of residents given by 2011 Census estimates are English at 69 per cent, Turkish at 10 per cent, Bengali at 4 per cent, Somali at 2 per cent, and Polish at 1 per cent. The ward has the highest number of Bengali speakers in Enfield<sup>7</sup>.

**Figure 9: Mode share by ethnicity in Enfield**

<sup>7</sup> <https://new.enfield.gov.uk/services/your-council/borough-and-wards-profiles/about-enfield-information-ponders-end.pdf>



Source: LTDS (2018/19)

### Differential impact assessment

- Of 21 who answered the question about ethnicity, thirteen respondents selected 'Asian or Asian British – Bangladeshi' as their ethnicity, three selected 'Any other Asian background', two selected 'White - English/Welsh/Scottish/Northern Irish/British', and one person each selected 'White – Kurdish', 'Black/African/Caribbean/Black British – Caribbean' and 'Any other White background'. No comments or concerns were raised during the statutory consultation in relation to this protected characteristic.
- To help reach out to those with English as Second Language letters sent to the community had the following included in four other languages:

*If you need this letter in an alternative format and/or language, please:*

- *Email: [healthystreets@enfield.gov.uk](mailto:healthystreets@enfield.gov.uk)*
- *Write to us at ATTN Healthy Streets, Enfield Council, Silver St, Enfield, EN1 3XA; or*
- *Call 020 8132 0981.*

*Our team are mainly working from home, but we will aim to post out materials once a week to those that have requested them. The project page can also be translated into your preferred language: <https://letstalk.enfield.gov.uk/pondersendhighstreet>*

- The proposed measures that include new or improved cycle lanes and zebra crossings are likely to improve conditions for pedestrians and cyclists, by reducing conflicts with motorised vehicles and reallocation of space away

from motor traffic. This will disproportionately benefit ethnic groups who are disproportionately likely to walk ('Asian or Asian British', 'Mixed or multiple ethnic groups' and 'Other Ethnic Groups'), as well as 'Black and Black British' and 'Other Ethnic Groups' who are disproportionately likely to use public transport (as every public transport journey starts or ends on foot or cycle).

- With the exception of 'Other Ethnic Groups', car usage in Enfield is high, particularly for 'Gypsy or Irish Travellers' and 'Mixed or multiple ethnic groups'. As such, the removal of some of the Pay & Display parking bays on the High Street may disbenefit these groups. However, the delivery of this scheme has the potential to offer genuine alternatives to car journeys and reduce the reliance on cars within these ethnic groups in line with the Mayor's Transport Strategy mode share target of 80% trips made by active travel by 2041.

#### Mitigating actions to be taken

- There is often poor awareness of local walking and cycling schemes amongst those who rarely walk, cycle or travel outside their immediate area, particularly in those who do not speak English at all, or it is not their first language. As such, all consultation and engagement communications (such as letters and ability to translate the project) have so far and will continue to ensure that these groups are reached, for example by offering materials in appropriate languages and or engaging through relevant community organisations.

#### Religion and belief

Religion refers to a person's faith (e.g. Buddhism, Islam, Christianity, Judaism, Sikhism, Hinduism). Belief includes religious and philosophical beliefs including lack of belief (e.g. Atheism). Generally, a belief should affect your life choices or the way you live.

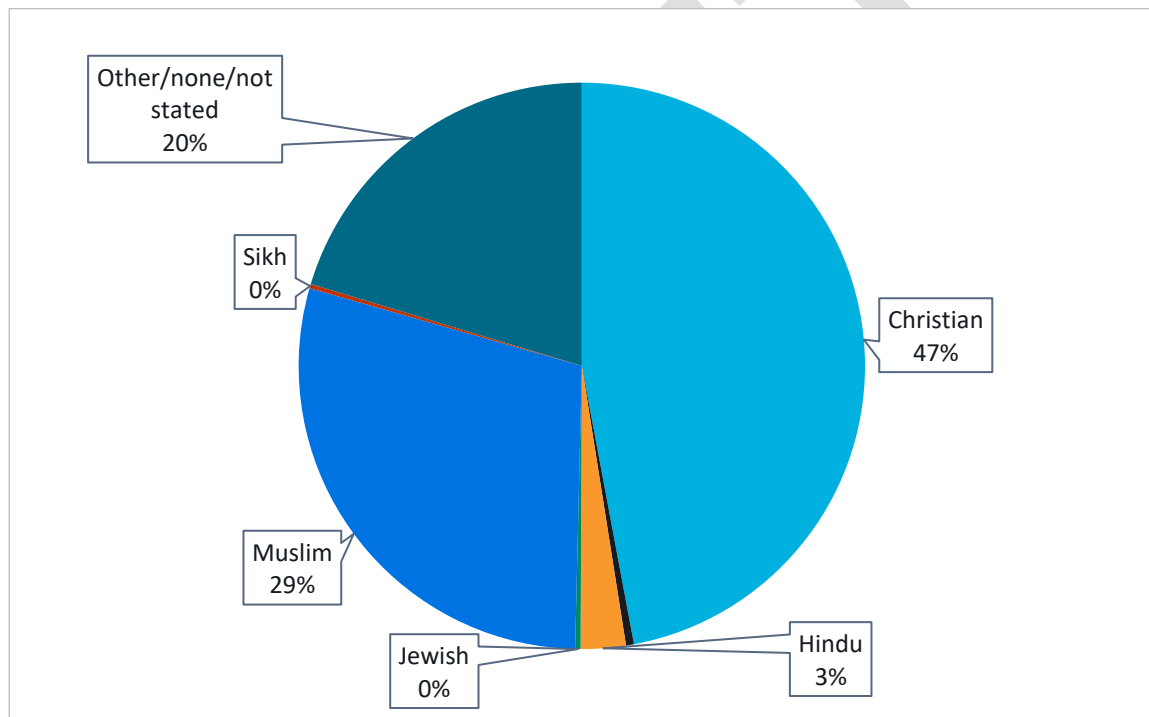
Will this change to service/policy/budget have a **differential impact [positive or negative]** on people who follow a religion or belief, including lack of belief?

Please provide evidence to explain why this group may be particularly affected.

### Evidence base

Figure 10 presents Census 2011 data on religion and belief within Ponders End. Enfield is predominantly Christian borough, with 47.1 per cent of the population identifying as Christian. 20.3 per cent of people do not follow a religion or did not state a religion. 29 per cent of residents identify as Muslim, making it the second most popular religion or belief. Ponders End is also home to smaller proportions of residents compared to the other faiths including Buddhist (0.5 per cent), Hindu (2.6 per cent), Jewish (0.3 per cent) and Sikh (0.2 per cent)

**Figure 10: Breakdown of religion/belief within Ponders End area**



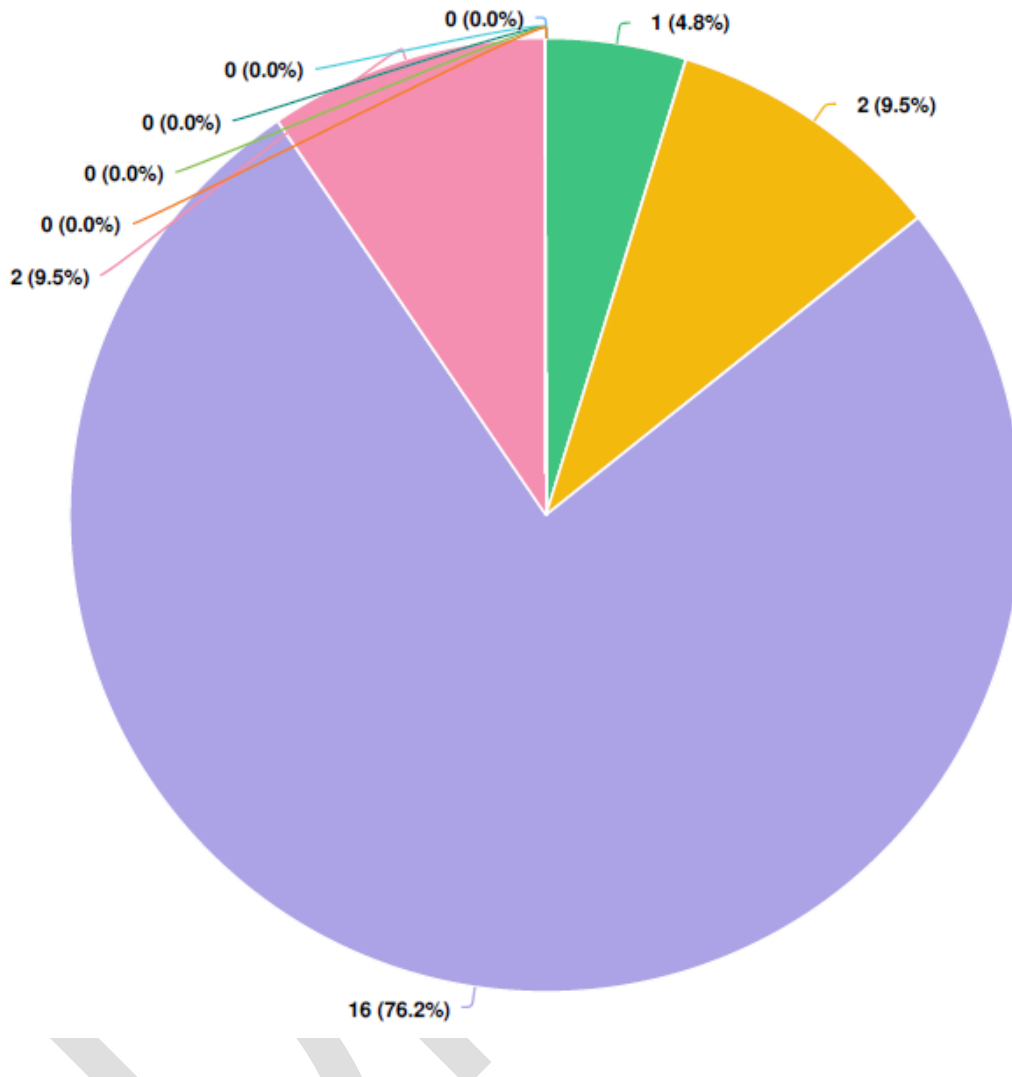
On certain dates and at certain times of the day, religious services and observances can have an impact on travel patterns. Places of worship and faith-based schools are major destinations for large populations from different groups. It is important to note that the Jalalia Jamme Masjeed Enfield (the Enfield Mosque) is located on the A1010, within the boundary of this scheme.

Ponders End United Reformed church is also located within the vicinity of the scheme, with access gained from College Court Road. However, as this church has its own private car park, the scheme will have no impact on parking arrangements. Furthermore, the improvements to cycling on the High Street will provide worshippers with improved transport options to the church.



### Differential impact assessment

- In regard to religion, of 21 who answered this question, 17 stated they were Muslim, two Christian, one non-religious and one Alevi as shown below:



**Question options**

- Non-religious (Atheist, Humanist, etc.)
- Christian (including Church of England, Catholic, Protestant and all other Christian denominations)
- Muslim
- If you prefer to use your definition, please provide this here:
- Buddhist
- Hindu
- Sikh
- Prefer not to say
- Jewish

- Improving conditions for walking and cycling is likely to positively benefit those who follow a religion and regularly attend places of worship such as Jalalia Jamme Masjeed Enfield (the Enfield Mosque). Desintations such as this are generally local and have large walking and cycling catchments.

- While this scheme does not propose to remove the Pay at Machine and Disabled car parking spaces directly outside of the Mosque, it is understood that illegal/informal parking occurs within the immediate vicinity which would not longer be possible due to the cycle lanes proposed along the high street. This, combined with the loss of some of the Pay at Machine parking bays within walking distance, may potentially create a parking stress issue during times of worship.
- A fair proportion of those taking part in the statutory consultation raised a concern about reduction of parking opposite the Mosque and said the removal of parking would affect this community. One person said that public transport is unsafe or not available at late/early prayer times at the Mosque (up to 11pm and as early as 3am). It was suggested that visitors to the Mosque be allowed to park in the cycle lanes during off-peak hours. One person said there should be free parking in the area. One person said that if they were not able to park in the area in order to attend the Mosque this would affect their mental health. Another said that work in front of the Mosque, will cause a disturbance for the Muslim community.
- Discussions with representatives from Enfield Mosque have been held regarding providing additional cycle parking in the vicinity of Enfield Mosque. Cycling training delivered by Enfield Council for attendees of Enfield Mosque has also been discussed. The Imam of Enfield Mosque is aware and supportive of the aims of the scheme that is geared towards enabling sustainable mode shift and move away from the car-reliance, especially by those who make short car journeys which can easily be made by walking, cycling or public transport.
- The removal of some of the Pay at Machine parking bays in the walking distance from the Mosque and introduction of cycle lanes on Ponders End High Street may lead to parking stress issues, which could disproportionately impact those who have no other option but to drive to the Mosque for times of worship. The Mosque confirmed currently relatively low number of worshipers who are disabled and are likely to rely on the car. Mosque is fully supportive of promoting sustainable modes and car sharing where possible with the roads being left for those who need to use it out of necessity. Enfield discussed with the Mosque activities to encourage cycling are hoped to reduce reliance on the car by those who are able to choose alternative and sustainable modes of transport. Cycle training (including how to securely lock the bike) were also discussed with the Mosque.
- Religious commitments can sometimes leave little time for sporting activities, for example, as young Asian Muslims attend mosque after school, they do not

have much leisure time as those from non-religious backgrounds<sup>8</sup>. Therefore, creating environments that enable and encourage people to cycle more often can lead to exercise being built into their day, rather than having to go out of their way to achieve it.

### Mitigating actions to be taken

- As a result of reviewing the comments received during the Statutory Consultation, the Portfolio Report (KD 5399) makes recommendation to adjust the designs in the area opposite the Mosque in order to provide more parking at this location during the late evening and early morning hours (21:00-05:00 free parking is being proposed). This was achieved by lowering the level of provision for cyclists from this previously proposed in this location, while preventing obstruction to traffic (including public transport and emergency services) during the day, including the peak hours.
- It is recognised that trade-offs are inevitable due to finite amount of street space, but it is believed that on balance, the scheme will benefit local community as well as those visiting and cycling through the area. The scheme is believed to also contribute to the wider borough and London aims and objectives as set out in the KD 5399 Report and Ponders End High Street Project Rational documents.
- Direct engagement with Enfield Mosque as an important Community hub to continue to ensure collaborative approach and a move towards sustainable modes of transport by increased provision of cycle parking, provision of cycle training, raising awareness of importance of sustainable transport modes that leaves the road space to who rely on driving, for example some disabled drivers (or passenger that are being dropped off at the Mosque). Car-sharing and parking further away from the destination by those able, helps provide road space and parking space for those who solely or strongly rely on car use; and should be promoted and strongly encouraged.

### Sex

Sex refers to whether you are a man or woman.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on men or women?

<sup>8</sup> <http://content.tfl.gov.uk/barriers-to-cycling-for-ethnic-minorities-and-deprived-groups-summary.pdf>

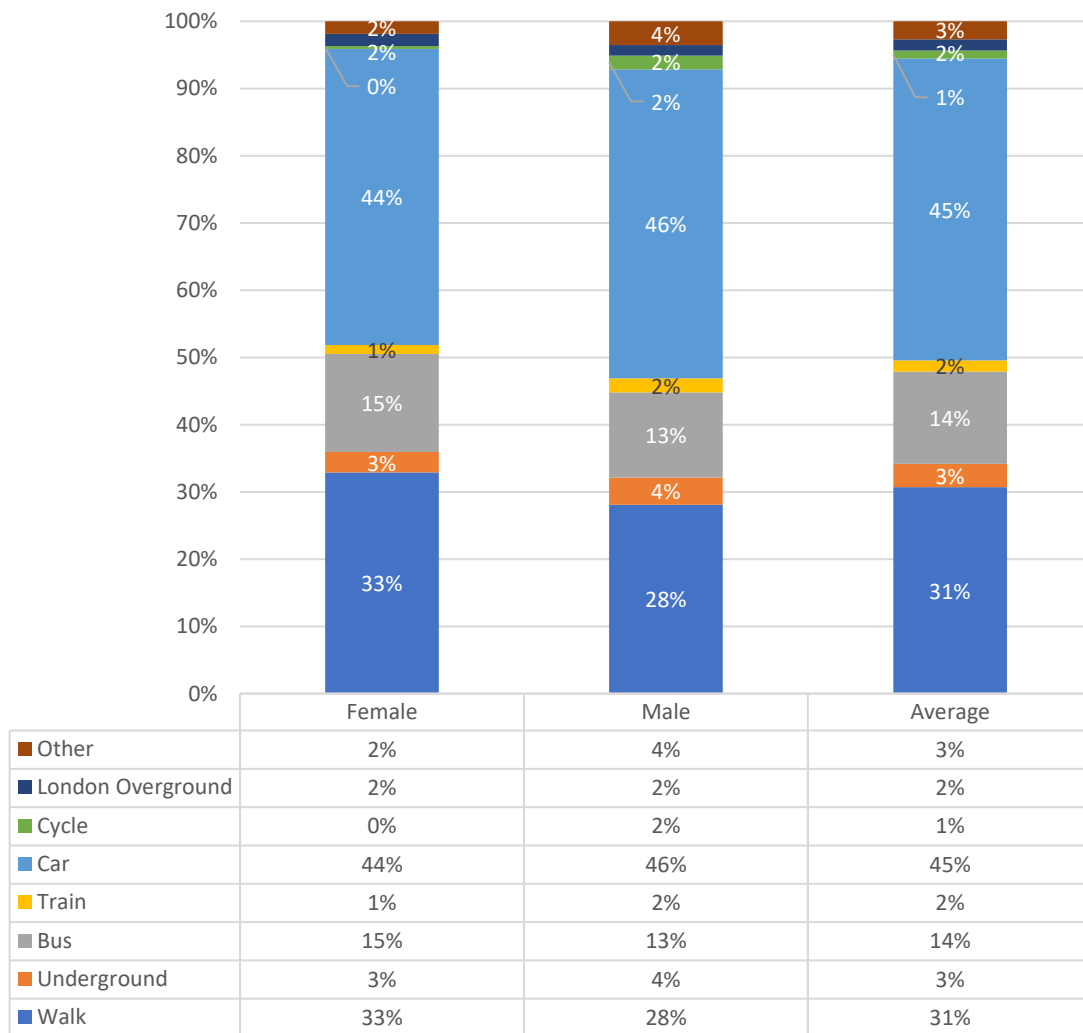
Please provide evidence to explain why this group may be particularly affected.

**Evidence base**

According to the Census 2011, in Enfield 48.9 per cent of residents identify as male and 51.1 per cent as female. This is very similar to the percentage split for London (49 per cent male, 51 per cent male).

Figure 11 presents the mode share by sex in Enfield. Walking is the most commonly used type of transport by females, making up 33 per cent of all trips. This is 5 per cent higher than males. On average, females drive slightly less than males, making up 44 per cent of trips vs 46 per cent with males. Females are also use the bus more than males (15 per cent vs 13 per cent).

**Figure 11: Mode share by sex in Enfield**



Source: LTDS (2016/17, 2017/18 and 2018/19)

Across Greater London, research undertaken by TfL shows walking is the most commonly used type of transport by females (95 per cent walk at least once a week). Females are also more likely to use buses than males (62 per cent compared with 56 per cent) but are less likely to use other types of transport including the Tube (38 per cent women compared with 43 per cent males).

Female Londoners take more trips on a weekday than male Londoners, 2.5 compared to 2.3<sup>9</sup>. This pattern however is reversed amongst older adults, with older female Londoners taking fewer weekday trips than older male Londoners, 2.0 compared to 2.2. It is important to recognise that females are more likely than males to be travelling with buggies and/or shopping, and this can affect transport choices.

Females aged 17 or over who are living in London are less likely than males to have a full driving licence (58 per cent compared with 72 per cent) or have access to a car (63 per cent of all females compared with 66 per cent of all males). These factors are likely to be related to the frequency of car use as a driver.

79 per cent of females in London report being able to ride a bike, compared with 91 per cent of males<sup>10</sup>.

### Differential impact assessment

- Four respondents were female and 16 were male, with other respondents preferring not to state their gender. No comments or concerns were raised during the statutory consultation in relation to this protected characteristic.
- Females are less likely to drive in Enfield and are more likely to walk than males. They are also less likely to cycle. Improvements made to the safety and convenience of cycling infrastructure on the High Street is likely to reduce the barriers to cycling disproportionately faced by females and increase the percentage of females choosing to cycle.
- Females are more likely to use the bus than males. As every public transport journey starts or ends on foot (or using a mobility aid), improvements in safety and convenience to these networks will improve their access to public transport services. Improvements to bus stops will also provide benefits, reducing the potential for conflict between them and people cycling. On the contrary, this scheme may cause increased congestion in the short to medium term during construction. As such, these impacts may disproportionately impact females who use buses more often than males. One comment was made during the statutory consultation about public transport being not safe or not available during the late (11pm) or early

<sup>9</sup> <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

<sup>10</sup> <http://content.tfl.gov.uk/attitudes-to-cycling-2014-report.pdf>

(3am) hours and asked for parking near the Mosque where journey may be made, also at these times.

- Increasing residents' access to quality cycling infrastructure is likely to disproportionately benefit females, particularly due to higher number of trips they make on a daily basis compared to males, as well as their role in taking children to and from educational and recreational facilities. The intervention would reduce a significant barrier to cycling.

#### Mitigating actions to be taken

- N/A

#### Sexual Orientation

This refers to whether a person is sexually attracted to people of the same sex or a different sex to themselves. Please consider the impact on people who identify as heterosexual, bisexual, gay, lesbian, non-binary or asexual.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people with a particular sexual orientation?

Please provide evidence to explain why this group may be particularly affected.

It is considered that this scheme is unlikely to have a disproportionate impact on grounds of Sexual Orientation. No sexual orientation related concerns were raised during the engagement or statutory consultation period.

#### Mitigating actions to be taken

N/A

#### Socio-economic deprivation

This refers to people who are disadvantaged due to socio-economic factors e.g. unemployment, low income, low academic qualifications or living in a deprived area, social housing or unstable housing.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people who are socio-economically disadvantaged?

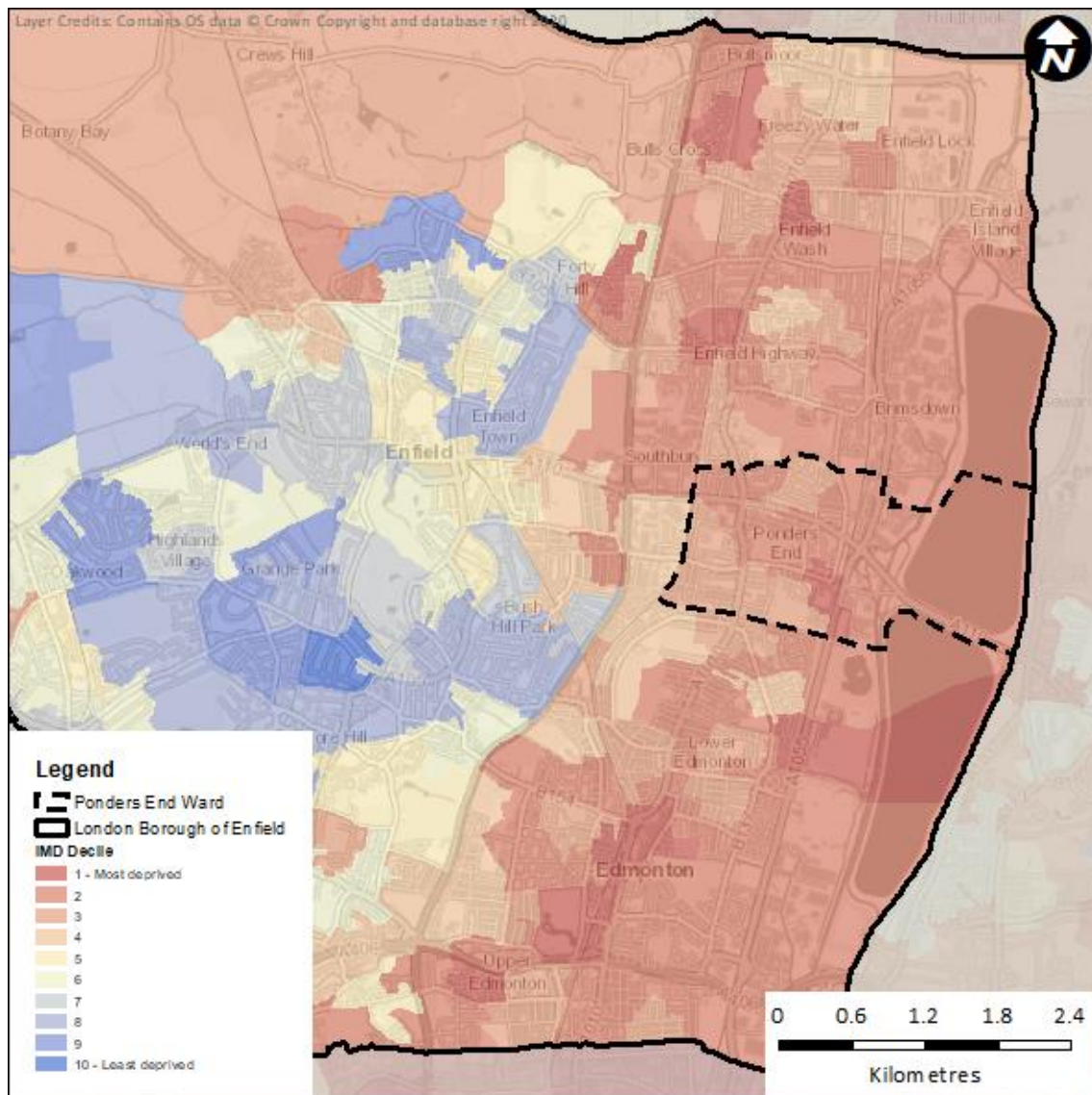
Please provide evidence to explain why this group may be particularly affected.

### **Evidence base**

As outlined within the Enfield Transport Plan (2019), Enfield is one of the most deprived Outer London boroughs. Enfield is now the 12th most deprived London borough, whereas it was 14th in 2010. The Borough's overall ranking in the 2015 Indices of Multiple Deprivation remained unchanged from 2010 at 64th most deprived out of 326 English local authorities

Figure 12 presents a visual representative of deprivation across Enfield. It can be seen that the eastern and northern sections of the borough are the most deprived, with the western and southwestern sections being the least deprived. Some of the neighbourhoods in the east of the borough are amongst the most deprived in Britain, including Ponders End which is ranked between 1 and 6 (out of 10) on the IMD Decline.

**Figure 12: Deprivation in Enfield**

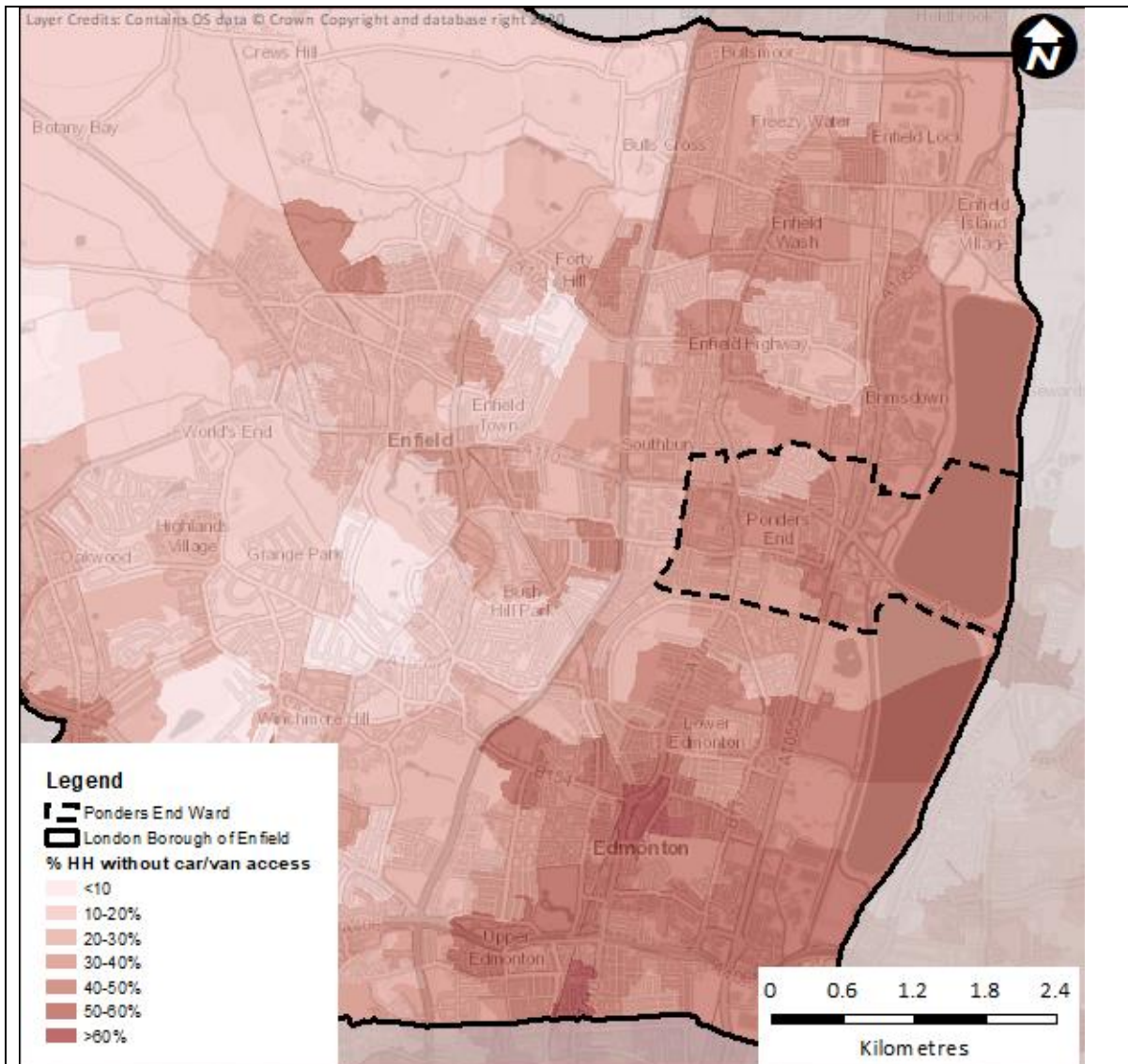


Data source: Department for Communities and Local Government 2019

Figure 13 presents the percentage of households without access to a car or van. Areas with lower percentages without access to a car and van broadly mirror the most deprived sections seen in Figure 13, with the east of the borough having some of the highest percentages without access to a car/van, and the west having the least. Ponders End, located in the east of the borough, has one of the highest percentages without access to a car/van in Enfield, with the majority of the ward having 60 per cent of households without access to a car/van.

**Figure 13: Percentage of Enfield Households Without Access to a Car or Van**





Data source: UK Census 2011

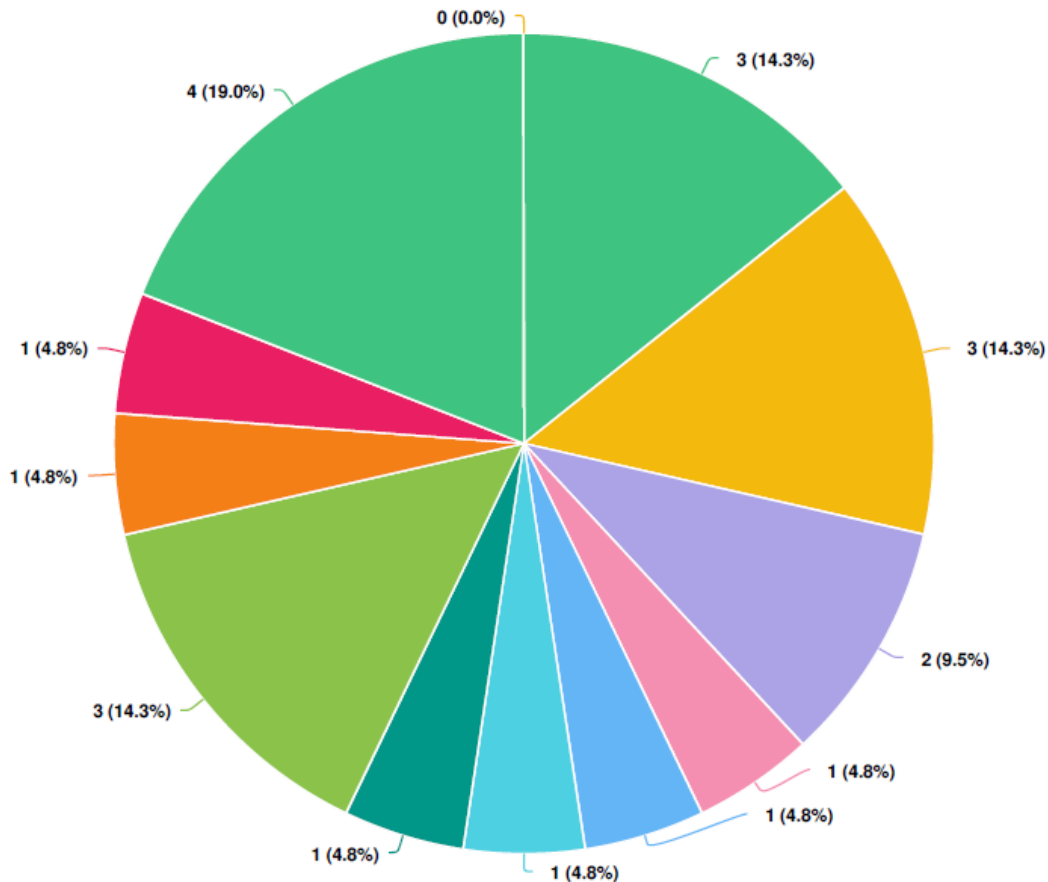
TfL research shows that low income Londoners also tend to travel less frequently than Londoners overall – 2.2 trips per weekday on average compared to 2.4 among all Londoners. Among this group, a greater proportion of journeys are completed for the purposes of shopping and personal business: 31 per cent for Londoners with household income of less than £20,000 compared with 22 per cent all Londoners (in line with 31 per cent and 22 per cent observed in 2013/14)<sup>11</sup>.

Londoners in lower income households are the most likely equality group to use the bus at least weekly; seven in 10 Londoners in households with an annual income of less than £20,000 do so (69 per cent).

<sup>11</sup> <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

### Differential impact assessment

- During the statutory consultation, following responses were provided in relation to the income:



#### Question options

- Below £10,000    
 ● Between £10,001 and £20,000    
 ● Between £20,001 and £30,000    
 ● Between £30,001 and £40,000
- Between £40,001 and £50,000    
 ● Between £60,001 and £70,000    
 ● Between £70,001 and £80,000
- Between £80,001 and £90,000    
 ● Between £90,001 and £100,000    
 ● Above £100,001    
 ● Prefer not to say
- Between £50,001 and £60,000

- In Enfield, there is a very clear correlation between deprivation and access to car ownership, with more deprived parts of the borough such as Ponders End having greatly reduced access to car or van ownership. Cycling presents a low-cost form of transport and can connect people safely and quickly to local centres, as well as to stations as part of multi-modal longer distance journeys (e.g. into inner London). As such, the improvements to cycling conditions along the High Street are likely to disproportionately benefit those without access to cars.
- Improvements to pedestrian crossing points and footways, particularly around bus stops, will disproportionately benefit those from lower income

households and those without access to cars/vans who are more likely to walk between locations.

- As those in lower income households are the most likely equality group to use the bus at least weekly, improvements to the design of bus stop boarders will disproportionately benefit these people.
- The Climate Committee suggest that people in poverty are most likely to be affected by the risks and impact of climate change. As a Council, it important that we deliver initiatives to support people in poverty to respond to risks posed by poverty to respond to risks posed by climate change, as they are likely to be most affected. Ponders End has the 4th lowest average (median) household income of the 21 wards in Enfield, as estimated by CACI 2021. The improvements to pedestrian crossing and footways, will benefit those from lower income household by encouraging active transport to reduce carbon emissions.

#### **Mitigating actions to be taken.**

- It is recommended that the benefits of this scheme are advertised, with a specific focus on reaching those with lower households' incomes. This may include events in the community or advertising in local community centres, leisure centres or shops. Ensuring people are aware of the upgrades to cycling infrastructure will increase the chances of people using it.
- Encourage lower income households to make use of free bike repair services, such as Dr Bike, and opportunities to access affordable cycles, such as second-hand bike markets.

## SECTION 4 – Monitoring and Review

How do you intend to monitor and review the effects of this proposal?

Who will be responsible for assessing the effects of this proposal?

Community engagement on the Ponders End High Street project was undertaken to inform and to firm up the designs. The engagement began in 2015 alongside the proposals for the north and south improvement routes which were built from 2018 to 2020. Engagement recommenced on the Ponders End High Street project in September 2021 when the overview of the proposed plan was presented to the community, businesses, Ward Councillors and stakeholders. Meetings with the local Mosque also took place to help Council develop the proposals. Specific engagement with businesses regarding their loading requirements was also conducted via an online survey and visits to each business by a team of engagement consultants.

The information collected from businesses, as well as meetings with the Councillors and the Mosque, informed a revised proposal that was then presented and went to statutory consultation in January 2022.

Residents, businesses and community groups were invited to share their objections and representations on the proposed design through the statutory consultation process from Wednesday 5 January 2022 to Wednesday 26 January 2022. Views could be shared with the Council in the following ways:

- Online via the consultation survey on the project page at <https://letstalk.enfield.gov.uk/pondersendhighstreet>
- Email to [healthystreets@enfield.gov.uk](mailto:healthystreets@enfield.gov.uk), or
- By post to Healthy Streets team, Enfield Council, Silver Street, Enfield, EN1 3XA.

A webinar and visits to local businesses occurred during the consultation period to provide information on the project and encourage people to share their views. A number of community groups in the local area as well as across Enfield were also invited to participate and share the opportunity to comment with their members.

A total of 37 survey responses and four email responses were received during the statutory consultation period. There were a number of themes that arose including issues and ideas for consideration by Enfield Council in relation to the proposals. These themes included cycle lanes, parking, congestion and the impact on selected groups, such as business, residents and the Enfield Mosque. A total of 58 businesses were visited and 42 spoken with.

Emergency services and Transport for London, were also consulted as part of the process.

The Ponders End High Street Statutory Consultation Report details the approach to and findings of the statutory consultation process and is appended to the Portfolio

Report (KD 5399) that makes recommendation on whether to implement this project. Individual comments and responses to these comments which are provided by Enfield officers, are collated in a separate report, Ponders End High Street – Response to Comments which can be seen appended to the Portfolio Report

As a result of reviewing the comments received during the Statutory Consultation, the Portfolio Report makes recommendation to adjust the designs in the area opposite the Mosque in order to provide more parking at this location during the late evening and early morning hours (21:00-05:00 free parking is being proposed). This is achieved by lowering the level of provision for cyclists from this previously proposed in this location, while preventing obstruction to traffic (including public transport and emergency services) during the day, including the peak hours.

On balance, this scheme is likely to promote equalities through the improvement of conditions for those walking, cycling and using buses in the area. Not only will the scheme improve the experience for those already using these modes, but it will also help to make non-car transport options more attractive by making them safer, more accessible, and ultimately, more convenient. These will be monitored as detailed out in a separate Monitoring Plan.

The layout of the proposed upgraded bus stop boarders will require monitoring in collaboration with TfL in order to review the effectiveness of the design and its impacts on bus users, particularly those who are elderly or with disabilities such as being partially sighted. Furthermore, construction period will also be monitored as this may disproportionately impact on certain protected characteristic groups such as females or those from more deprived backgrounds who use buses more often than others.

It is acknowledged that this scheme will also cause some inconvenience to drivers, both during construction and in its final form and that trade-offs are inevitable due to finite amount of street space. The removal of some of the parking spaces has the potential to disproportionately impact those who rely upon cars as their primary or only mode of transport, which is most common for elderly or disabled people. However, this scheme will make walking and cycling a more attractive and accessible option for people, offering genuine alternative to car use which will benefit a wide range of residents and visitors. The proposals introduce dedicated Disabled bays to help provide parking for the Blue Badge holders. Blue badge drivers will also be able to park on double yellow lines (DYL) and single yellow lines (SYL) at selected locations and during the selected times; depending on the location.

This EqIA is not a static document and will continue to be developed during the course of this project. Monitoring and evaluation will determine whether the scheme has been successful in achieving the objectives and of mitigating the potential inequalities raised in this EqIA. A separate Monitoring Plan document has been prepared to talk about scheme objectives and monitoring and is made available on the project page.

## SECTION 5 – Action Plan for Mitigating Actions.

Protected Characteristic	Identified Issue	Action Required/Comments	Lead officer	Timescale/By When	Costs	Review Date/ Comments
Age / Disability	Design of bus stop boarders	Work in collaboration with TfL to monitor the performance bus stop boarders along the route, with particular regard paid to how elderly and disabled users use and perceive them.	Agnieszka Jezierska – Project Manager	Post-scheme implementation	Included within scheme budget	Post-scheme implementation
Pregnancy and maternity	Inclusion and general concerns with scheme	Monitor responses from this demographic throughout the monitoring and evaluation phase.	Agnieszka Jezierska - Project Manager	Post-scheme implementation	Included within scheme budget	Post-scheme implementation
Race	Inability to read and engage with consultation and other scheme documentation.	All consultation and engagement communications have, and will continue aim to ensure that these groups are reached and will offer materials in appropriate languages. Information about the statutory consultation have, and will continue also be disseminated through the local mosque and those running The Qube who both have great links with number of local communities. In addition, information about the consultation, webinars and in-person event have been, and will also continue be displayed along the high street via wrap-around lamp columns stands	Agnieszka Jezierska – Project Manager	Pre-scheme implementation	Included within scheme budget	Post-scheme implementation

		ahead of key events or activities. This is to help increase the outreach.				
Religion and belief	Potential site-specific issues re: access at places of worship.	Continue engagement with Enfield Mosque to ensure that the design of the scheme takes into account the specific needs of their religious community.	Agnieszka Jezierska–Project Manager	Pre-scheme implementation	Included within scheme budget	Post-scheme implementation
Socio-economic deprivation	Lack of awareness of scheme among people with lower household incomes who may benefit disproportionately from the scheme	It is recommended that the benefits of this scheme are advertised, with a specific focus on reaching those with lower households' incomes. This may include events in the community or advertising in local community centres, leisure centres or shops. Ensuring people are aware of the upgrades to cycling infrastructure will increase the chances of people using it.	Agnieszka Jezierska–Project Manager	Pre-scheme implementation	Included within scheme budget	Post-scheme implementation

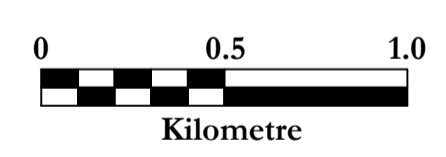
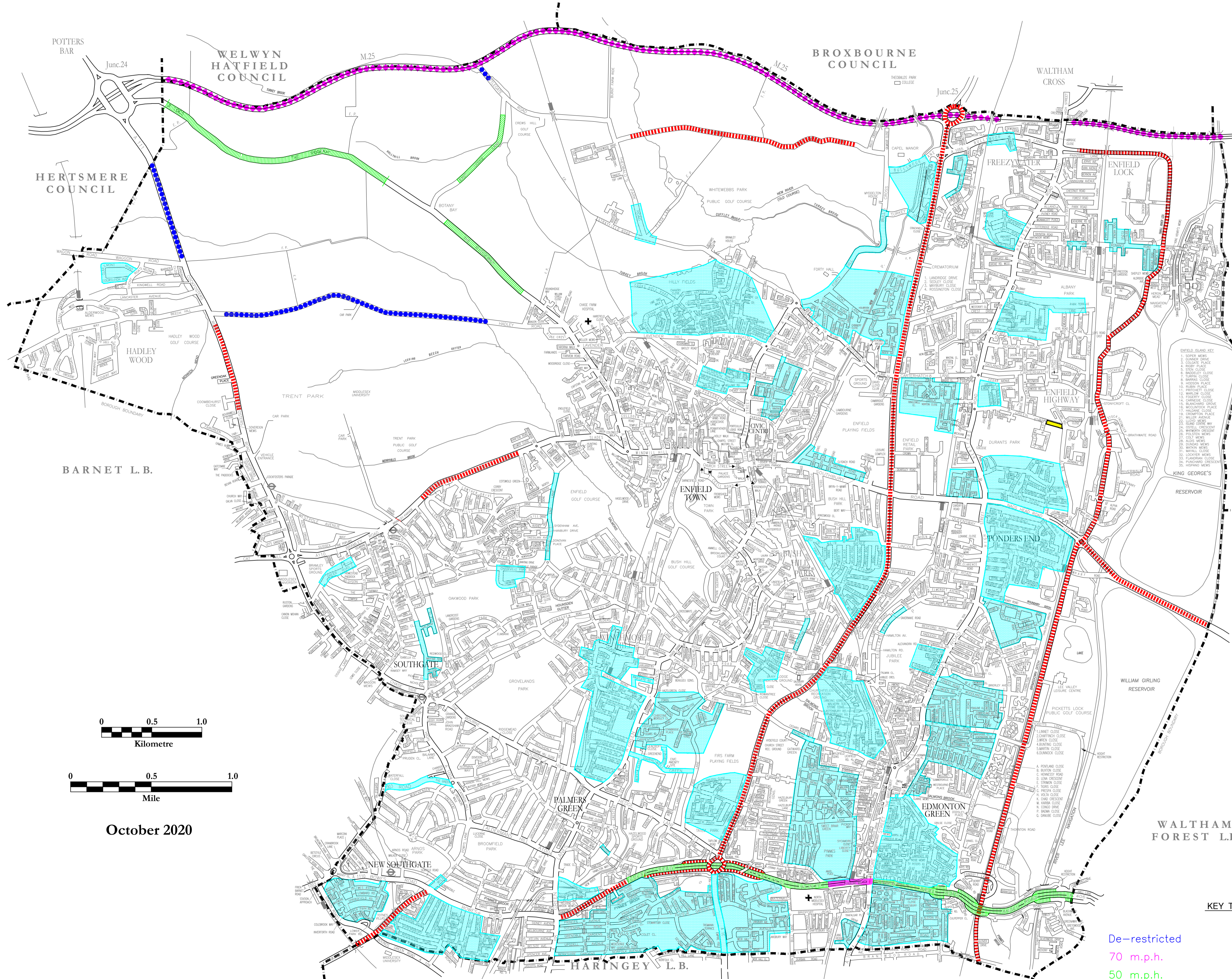
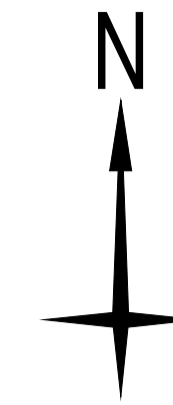
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# BOROUGH SPEED LIMITS

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London Borough of Enfield LA 086363 2011



October 2020

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X-Reference	None	
Y TS -	20mph addition for Waterfall Rd/The Green 20mph zone addition for Barrowell Green 20mph zone addition for Cosgrove Close 20mph zone addition for Barrow Close 20mph zone addition for Fernleigh Rd area	02-10-20
X TS -	20mph addition for Clay Hill area 20mph zone addition for Houndsfield Road area 20mph zone addition for Wilmer Way area 20mph zone addition for Bullsmoor Lane Area 20mph zone addition for Sketty Road area	11-05-18
W TS -	20mph zone addition for Little Bury Street Area	
V TS -	Change to speed limits on The Ridgeway & Whitebombs Road/Lane Aided	06-01-17
U AFS -	20mph zone addition for Forty Hill area	22-05-12
T AFS -	20mph zone addition for Brettenham Road area	5-03-12
S AFS -	20mph zone addition for Chaseville Park Road area	16-01-12
R AFS -	20mph zone addition for Main Ave area	8-11-11
Q AFS -	20mph zone addition for Warwick Road area 20mph zone addition for Palmers Road area 20mph zone addition for Highfield Road area 20mph zone addition for Brick Lane area 20mph zone addition for Swansea Road area	24-8-11
O AFS -	20mph zone addition for Eidon Road area 20mph zone addition for Grove Street area 20mph zone & speed limit addition Ordnance Road area 20mph zone limit addition for Hazelwood Lane area	5-4-11
N AFS -	20mph zone addition for Eisinge Estate area	5-11-9
M AFS -	Speed limit change 60-50mph EastLodgeLane/TheRidgeway OpDate 21/Sept/09 Section of Bramley Road speed limit changed to 30mph	6-10-9
L AFS -	20mph zone addition for Sketty Road area	8-5-8
K AFS -	20mph zone addition for Ordnance Road & Chase Road areas	24-4-8
J AFS -	20mph zone addition for Wellington Road area	25-5-7
I AFS -	20mph zone addition for Galliard Area	11.12.6
H AFS -	20mph zone addition for Churchbury Lane Area	25.8.6
G AFS -	20mph zone amended for Bounces Road & Bincote Road	31.8.5
F EJ -	20mph zone extension for Monmouth Road Area added	11.12.03
E RV -	New 20mph zone outside of Forty Hill Primary School	10.06.03
D PM -	Enfield Road changed from de-restricted to 40 mph limit.	27.02.03
C PM -	20 mph zone extension for Pymmes Park Area added	09.10.02
B EJ -	20 mph zone for Monmouth Road Area in Edmonton added	12.04.02
A MAR -	20 mph zone for Alens Road & Orchard Road in Ponders End added	31.12.01
Rev Drwn Chkd	Revision details	Date

Job Title  
THE  
LONDON BOROUGH OF ENFIELD  
BOROUGH MAP

Drawing Title  
BOROUGH SPEED LIMIT

**ENFIELD Council**

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Date	Drawn	Checked
10/2020	TS	
Scale	Scheme/File No.	Frame Size
NTS	-	A1
Drawing No.	Rev	
LBE-TE/0746	Z	

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