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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. **ANGEL WALK** (Pages 1 - 10)

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MUNICIPAL YEAR 2019/2020 REPORT NO.**ACTION TO BE TAKEN UNDER
DELEGATED AUTHORITY****Agenda – Part: 1****KD Num: 4901****Subject: Angel Walk****PORTFOLIO DECISION OF:**Cabinet Member for Environment &
Sustainability**Wards: Edmondson Green, Upper
Edmonton****REPORT OF:**Environmental & Operational
Services Director

Contact officer and telephone number:

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E mail: richard.eason@enfield.gov.uk**1. EXECUTIVE SUMMARY**

- 1.1 This Report seeks approval to implement walking & cycling improvements at Angel Walk. These proposals form part of the Mayor of London's Transport Strategy to increase active travel in London and will be fully funded by Transport for London (TfL). Forming part of the wider network, the proposals contained in this report are expected to deliver health and transport benefits for both local residents and visitors to Enfield.

2. RECOMMENDATIONS

- 2.1 To approve implementation of the scheme specified on the drawings at Appendix 1, including the measures specified in section 4.1 of the report.
- 2.2 To approve implementation of the parallel crossing if no objections are received, or once any objections are resolved, as detailed in section 4.3 of the report and to advise any objectors of the Council's decision.
- 2.3 To create areas shared between pedestrians and cyclists in the limited locations specified in paragraph 4.5 of the report.

3. BACKGROUND

- 3.1 These proposals form part of the package of works aimed at improving the Borough's walking & cycling infrastructure. 'Secondary routes', such as these are intended to strengthen the network of routes, following quieter streets, parks and waterways across Enfield. They'll connect with other projects, expanding the reach of previous investment and linking residential areas to local services such as schools, town centres and green spaces. This type of infrastructure will help overcome barriers to walking & cycling by providing safe and signed routes, creating 'feeder' routes to the major routes on some of our key roads.
- 3.3 These measures will enable the completion of a key link between Edmonton Green and the new Meridian Water station.

4. SCHEME DESIGN PROPOSALS

4.1 Key design features of this scheme are:

- installing a parallel zebra facility across Montagu Road extending the facilities already present along Cemetery Walk
- installing a welcoming gesture to Angel Walk at it's interface with Montagu Road
- introducing a lit walking and cycling link within the formally redundant site linking to the Angel Gardens play space and the ramp leading to Conduit Lane
- removing the parapet barrier at interface with Conduit Lane
- management of overland flow paths to better manage flood waters in significant rainfall events
- maintaining where possible the wide variety of flora and fauna currently present on the site

4.2 Where appropriate, a Road Safety Audit has now been completed for these projects. Each of the points raised in the safety audits have been considered during the development of the design. Further safety audits are planned post-implementation, with adjustments made as appropriate.

4.3 The parallel zebra facility across Montagu Road will be subject to a formal on street notification. Should any objections be received these will be considered and a summary report of these provided to the Cabinet Member for Environment & Sustainability for a further decision. If no objections are received as part of this notification process (none were received as part of the early engagement process) then this report provides approval for implementation.

4.5 Although not requiring a traffic management order, short lengths of the footway on the approach to the new parallel zebra crossing will be shared between

pedestrians and cyclists, with measures introduced to minimise the risk of conflicts.

5. ENGAGEMENT & CONSULTATION PROCESS

- 5.1 Following a TfL Sponsor Review of these proposals, an early engagement was carried out from 13th August to 15th September 2019. The purpose of this was to share our designs with the public to help shape our plans. Leaflets were distributed to properties close to the area and the opportunity for wider comment was promoted via social media and the Councils walking and cycling e-newsletter (in excess of 5,000 sign-ups). The leaflet provided an overview of the proposals and provided a link to the Council website where drawings could be viewed/downloaded and an online survey gave residents the opportunity to leave comments.
- 5.2 Paper copies of the consultation document were available and issued to those that made a request.

6. ENGAGEMENT INTERACTION

- 6.1 Overall, there were a total of 190 visitors to the project page (of that, 162 were unique visitors). There were a total of 77 document downloads which resulted in 8 individual written responses to the engagement.
- 6.2 All of the respondents were positive about the proposals. The key issue raised was the design approach to shared use. In particular, one respondent outlined the approach used in Kingston on the New Malden route where the walking and cycling space is separated by a green strip. Prior and during the engagement phase Council Officers and TfL sponsorship were already discussing adjustments to the design to take this approach. The feasibility of this has been assessed and will now be implemented. No other issues were raised.

7. ALTERNATIVE OPTIONS CONSIDERED

Based on the feedback received, the following alternative option has been considered:

Option	Comment
Do nothing.	This is not recommended as this project is a key part of the strategy to promote more walking & cycling in the Borough.

8. REASONS FOR RECOMMENDATIONS

- 8.1 The recommendations have been made to enable the scheme to be implemented so that a number of benefits can be realised, including:

- To create healthy streets that enable more active forms of travel, leading to healthier communities.
- To provide more travel choices for the 34% of Enfield households who have no access to a car and an alternative travel choice for the 66% that do.
- Improved facilities to provide a safer environment for pedestrians and cyclists.
- To contribute towards the ongoing development of a Borough-wide active travel network.

9. COMMENTS FROM OTHER DEPARTMENTS

9.1 Financial Implications

- 9.1.1 The estimated budget cost of delivery for the project is up-to £720k which will be fully funded by additional funding secured in 2019/20, provided by Transport for London to help deliver the Mayor's Transport Strategy.
- 9.1.2 The funding arrangements are governed through the TfL Borough Portal and no costs will fall on the Council. The release of funds by TfL is based on a process that records the progress of the works against approved spending profiles. TfL makes payments against certified claims as soon as costs are incurred, ensuring the Council benefits from prompt reimbursement.
- 9.1.3 Use of the funding for purposes other than those for which it is provided may result in TfL requiring repayment of any funding already provided and/or withholding provision of further funding. TfL also retains the right to carry out random or specific audits in respect of the financial assistance provided.
- 9.1.4 Future maintenance costs from this scheme will be contained within existing revenue budgets.

9.2 Legal Implications

- 9.2.1 Under the Greater London Authority (GLA) Act 1999, the Mayor is empowered, through TfL, to provide grants to London Boroughs to assist with the implementation of the Transport Strategy. TfL is charged with responsibility of ensuring that the key rationale for allocating grants is the delivery of the Mayor's Transport Strategy.
- 9.2.2 Section 62 of the Highways Act 1980 provides a general power for the Council to improve highways. Sections 65 and 66 of the same Act enable footways to be converted to cycle tracks with a right of way on foot. The 1980 Act also provides powers to plant vegetation, construct traffic calming features (including speed tables) and vary the relative widths of carriageways and footways.

- 9.2.3 The Road Traffic Regulation Act 1984 provides powers to regulate use of the highway, including by creating parking places, introducing 'At Any Time' waiting and loading restrictions, closing roads and installing parallel zebra crossings.
- 9.2.4 In exercising powers under the Road Traffic Regulation Act 1984, section 122 of the Act imposes a duty on the Council to have regard (so far as practicable) to securing 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 Council must also have regard to such matters as the desirability of securing and maintaining reasonable access to premises and the effect on the amenities of any locality affected.
- 9.2.5 The recommendations within this report are within the Council's powers and duties.

9.3 Property Implications

There are no corporate property implications arising from this report.

10. KEY RISKS

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

Risk Category	Comments/Mitigation
Strategic	Risk: Not delivering health and other benefits associated with an increase in levels of cycling. Mitigation: Corporate support for the Cycle Enfield programme and funding from TfL.
Operational	Risk: Disruption during construction. Mitigation: Traffic management arrangements will be designed to minimise disruption for local residents. Roadworks will also be co-ordinated to take account of other work in the area.
Financial	Risk: Insufficient funds/cost escalation. Mitigation: Funding from TfL has been allocated to the scheme and the estimated implementation cost falls within the available budget. Controls are in place to ensure that order is not placed until price is known and budget confirmed.
Reputational	Risk: Opposition to the scheme from some local residents/organisations. Mitigation: Engagement has been undertaken to take into account views of local residents. There is an on-going communication exercise to explain the case for change and wider benefits that are generated from this scheme.
Regulatory	Risk: Failure to comply with statutory requirements. Mitigation: The scheme is being delivered by experienced design and engineering specialists.

11. IMPACT ON COUNCIL PRIORITIES - CREATING A LIFETIME OF OPPORTUNITIES IN ENFIELD

11.1 Good homes in well-connected neighbourhoods

The scheme directly supports the Council’s commitment to reduce congestion, improve air quality and encourage people to walk and cycle.

11.2 Sustain strong and healthy communities

The scheme also helps to deliver the Council commitment to improve health by promoting active travel.

11.3 Build our local economy to create a thriving place

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 easy access to local shops and services.

12. EQUALITIES IMPACT IMPLICATIONS

12.1 Local authorities have a responsibility to meet the Public Sector Duty of the Equality Act 2010. The Act gives people the right not to be treated less favourably because of any of the protected characteristics. We need to consider the needs of these diverse groups when designing and changing services or budgets so that our decisions do not unduly or disproportionately affect access by some groups more than others. The Public Sector Duty Act 2010 requires Local Authorities, in the performance of their functions, to:

- Eliminate discrimination, harassment, victimisation and other prohibited conduct
- Advance equality of opportunity
- Foster good relations

12.2 In recommending this proposal we have considered the needs of all highway users including those from the protected characteristic groups. All members of the community have full access to the highways however it is recognised that some protected groups may have practical problems in using the service. We are confident that these proposals will ensure that everyone will continue to benefit from this service.

Age	Slight positive impact – introduction of new formal zebra crossing will benefit both young and old people in safely crossing the road.
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Disability	Slight negative impact – Possible conflict for visually impaired users by shared pedestrian/cycle areas. This will be mitigated by the use of tactile paving and the introduction of appropriate signage to indicate to cyclists that they do not have priority in this space.
Gender reassignment	Neutral impact - No specific impacts identified.
Marriage or civil partnership	Neutral impact - No specific impacts identified.
Pregnancy and maternity	Neutral impact - No specific impacts identified.
Race	Neutral impact - No specific impacts identified.
Religion or belief	Neutral impact - No specific impacts identified.
Sex	Neutral impact - No specific impacts identified.
Social economic	Slight positive impact – Any impact on social economic inequality is likely to be low, as those on low incomes are less likely to own cars, meaning they are more likely to walk or cycle and these projects promote active health and provide safer routes for this to occur.

13. PERFORMANCE AND DATA IMPLICATIONS

This scheme will have limited impact on performance when considered in isolation. However, when considered as part of a wider active travel network, the scheme will contribute to a number of key targets, including those relating to improving the health of adults and children in the Borough, reducing the number of vulnerable road users injured on our roads, and increasing the use of sustainable means of travel.

14. PUBLIC HEALTH IMPLICATIONS

- 14.1 The scheme is part of the Council's plans to improve the Borough's walking & cycling infrastructure, which provides a unique opportunity to improve the health of the Borough's residents and address health inequality.
- 14.2 Compared to those who are least active, sufficient physical activity reduces all-cause mortality and the risk of heart disease, cancer, mental health issues and

musculo-skeletal disease by approximately 20 to 40%. Treating these conditions accounts for 70% of the NHS budget.

- 14.3 25.4% of Year 6 pupils in Enfield (aged 10-11) are obese, higher than in London or England as a whole (22.6% and 19.1% respectively). 41% are either overweight or obese compared to 37.2% in London and 33.5% in England. This is the 6th highest in London.
- 14.4 Walking & cycling can be a very effective means of integrating physical activity into everyday life. Improving cycling facilities in the Borough also has the potential to significantly increase the disposable income all residents in the Borough. Other benefits to the individual could include greater access to employment, education, shops, recreation, health facilities and the countryside.

Background papers

None

ANGEL WALK

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a better Enfield



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