**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%[1] 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 apportions 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.

[1] 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[2], 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[3]. 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[4]. The improvements to pedestrian crossing and footways, will benefit those from lower income household by encouraging active transport to reduce carbon emissions.

## Background

[2] https://governance.enfield.gov.uk/documents/s87876/Enfield%20Healthy%20Streets%20Cabinet%20Report%20-%20Final_020621.pdf
[3] https://www.theccc.org.uk/publication/net-zero-the-uks-contribution-to-stopping-global-warming/
[4] 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[5], Enfield Council Plan[6], Enfield Transport Plan[7], and Enfield Joint Health and Wellbeing Strategy[8].

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[9].

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

[5] https://tfl.gov.uk/corporate/about-tfl/the-mayors-transport-strategy
[6] https://new.enfield.gov.uk/services/your-council/enfield-council-plan-2020-to-2022-your-council.pdf
[7] https://new.enfield.gov.uk/services/roads-and-transport/enfield-transport-plan-2019-2041-roads.pdf
[8] https://new.enfield.gov.uk/healthandwellbeing/wp-content/uploads/2020/04/LBE-JHWBS-FINAL-V5.0.pdf
[9] 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[10]. 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[11] , 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[12] 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'[13]. 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[14] 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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[10] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

[11] https://www.gov.uk/government/publications/net-zero-strategy

[12] 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

[13] https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england

[14] 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[15] 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[16].

[15] https://content.tfl.gov.uk/healthy-streets-for-london.pdf
[16] 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[17] 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[18] 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.

[17] https://governance.enfield.gov.uk/documents/s87877/Enfield%20Health%20Streets%20Annex%20A_Additional%20Information.pdf
[18] 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[19] and more details on the objectives can be found in the Project Rationale[20], 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, 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

[19] https://letstalk.enfield.gov.uk/7076/widgets/21119/documents/21636
[20] 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[21].

44. A detailed Communication Engagement and Consultation Plan[22] has been prepared and is available on the project page.

45. An online webinar on Microsoft Teams was held on 18th 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

[21] https://letstalk.enfield.gov.uk/pondersendhighstreet
[22] 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 gods 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

- 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[23]. 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

[23] 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:

- 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[24] 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'.

[24] 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 disproportionally 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 | Positive<br><br>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:<br>• Increased levels of active travel by making journeys safer and more appealing.<br>• Over time a reduced private vehicle trips by making alternatives equally attractive.<br><br>In the shorter term, there may be some increase in carbon emissions on the surrounding primary road network. |
| Environmental management | Neutral<br><br>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.<br><br>However, the main offset will be a forecast reduction in the use of private vehicles as noted above. |
| Climate change mitigation | Positive<br><br>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.<br><br>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. |

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:

| Risk | Risk Description |
|---|---|
| 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:

| Risk | Mitigation |
|---|---|
| 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 changed 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. |

## 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 form 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."*[25]

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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25 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

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 26th January 2022
Appendix D –Traffic Orders documents as advertised on 26th 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.**