



## **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. AGREEMENT TO AWARD CONTRACT FOR AN ADULT CARERS ASSESSMENT & CORE SERVICE** (Pages 1 - 10)
- 2. A105 EXPERIMENTAL TRAFFIC MANAGEMENT ORDERS** (Pages 11 - 66)

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**MUNICIPAL YEAR 2019/2020 REPORT NO.****MEETING TITLE AND DATE:****REPORT OF:**

Director of Health & Adult  
Social Care

**Agenda – Part: 1****Item:**

**Subject: Agreement to award contract for  
an Adult Carers Assessment & Core  
Service**

**Wards: All wards  
Key Decision No: KD4831**

**Cabinet Member consulted: Cllr Alev  
Cazimoglu**

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**1. EXECUTIVE SUMMARY**

1.1 Following the decision to tender the Adult Carers Assessment & Core Service, approval is sought to award the contract to Enfield Carers Centre.

**2. RECOMMENDATIONS**

2.1 That the Director of Health & Adult Social Care approves the appointment of Enfield Carers Centre to provide this service.

**3. BACKGROUND**

3.1 27,624 people identified themselves as carers in the 2011 Census. With lack of self-identification it is estimated by carers UK that this figure totals 29,919 (Valuing Carers 2015). The number of carers has risen by 13% in Enfield since 2001

6,194 carers provide more than 50 hours care a week, an increase of 1,235 since the 2001 Census. 4,131 carers provide care for 20-49 hours per week, an increase of 1,178 since 2001. The remaining 17,299 carers care for under 20 hours per week, an increase of 603 since 2001.

5,635 carers in Enfield are aged 65 years or older, which is expected to rise to 6123 carers by 2020

- 3.2 The development and value of this contract recognises that carers play a very significant role in our community. Supporting carers prevents admission to and delayed discharge from hospital, admission to care homes and reduces the demand for home care support. In light of future constraints on resources available to the health and social care sector, support to carers, in their preventative role, has become ever more important.

Maintaining and supporting a carer's health and wellbeing can be one of the most significant ways of managing demand for health and social care provision. Supporting them to continue to care must be a priority in terms of cost efficiency and ensuring that carers maintain their own quality of life.

The NHS Long Term Plan 2019 recognises the critical role carers play, pledging more support for carers as well as highlighting their huge contribution to the NHS, stating: '**Carers will benefit from greater recognition and support.**'

- 3.3 It is acknowledged that caring can have a detrimental effect on carers' physical and mental health. Failure to look after the health and wellbeing of carers risks, not only the ability to continue to provide care, but also their becoming a service user themselves. **Carers UK 2018 Survey demonstrated that** carers need more support with their own health: 72% of carers responding said they had suffered mental ill health as a result of caring and 61% reported physical ill health as a result of caring.

By providing carers with advice, information, support and services the Council highlights its commitment to ensure that those who care for others are protected from inequalities and detrimental effects from their caring role. National research from Carers UK shows that carers are:

- Significantly worse off financially due to their caring role
- Almost half of all carers cut back on essentials such as food and heating to cope financially
- 2 in 5 carers have put off their own medical treatment or appointments due to their caring role
- 66% of carers state caring has negatively affected their friendships and 58% said caring negatively affected their relationships with family members
- 1 in 6 carers have given up work, or reduced their hours, in order to meet their caring responsibilities

By successfully carrying out the functions of this contract, the provider will be an inspiring and vital contributor to supporting the carer community and reducing the inequalities listed above.

3.4 Carers UK undertook research into emergency admissions and care and how supporting carers can reduce use of emergency treatment services. Key findings from the 'Pressure Points: carers and the NHS' report (2016) included:

- 19% of carers felt that the admission into hospital might have been prevented with better adaptations made to the home or the use of telecare and telehealth services (14%).
- 32% of the carers surveyed cited more support for themselves in their caring role as a factor in preventing hospital admission.

3.5 The Care Act 2014 came into force in April 2014, it put in place significant new rights for carers in England including:

- A focus on promoting wellbeing.
- A duty on local councils to prevent, reduce and delay need for support, including the needs of carers.
- A right to a carer's assessment based on the appearance of need.
- A right for carers' eligible needs to be met.
- A duty on local councils to provide information and advice to carers in relation to their caring role and their own needs.
- A duty on NHS bodies (NHS England, clinical commissioning groups, NHS trusts and NHS foundation trusts) to co-operate with local authorities in delivering the Care Act functions.

3.6 The Service will complement the new strategic commissioning for the carer community e.g. Outcome 1 "Helping People Continue Caring" of the VCS Prevention and Early Intervention suite of contracts and will deliver on the following key areas:

- Strategic Lead on development of Carer Priorities
- Carer Assessments
- Direct Payments
- An early intervention service enabling more carers to avoid appropriately the need for Council or NHS services.
- Biennial Carer Surveys
- Improvement of carers' mental health through development of an Improving Access to Psychological Services (IAPT) accredited provision to deliver psychological support to people with low to moderate mental health issues

3.7 Funding for this service is provided via the Adult Social Care Budget (Better Care Fund).

3.8 The Procurement and Commissioning Hub advised on the processes for tender advertisements, service documentation, evaluation and final report.

3.9 The start date for the contract will be 1<sup>st</sup> April 2020. The contract will run for 3+2+1 years.

#### **4. ALTERNATIVE OPTIONS CONSIDERED**

4.1 There were no alternative options to tendering externally, as the Council is currently unable to provide such an extensive specialist service.

#### **5. REASONS FOR RECOMMENDATIONS**

5.1 This Service will ensure that the Council meets its statutory requirements for Carers within Enfield.

#### **6. COMMENTS FROM OTHER DEPARTMENTS**

##### **6.1 Financial Implications**

Financial Implications are shown within Part 2 of this report.

##### **6.2 Legal Implications**

6.2.1. The content of this report constitutes a Key Decision and this item has been included in the Key Decision List reference: KD4831. Once approved the decision to proceed will be subject to the usual five-day call-in period.

6.2.2. The Council, under s.111 Local Government Act 1972 has power to do anything which is calculated to facilitate, or is conducive or incidental to, the discharge of any of its functions. The Council also has a general power of competence under s.1(1) Localism Act 2011 to do anything that individuals generally may do, provided it is not prohibited by legislation and subject to Public Law principles.

6.2.3. The Council must comply with all requirements of its Constitution and Contract Procedure Rules (CPRs). This contract is subject to Public Contracts Regulations 2015 (PCRs 2015), EU Treaty Principles and the Council's CPRs.

6.2.4. Under section 1 of the Care Act 2014 the Council has a general duty to promote individual well-being and under section 10(2), the duty to assess carers. After assessing what the needs of a carer are, the Council must consider whether the needs meet the eligibility criteria for a provision of service (section 13(1) of the Care Act 2014). The

minimum eligibility criteria are set out in the Care and Support (Eligibility Criteria) Regulations 2015. Sections 18-20 of the Care Act 2014 impose a duty on the Council to meet eligible needs. Neither the Care Act 104 nor the Care and Support (Eligibility Criteria) Regulation 2015 specify the type of support that the Council must provide to meet eligible needs. This contract seeks to provide support to the carers to allow the Council to meet its statutory duties under the Care Act 2014.

6.2.5. The contract's value is above the 'Light Touch Regime (LTR) threshold for services (social care and health). The LTR specifies that any contract 'whole life' value which is set to exceed the LTR threshold (£589,148) must be competitively tendered in accordance with the PCRs 2015 (Ss.74-76 PCRs 2015). The Procurement & Commissioning Hub has confirmed that a compliant procurement process has been undertaken.

6.2.6. The terms of the contract procured must be in a form approved by the Director of Law and Governance.

### **6.3 Procurement Implications**

6.4.1 Any procurement must be undertaken in accordance with the Councils Contract Procedure Rules (CPR's) and the Public Contracts Regulations (2015).

6.4.2 The award of the contract, including evidence of authority to award, promoting to the Councils Contract Register, and the uploading of executed contracts must be undertaken on the London Tenders Portal including future management of the contract.

6.4.3 All awarded projects must be promoted to Contracts Finder to comply with the Government's transparency requirements.

6.4.4 The procurement was carried out under the Light Touch Regime of the EU regulations.

6.4.5 The procurement was placed on the London Tenders Portal and 3 bids were received. 1 bid did not pass the minimum standard both on finance and contract examples. The remaining two bids were evaluated under the published criteria within the tender.

6.4.6 Given the value of this contract the CPR's state that a nominated contract owner should be provided on the LTP, to manage the contract and ensure that the records on the LTP contract register are up to date for extensions etc.

6.4.7 It is expected that reviews of the extensions take place in good time to allow for a procurement should the extension not be taken.

***Imps provided by C E Reilly 19/03/2020***

## **7. KEY RISKS**

- 7.1 The competitive nature of the tender process may have resulted in a change of service provider. TUPE information was included within tender documentation to enable alternative arrangements should there be a change to delivery.

## **8. IMPACT ON COUNCIL PRIORITIES – CREATING A LIFETIME OF OPPORTUNITIES IN ENFIELD**

### **8.1 Sustain strong and healthy communities**

- 8.1.1 The Service will provide specialist support that enables Carers, to maintain their independence, achieve their potential and assist them in contributing to the local community and workforce.

### **8.2 Build our local economy to create a thriving place**

- 8.2.1 The Service will provide Carers with the opportunity to maintain access to education and the workforce, thereby reducing inequality and enabling opportunities for training and employment.

## **9. EQUALITIES IMPACT IMPLICATIONS**

- 9.1 This Service will comply with diversity and equal opportunities requirements.

## **10. PERFORMANCE AND DATA IMPLICATIONS**

- 10.1 This Service will ensure the Council meets statutory requirements under the Care Act 2014. Quarterly reports will be provided to the Council by the Service, to enable monitoring of requested outcomes.

## **11. PUBLIC HEALTH IMPLICATIONS**

- 11.1 The Service will help ensure that the physical health and mental wellbeing of service users is addressed and maintained.

### **Background Papers**

No background papers are included in this report.



By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

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**MUNICIPAL YEAR 2019/2020 REPORT NO. PL 19/146 P****ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY****PORTFOLIO DECISION OF:**

Cabinet Member for Environment & Sustainability

**REPORT OF:**

Director of Environment & Operational Services

<b>Agenda</b>	<b>KD Num: 4987</b>
<b>Subject: A105 Experimental Traffic Management Orders</b>	
<b>Wards: Bush Hill Park, Grange, Palmers Green and Winchmore Hill</b>	

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**1. EXECUTIVE SUMMARY**

- 1.1 The report considers the various representations received in response to the experiment traffic orders introduced to support certain parking, waiting and loading restrictions on the A105 Cycle Enfield route.
- 1.2 It is recommended that four of the experimental orders be made permanent without modification but that two of the experimental orders, relating to waiting and loading restrictions and the 'Stop & Shop' bay in Winchmore Hill Broadway are not made until a further consultation period has lapsed and any additional representations considered.

**2. RECOMMENDATIONS**

- 2.1 To make the traffic orders pursuant to s6 of the Road Traffic Regulation Act 1984 to continue the operation the provisions of the following experimental traffic management orders.
  - (a) The Enfield (Free Parking Place) (Disabled Persons) (No. 8) Experimental Traffic Order 2018
  - (b) The Enfield (Free Parking Places) (No. 2) Experimental Traffic Order 2018
  - (c) The Enfield (Goods Vehicles Loading Bay) (No.6) Experimental Traffic Order 2018
  - (d) The Enfield (Parking Places) (Pay and Display) (No.4) Experimental Traffic Order 2018

- 2.2 To note the representations made in relation to the Enfield (Waiting and Loading Restriction) (No. 161) Experimental Traffic Order 2018 and the modification made to the order to a) relax the loading restriction on the western side of Green Lanes N21 (Winchmore Hill Broadway); and b) introduce an additional 'loading gap' on the western side of Village Road EN1.
- 2.3 To also note the representations made in relation to the Enfield (Stop and Shop Parking Places) (No.2) Experimental Traffic Order 2018 and the modification made to extend the permitted maximum length of stay from 15 minutes to 20 minutes.
- 2.4 To make the orders pursuant to s6 of the Road Traffic Regulation Act 1984 to continue the operation the modified Enfield (Waiting and Loading Restriction) (No. 161) Experimental Traffic Order 2018 and the modified Enfield (Stop and Shop Parking Places) (No.2) Experimental Traffic Order 2018 on completion of the consultation period, subject to consideration of any additional representations or objections received.
- 2.5 To implement the additional actions proposed in paragraph 4.28 of the report.

### 3. BACKGROUND

- 3.1 In August 2016, the Cabinet Member for Environment approved the final design of the Cycle Enfield proposals for the A105 and the making of the necessary traffic management orders (KD4342).
- 3.2 Various permanent traffic management orders were subsequently made in July 2018 pursuant to powers provided by section 6 of the Road Traffic Regulation Act 1984, including those relating to the cycle lane itself, various free and pay & display parking places, a number of goods vehicle loading bays, sections of prescribed route and amendments to the bus lane at the southern end of the route.
- 3.3 In line with the Cabinet Member's decision, a number of experimental traffic order were made pursuant to section 9 the Road Traffic Regulation Act 1984 to enable various elements of the scheme to be introduced on a trial basis. Specifically, the following experimental traffic management orders were made on 3 December 2018 and came into operation of 13 December 2018:
  - (a) **The Enfield (Waiting and Loading Restriction) (No. 161) Experimental Traffic Order 2018** introduced 'at any time' waiting and loading restrictions along the length of the A105 and on the access road leading to Lodge Drive car park.
  - (b) **The Enfield (Free Parking Place) (Disabled Persons) (No. 8) Experimental Traffic Order 2018** introduced designated bays for blue badge holders in the following locations:

- Elm Park Road N21, the south side, east of its junction with Green Lanes N21;
- Compton Road N21, the north side, west of its junction with Green Lanes;
- Green Lanes N13, between Nos.345 – 347;
- Green Lanes N13, between Nos.410 – 412;
- Green Lanes N13, the west side, south of its junction with Woodberry Avenue;
- Green Lanes, N21, between Nos. 891 – 893;
- Hazelwood Lane N13, the south side, east of its junction with Green Lanes;
- London Road EN2, between Nos.74 – 76, and
- Osborne Road N13, the south side, east of its junction with Green Lanes N13.

(c) **The Enfield (Free Parking Places) (No. 2) Experimental Traffic Order 2018** introduced free, short-stay parking places in the following locations:

- Green Lanes N21, between Nos. 878 – 880 (Saturday only);
- Elm Park Road N21, the north side, east of its junction with Green Lanes N21;
- Shrubbery Gardens N21, the north side, west of its junction with Green Lanes.

(d) **The Enfield (Goods Vehicles Loading Bay) (No.6) Experimental Traffic Order 2018** introduced additional dedicated bays in the locations below to facilitate loading and unloading by goods vehicles:

- Green Lanes N13, between Nos. 350 – 352;
- Green Lanes N13, between Nos. 761 - 765;
- Lodge Drive N13, the south side, east of its junction with Green Lanes.

(e) **The Enfield (Parking Places) (Pay and Display) (No.4) Experimental Traffic Order 2018** modified the pay-and-display parking bay on the northern side of Lodge Drive.

(f) **The Enfield (Stop and Shop Parking Places) (No.2) Experimental Traffic Order 2018** introduced a short-stay, 'stop and shop' bay on the west side of Winchmore Hill Broadway, replacing one previously on the east side.

3.4 The location of the various elements introduced experimentally is illustrated on the plans attached in Appendix 1.

#### **Procedure for Experimental Traffic Management Orders**

3.5 The powers to introduce experimental traffic orders are set out in s9 and s10 of the Road Traffic Regulation Act 1984 and the procedure for making

such orders are set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

3.6 Some of the key points to note regarding experimental traffic management orders are:

- They cannot remain in place for more than 18 months.
- They can be modified where necessary:
  - (a) *in the interests of the expeditious, convenient and safe movement of traffic,*
  - (b) *in the interests of providing suitable and adequate on-street parking facilities, or*
  - (c) *for preserving or improving the amenities of the area through which any road affected by the order runs.*
- Objections to the orders being made permanent must be made within six months of them coming into operation or from the date they were varied.
- They can be made permanent provided that no variation or modification of the experimental order was made more than 12 months after the order was made.

3.7 In line with the 1996 regulations, notice was given on 3<sup>rd</sup> December 2018 that experimental traffic management orders would come into operation on 13<sup>th</sup> December 2018. In addition to publishing notice in the London Gazette and Enfield Independent, site notices were erected along the A105 corridor and leaflets sent of over 17,000 properties along the route promoting the opportunity to make objections to the orders being made permanent.

3.8 An online consultation platform was set up to make it easy for people to object to or make representations regarding each of the experimental orders. Specific guidance was also provided to help ensure that comments focussed on the specific content of the orders rather than the scheme as a whole, recognising that extensive consultation had been carried out previously to help shape the design of the route.

#### **4. STATUTORY CONSULTATION**

4.1 The scope of the statutory consultation related specifically to the six experimental traffic management orders and not to any other aspect of the scheme. The window for feedback ran from 13<sup>th</sup> December 2018 until 12<sup>th</sup> July 2019.

##### **Responses from Statutory consultees**

4.2 No responses were received from the emergency services or other prescribed bodies.

## **Responses from key stakeholders**

### **a) Winchmore Hill Residents' Association**

- 4.3 An objection was received from the Winchmore Hill Residents' Association (WHRA) raising the following key concerns:
- The appropriateness of using experimental traffic management orders, which was perceived as circumventing the need for a public inquiry.
  - The loss of parking and loading on the west side of the section of Green Lanes between Compton Road and Station Road.
- 4.4 The response goes on to suggest two options for altering the cycle track to enable more parking and loading provision to be provided in Winchmore Hill Broadway.
- 4.5 A copy of the objection letter is attached as Appendix 2.

### **Officer Response**

- 4.6 The key elements of the scheme, including the cycle lanes themselves were not introduced experimentally, and a number of associated permanent traffic management orders were duly made in July 2018.
- 4.7 The only elements introduced experimentally are those relating to the waiting and loading restrictions, and certain loading and parking bays, as specified in paragraph 3.3 (a) to (f) above.
- 4.8 The scheme was subject to extensive consultation prior to implementation, with strong views expressed both against and in support of the scheme. Whilst the Council had discretion to hold a public inquiry, this is not felt necessary in helping the Council make its decision.
- 4.9 The only circumstances in which a public inquiry must be held is either, a) where loading is restricted during off-peak periods and substantive objections are received and not withdrawn; or b) where the passage of a bus service is restricted and an objection is received from the bus operator and not withdrawn. However, neither of these requirements apply in the case of experimental orders, which allow restrictions to be trialled and adjusted if necessary in the light of operational experience.
- 4.10 WHRA have also objected to the at any time waiting and loading restrictions on the western side of the section of Green Lanes between its junctions with Compton Road and Station Road. The main concern relates to the loss of parking and the view that the alternative parking in Fords Grove car park is too remote.
- 4.11 Fords Grove car park is around 200 metres from the centre of The Broadway, around a 2<sup>1</sup>/<sub>2</sub> minute walk. Although less convenient than parking directly outside a shop (assuming space is available), this is a reasonable alternative provision given the Council's aims to prioritise walking and cycling for short trips.

- 4.12 The objection also refers to the loading restriction on the western side of Green Lanes. Although rear access is available via Broadway Mews and an additional loading bay was provided outside On Broadway, it is recognised that loading and unloading arrangements are less convenient for some businesses than was previously the case. To test the impact on traffic flow, the waiting and loading experimental order has been modified to enable loading and unloading to take place during off-peak periods outside nos. 739-741 Green Lanes, N21. This modification is now subject to a further period of consultation until June 2020.
- 4.13 Two alternative schemes are suggested by WHRA, one removing the cycle track on the western side of the road to create more parking; the other removing the cycle track on the eastern side of the road so that the carriageway can be widened and parking reinstated on the western side of the road. The first option, forces cyclists into the carriageway, mixing with general traffic and undermines the scheme objectives. The second option suggests an alternative contra-flow cycle lane via the Queens Avenue but, again, does not provide the level of segregation necessary to meet the scheme objectives.

### **Save Our Green Lanes**

- 4.14 Save our Green Lanes did not submit representations themselves but produced a leaflet (attached as Appendix 3) sent to households and businesses along the route encouraging participation in the consultation, highlighting several areas of concern, including the following:

1. *“Residents living along the A105 have lost hundreds of parking spaces, for themselves, deliveries, tradesmen, services and deliveries.*

*And where parking spaces have been created they are often too small for many family cars or for larger vehicles.*

*Most large vehicles cannot park within the white lines”*

### **Officer Response**

- 4.15 The loss of parking was considered by both Cabinet in February 2016 and by the Cabinet Member for Environment in deciding to proceed with the scheme in August 2016 (KD4342). The experimental traffic management orders do not change the amount of available parking but make clear via the use of double yellow lines that vehicles cannot park within the mandatory cycle lanes, or in other locations where parking would be obstructive.
- 4.16 Whilst more regulated than was previously the case, provision has been made for delivery vehicles to take place from side roads and in the designated ‘loading gaps’ along the residential sections of the route.
- 4.17 Marked parking bays are generally 1.8m wide. Although it is accepted that some wider vehicles may marginally straddle the bay marking, a common



sense approach to enforcement is taken and penalty charge notices are not issued where a vehicle is substantially contained within a bay.

2. *“The significant loss of on-street parking has resulted in loss of trade for A105 businesses.*

*Many have not recovered their trade since the cycle lanes were constructed; some have lost loading bays, which are vital for the business and others have closed down.*

*This is bad for Enfield.”*

### **Officer Response**

- 4.18 The level of parking was considered in both the previous Cabinet and Portfolio reports, with provision made in both Fords Grove and Lodge Drive car parks to help mitigate for the loss of some of the previous on-street provision. The overall level of parking in the shopping areas is not significantly affected by the experimental traffic orders, which have mainly introduced double yellow lines to reinforce that motorists cannot park in the mandatory cycle lanes.
- 4.19 A number of comments were received about lack of loading and unloading provision in the shopping areas, although relatively few from businesses. The various specific comments are summarised in Appendix 4, together with an officer response.
  3. *“Blue badge holders could previously park close to where they needed to visit. Now they can only pull in and set down passengers – no use if it’s the blue badge holder that is the driver!*

*These are people with limited mobility who rely on their cars to remain independent.”*

### **Officer Response**

- 4.20 A number of dedicated bays for blue badge holders have been provided along commercial sections of the route. Several additional locations were suggested in response to the experimental traffic management orders, each of which will be considered in detail with a view to implementing those that are feasible on a trial basis.
- 4.21 Although a traffic management order is not required for a mandatory with flow cycle lane, the Council chose to make one so that an exemption could be introduced to enable a vehicle displaying a blue badge to enter the cycle lane to set down and pick up someone with restricted mobility. It is acknowledged that the exemption does not benefit a driver wishing to park in the cycle lane, even if they have a blue badge. However, many of the properties along the residential sections of the route benefit from off-street parking. In addition, on-street provision has been made by way of the ‘loading gaps’ (which allow parking for up to 3 hours during the off-peak period) and in the various side roads, where parking can take place on the double yellow lines, again for up to three hours.

- 4.22 The Council can provide on-street bays for specific blue badge holders in certain circumstances. Requests for a dedicated on-street disabled bay along the residential section of the route would be considered on their merits and assessed against the Council's adopted criteria, which aim to balance the needs of the individual concerned against the need of other road users.

### Responses from individuals

- 4.23 A total of 464 responses were logged on the on-line consultation platform raising a wide range of issues. It should be noted that many of the comments were not related to the experimental traffic orders, but rather to other aspects of the scheme or the principle of the scheme itself. Some of the common criticisms of the overall scheme were along the following lines:
- The scheme is not justified given the relatively small number of cyclists using the cycle lanes;
  - The scheme is a waste of money;
  - The loss of parking has adversely impacted businesses and residents;
  - Buses stopping in the carriageway cause congestion;
  - Risk of pedestrian/cycle conflicts at bus boarders;
  - The additional congestion caused by the scheme has led to a reduction in air quality.
- 4.24 Whilst the above comments and concerns are noted, they are not directly relevant to the experimental traffic orders and are therefore not considered further in this report.
- 4.25 A small number of respondents also took the opportunity to support the scheme, despite the fact that purpose of the consultation was primarily to determine if there were any reasons for not making the orders permanent.
- 4.26 Appendix 4 summarises the various relevant representations and provides an officer response, considering each experimental traffic order in turn.
- 4.27 In response to the initial consultation responses, the table below sets out the modifications already implemented and subject to a further period of consultation, ending on 3<sup>rd</sup> June 2020.

Issue	Action
Insufficient loading provision on the west side of Green Lanes in Winchmore Hill Broadway	The 'at any time' loading restriction outside 739-741 Green Lanes has been relaxed to allow off-peak loading/unloading (Monday to Saturday before 8am, between 10am and 4pm and after 7pm; and all day on Sundays).
Insufficient number of 'loading gaps' on residential	An additional bay outside 61/63 Village Road has been created where loading

section of A105	can take place before 7am, between 10am and 3pm and after 7pm.
Duration of stay in 'Stop & Shop' bay on Green Lanes, by Compton Road, too short.	The maximum length of stay has been increased from 15 minutes to 20 minutes.

4.28 A number of additional issues were raised during the initial consultation period that are also being taken forward:

Issue	Action
Lack of awareness of 'loading gaps'	Surface treatment or kerb marking to be introduced to make location of 'loading gaps' more obvious.
More disabled bays needed	Review alternative locations suggested during the consultation and introduce bays for trial period where feasible
Additional 'Stop & Shop' bays needed	Consider scope for additional 'Stop & Shop' bays.
Use of loading bay outside 761-765 Green Lanes.	Retain loading bay in short-term and consult local businesses on options for this space (including retention of loading bay, conversion back to parking bay and improvements to public realm).
Loading provision in Winchmore Hill Broadway and Palmers Green	Commission review to consider balance between parking and loading provision in both town centres

4.29 In summary, a wide range of issues were raised during the six-month consultation period, with many continuing to object to the scheme as a whole and/or various aspects of the design. However, few substantive objections concerned the experimental orders relating to the following measures and it is recommended that these be retained:

- The nine dedicated disabled bays along the route introduced by the Enfield (Free Parking Place) (Disabled Persons) (No. 8) Experimental Traffic Order 2018
- The three additional free, maximum of two hour stay parking bays introduced by Enfield (Free Parking Places) (No. 2) Experimental Traffic Order 2018
- The three additional goods vehicle loading bays introduced by the Enfield (Goods Vehicles Loading Bay) (No.6) Experimental Traffic Order 2018
- The alterations to the pay & display bay in Lodge Drive introduced by Enfield (Parking Places) (Pay and Display) (No.4) Experimental Traffic Order 2018

- 4.30 Whilst the orders relating to the above are made permanent, it is nevertheless recommended that the scheme continues to be amended, for instance by adding additional bays for blue badge holders and reviewing the balance between parking and loading provision in the town centres.
- 4.31 Following feedback during the initial trial period, the experimental orders relating to the loading restrictions and the 'Stop & Shop' bay by Compton Road have been modified and a further six-month period of consultation has commenced.

## 5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The following alternative options have been considered:

Option	Comment
Do nothing.	If the Council does not make the experimental orders permanent before 12 June 2020, i.e. with 18 months of them coming into operation, they will lapse and the associated parking places and waiting and loading restrictions would cease to be enforceable under the provisions of the original orders.

## 6. REASONS FOR RECOMMENDATIONS

- 6.1 The recommendations have been made so that four of the experimental traffic orders can be made permanent without delay as the associated elements generated few specific objections. The two remaining experimental orders, relating to loading and the 'Stop & Shop' bay by Compton Road have been modified and cannot be made permanent until a further period for comment has expired. However, having considered all of the representations made to date, it is recommended that these experimental orders be made permanent in due course, subject to the consideration of any new representations or objections received before 3 June 2020.
- 6.2 Finally, a number of suggestions have been made for additional disabled bays, improvements to the conspicuity of the loading gaps etc. and it is recommended that these be investigated further and taken forward where feasible.

## 7. COMMENTS FROM OTHER DEPARTMENTS

- 7.1 Financial Implications

- 7.1.1 The cost of the A105 Cycle Enfield scheme has been funded by a combination of Mini-Holland and LIP funding from Transport for London (TfL). The additional cost associated with the making of the experimental traffic orders are less than £5,000 and will be covered in full by TfL. The

additional measures identified in paragraph 4.7 are estimated to cost less than £20,000 and will also be covered by TfL's mini-Holland/LIP funding.

7.1.2 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.

7.1.3 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.

## 7.2 Legal Implications

7.2.1 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.

7.2.2 The Road Traffic Regulation Act 1984 (RTRA 1984) provides powers to regulate use of the highway. In exercising powers under the RTRA 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 cyclists) 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.

7.2.3 Section 9 of the RTRA 1984 enables the Council, as the relevant traffic authority for the area, to make experimental traffic orders which can continue in operation for a maximum of 18 months. Section 10 of the RTRA 1984 makes provision for experimental traffic orders to be modified if necessary:

- (a) *in the interests of the expeditious, convenient and safe movement of traffic,*
- (b) *in the interests of providing suitable and adequate on-street parking facilities, or*
- (c) *for preserving or improving the amenities of the area through which any road affected by the order runs.*

7.2.4 Once modified a further six-month period must be allowed for objections before the order can be made permanent.

7.2.5 The procedure relating to the making of experimental traffic orders is set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and, in particular, regulations 22 and 23.

7.2.6 The recommendations within this report are within the Council's powers and duties.

7.3 Property Implications

7.3.1 There are no corporate property implications arising from this report.

## 8. KEY RISKS

8.1 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
<b>Strategic</b>	<b>Risk:</b> Not delivering health and other benefits associated with an increase in levels of cycling. <b>Mitigation:</b> Corporate support for the Cycle Enfield programme and funding from TfL.
<b>Operational</b>	<b>Risk:</b> Relaxation in loading restriction could impact traffic flow at certain times. <b>Mitigation:</b> Peak hour loading restriction retained to ensure traffic not impacted at busiest times. Impact of the relaxation on traffic off-peak will be kept under review.
<b>Financial</b>	<b>Risk:</b> Insufficient funds/cost escalation. <b>Mitigation:</b> Funding from TfL has been allocated to the scheme and the estimated implementation cost falls within the available budget.
<b>Reputational</b>	<b>Risk:</b> Opposition to the scheme from some local residents/businesses and organisations. <b>Mitigation:</b> An extended period of consultation has taken place and a wide range of representations considered. Further consultation is being carried out where the experimental orders have been modified.
<b>Regulatory</b>	<b>Risk:</b> Failure to comply with statutory requirements. <b>Mitigation:</b> The scheme is being delivered by staff experienced in making traffic orders, with support from Legal Services and external experts where required.

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

### 9.1 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. In doing so, the Cycle Enfield programme will also help the Council meet its commitment to reduce carbon emissions, recognising the current climate change emergency.

### 9.2 Sustain strong and healthy communities

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

### 9.3 **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.

## **10. EQUALITIES IMPACT IMPLICATIONS**

10.1 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. The needs of these diverse groups must be considered when designing and changing services or budgets so that decisions do not unduly or disproportionately affect access by some groups more than others. The Public Sector Duty 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

10.2 Cabinet considered the Predictive Equality Impact Assessment for the A105 scheme in February 2016 before granting approval to proceed to detailed design and statutory consultation. A number of mitigation measures were identified and put in place as part of the scheme, including the following which specifically relate to the scope of the experimental traffic orders:

- Creating 'loading gaps' along the residential section of the route to allow blue badge holders to park off-peak for up to three hours;
- Introducing a number of bays dedicated for use by blue badge holders.

10.3 The Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000 provide various exemptions for blue badge holders from parking regulations. However, there are no national exemptions that allow blue badge holders to enter a mandatory cycle lane. The Council therefore made, in July 2018, an order to enable blue badge holders to enter the cycle lane to pick-up or set-down passengers with restricted mobility.

10.4 The above mitigation measures seek to provide a reasonable balance between the needs of blue badge holders and the need to create a safe, segregated cycle route for people of all ages and abilities.

10.5 The consultation generated a number of comments about the impact of the scheme on older and disabled people, particular relating to the use of orcas and the design of the bus boarders. These impacts continue to be monitored and the design developed in the light of emerging best practice.

- 10.6 More specifically related to the scope of the experimental traffic orders, a general comment emerged from the consultation relating to the difficulty that could be caused if disabled people are unable to park along residential sections of the route, notwithstanding the 'loading gaps', the ability for blue badge holders to park on double yellow lines in the side roads (for up to three hours) and the fact that many of the properties have off-street parking.
- 10.7 Allowing uncontrolled parking in the cycle lane by blue badge holders would undermine the integrity of the cycle route, forcing potentially inexperienced cyclists to mix with general traffic to overtake stationary vehicles. Whilst a blanket relaxation of the restrictions is therefore not appropriate, specific requests for additional 'loading gaps' or disabled bays would be considered on their merits, taking into account the specific issues in each case.
- 10.8 The table below summarises the impact of making the experimental orders permanent on the various protected groups:

Age	Neutral impact – the mandatory cycle lanes have reduced the opportunity for casual parking, particularly along the residential sections of the route. This could impact some older people with impaired mobility, particularly those without a blue badge. However, the experimental waiting and loading restrictions simply reinforce the mandatory cycle lane and do not further reduce kerbside parking. This is mitigated in part by the fact that the residential sections of the route are fronted in the main by properties with dropped kerbs, enabling visitors to park off-street in many cases.
Disability	Slight positive impact – the mandatory cycle lanes have reduced the opportunity for casual parking, particularly along the residential sections of the route. In the main, the experimental waiting and loading restrictions simply reinforce the mandatory cycle lane and do not further reduce kerbside parking. However, the experimental orders help to mitigate the situation by enabling blue badge holders to park in the 'loading gaps' and also by creating a number of dedicated bays for blue badge holders along the route.
Gender reassignment	Neutral impact - No specific impacts identified.
Marriage/civil partnership	Neutral impact - No specific impacts



	identified.
Pregnancy/maternity	Neutral impact - No specific impacts identified.
Race	Neutral impact - No specific impacts identified.
Religion/belief	Neutral impact - No specific impacts identified.
Sex	Neutral impact - No specific impacts identified.
Social economic	Neutral impact – No specific impacts identified.

## 11. PERFORMANCE AND DATA IMPLICATIONS

- 11.1 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.

## 12. PUBLIC HEALTH IMPLICATIONS

- 12.1 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.
- 12.2 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%. These conditions account for 70% of the NHS budget.
- 12.3 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.
- 12.4 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.

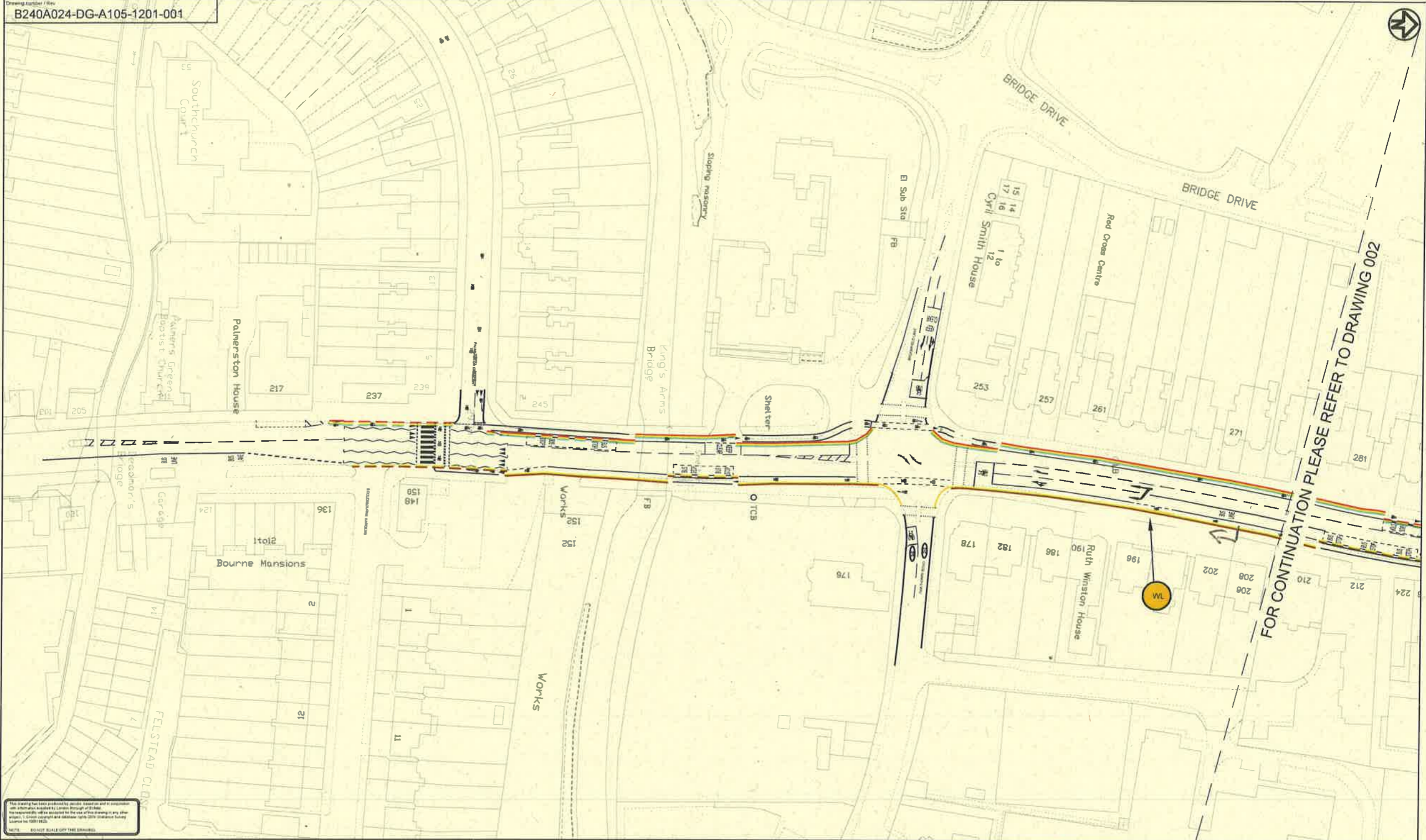
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- Experimental Loading Bay
  - Experimental Waiting and Loading Restrictions (Waiting)
  - Experimental Waiting and Loading Restrictions (Loading)
  - Experimental Disabled Bay
  - Experimental Stop and Shop Bay
  - Experimental Free Parking Bay
  - Experimental Pay and Display Bay
  - Dimension
  - Experimental Waiting Restrictions
  - Experimental Waiting Restrictions subject to other Orders
  - Experimental Loading Restrictions
  - Experimental Loading Restrictions subject to other Orders

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Client: \_\_\_\_\_

Project: **CYCLE ENFIELD - A105**

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Drawing status: **FOR INFORMATION**

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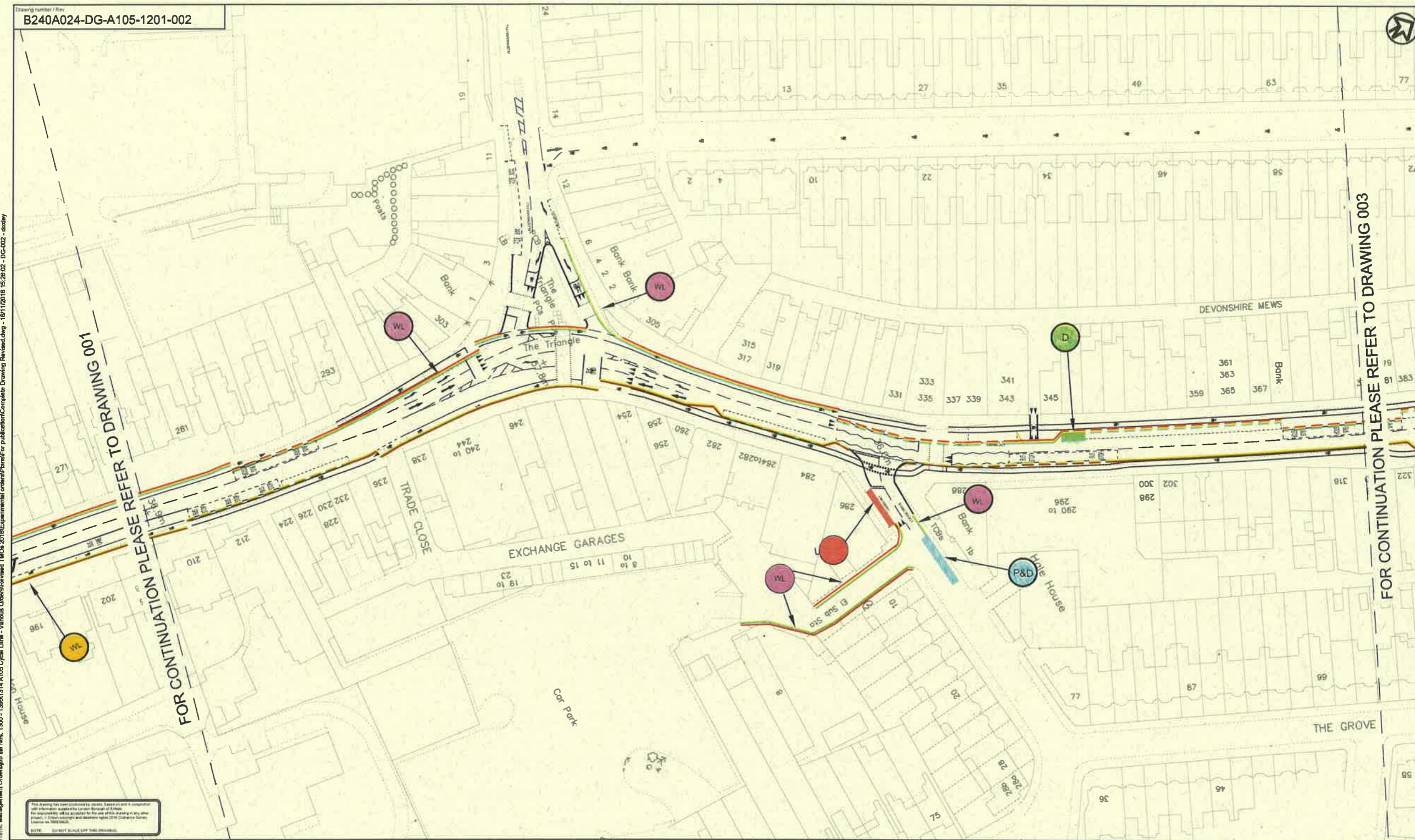
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KEY	
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	Experimental Waiting Restrictions subject to other Orders
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Client: \_\_\_\_\_  
 Project: CYCLE ENFIELD - A105

TROs SHEET 2 OF 15	
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	Experimental Waiting and Loading Restrictions (Loading)		Dimension
	Experimental Disabled Bay		Experimental Waiting Restrictions subject to other Orders
	Experimental Stop and Shop Bay		Experimental Loading Restrictions
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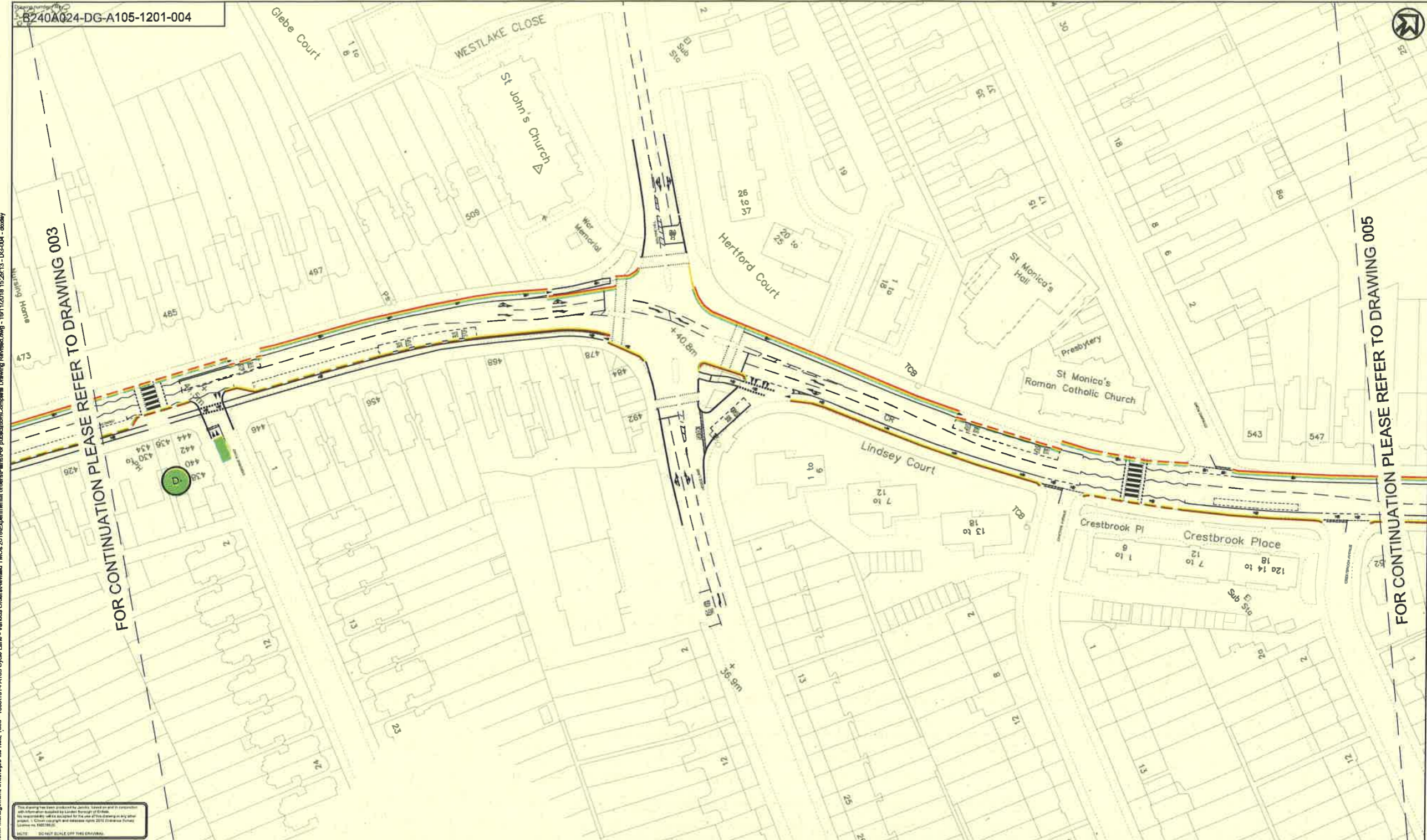
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**TROs SHEET 4 OF 15**

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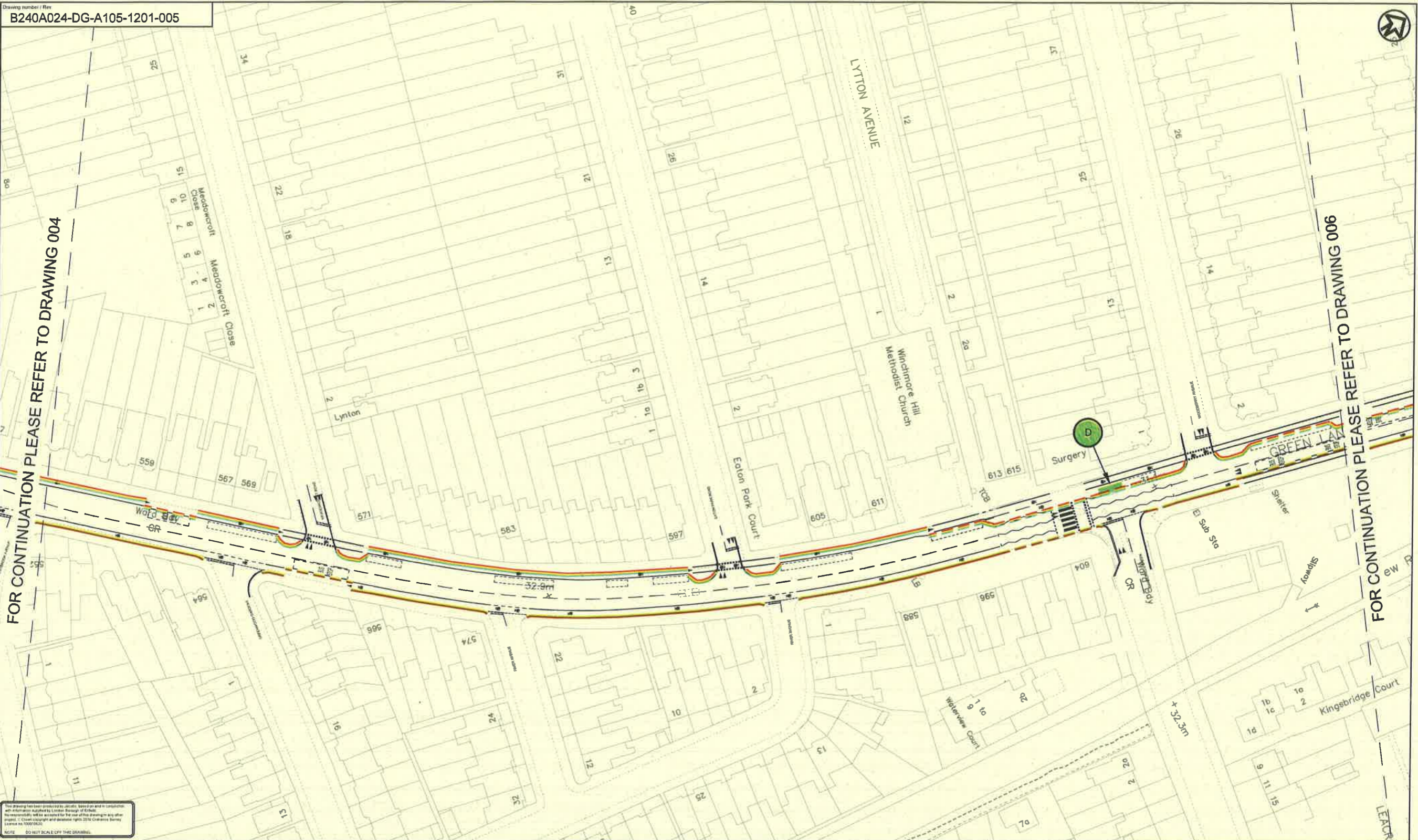
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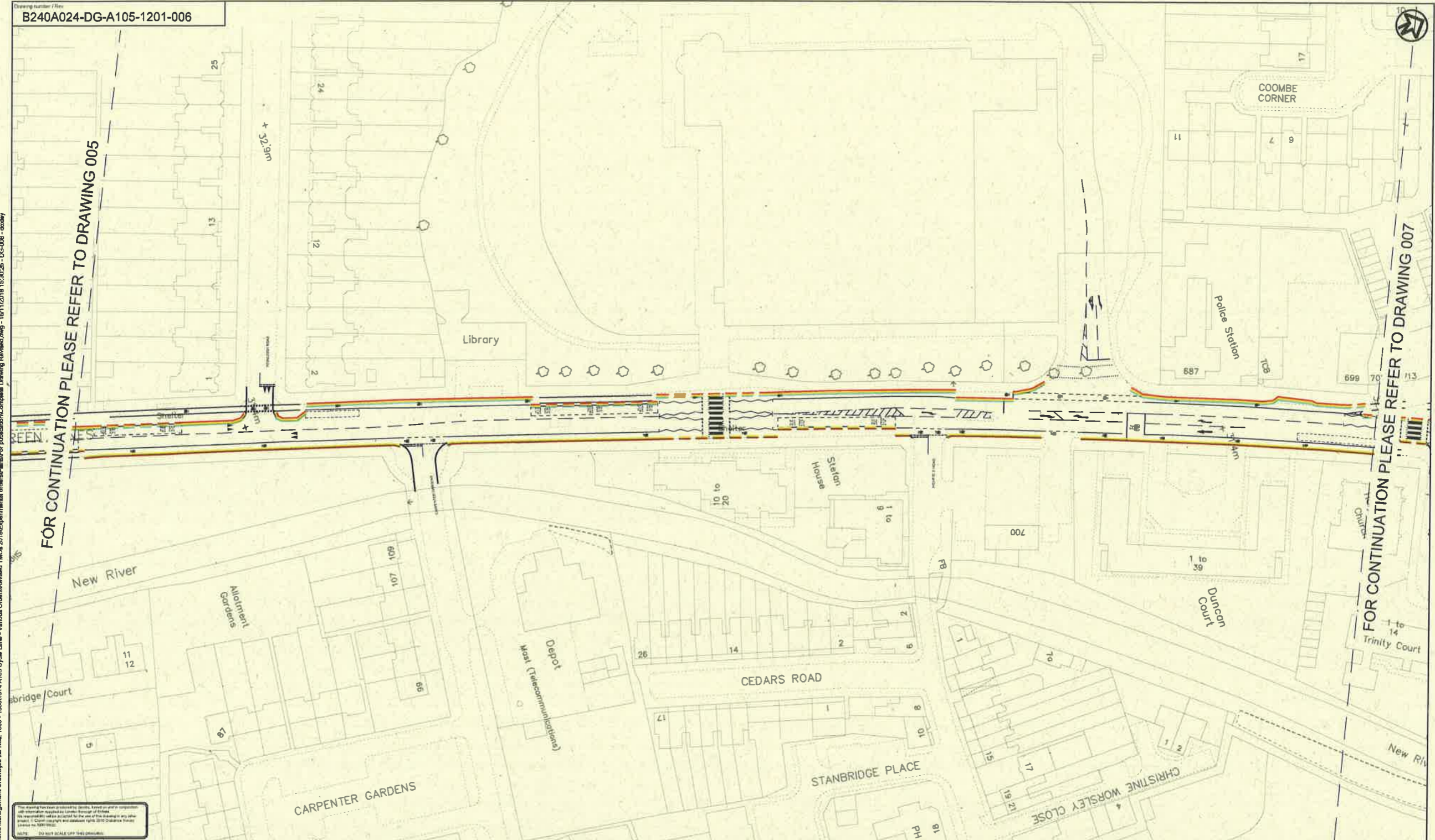
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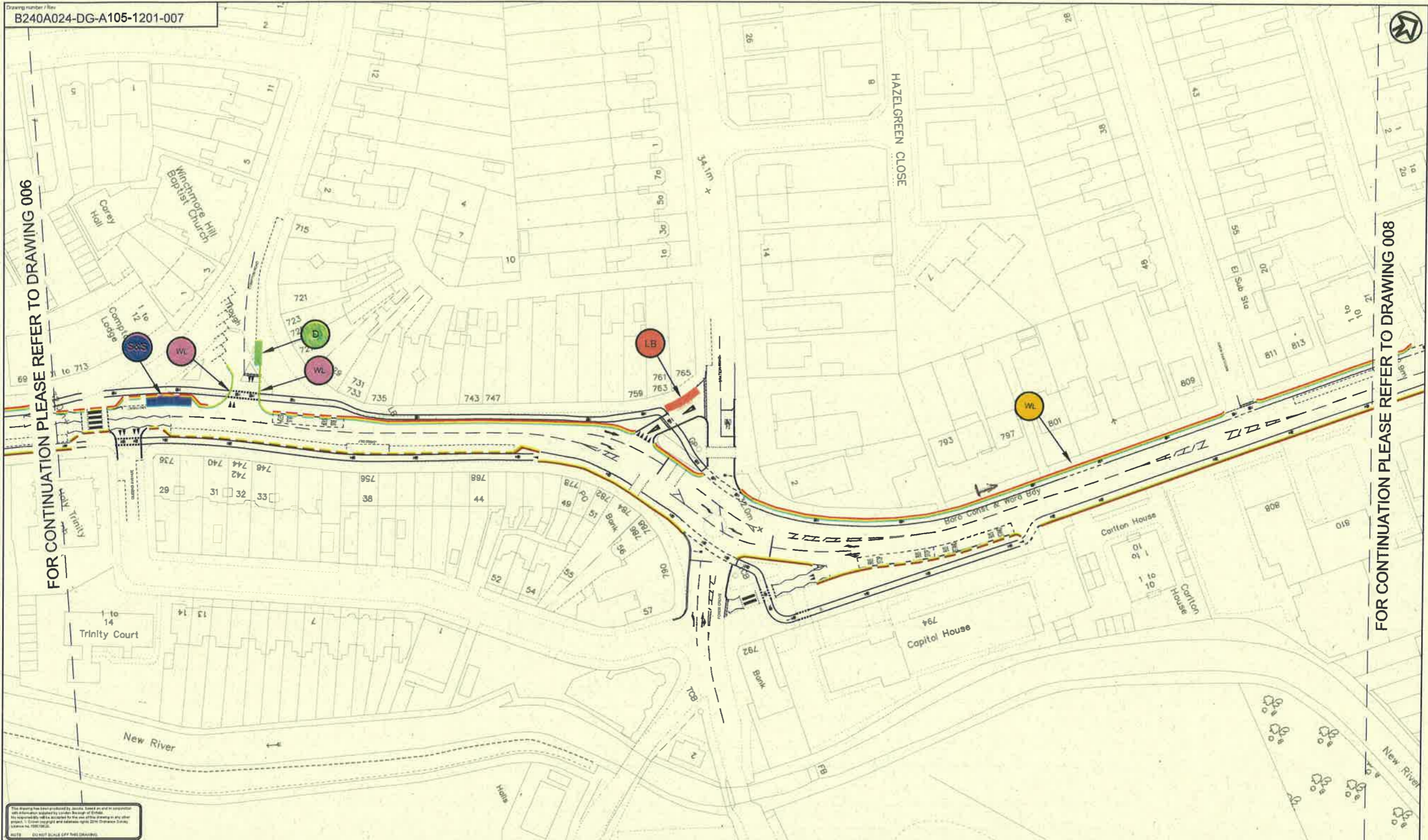
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Project: **CYCLE ENFIELD - A105**

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**Key:**

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	Experimental Waiting and Loading Restrictions (Waiting)		Experimental Pay and Display Bay
	Experimental Waiting and Loading Restrictions (Loading)		Dimension
	Experimental Disabled Bay		Experimental Waiting Restrictions
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Client: \_\_\_\_\_

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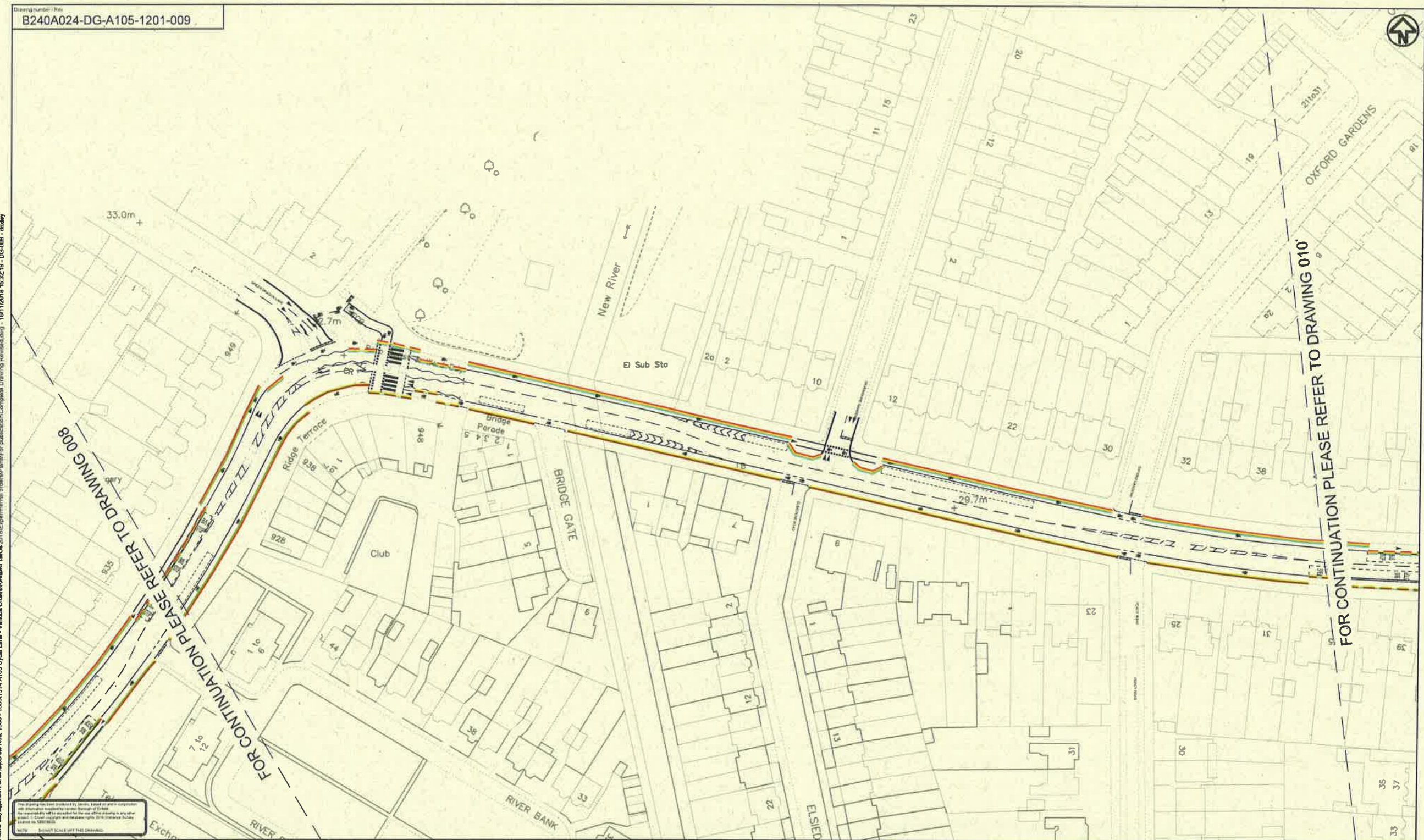
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- Rev:**
- Experimental Loading Bay
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 Project: **CYCLE ENFIELD - A105**

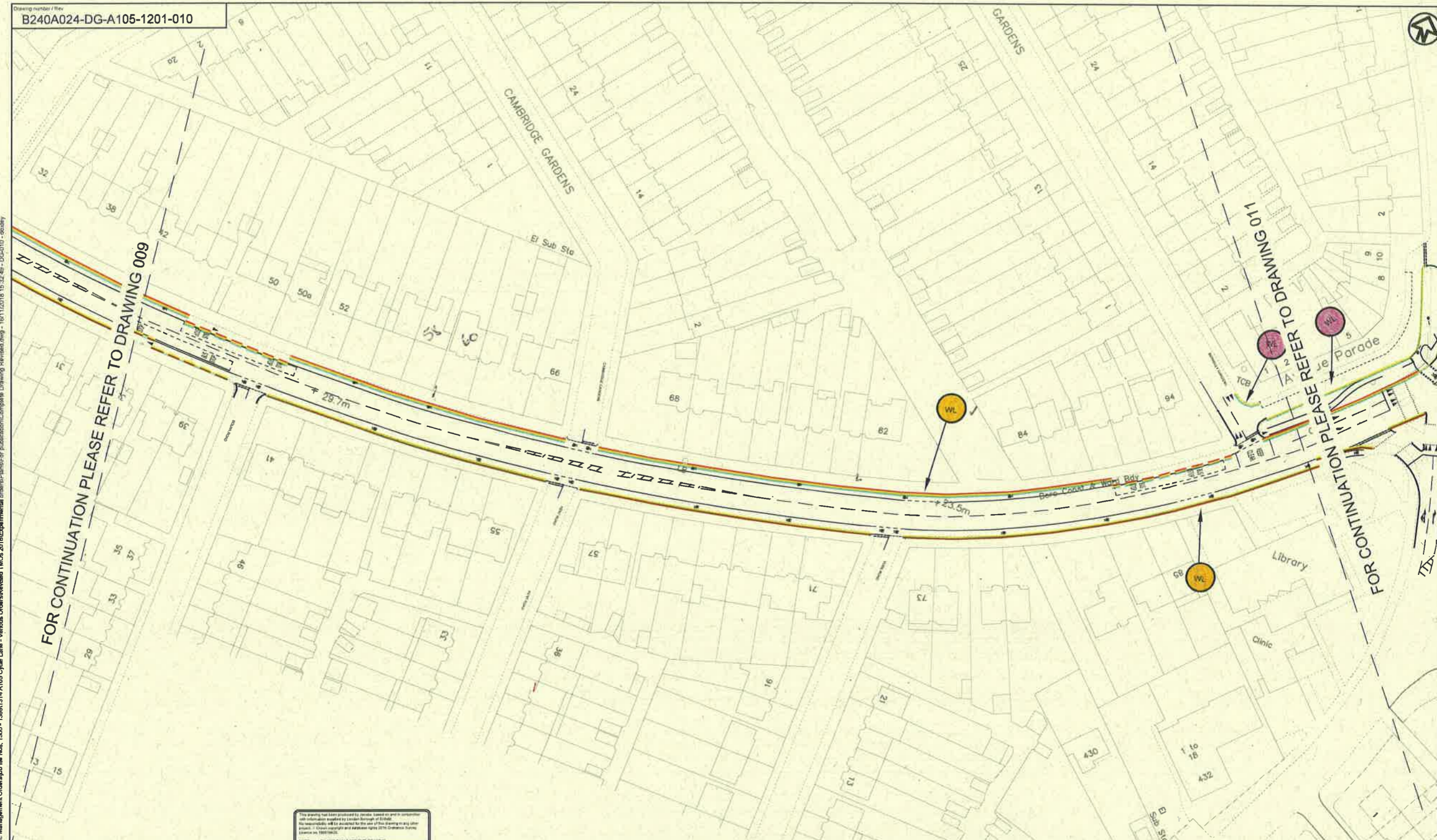
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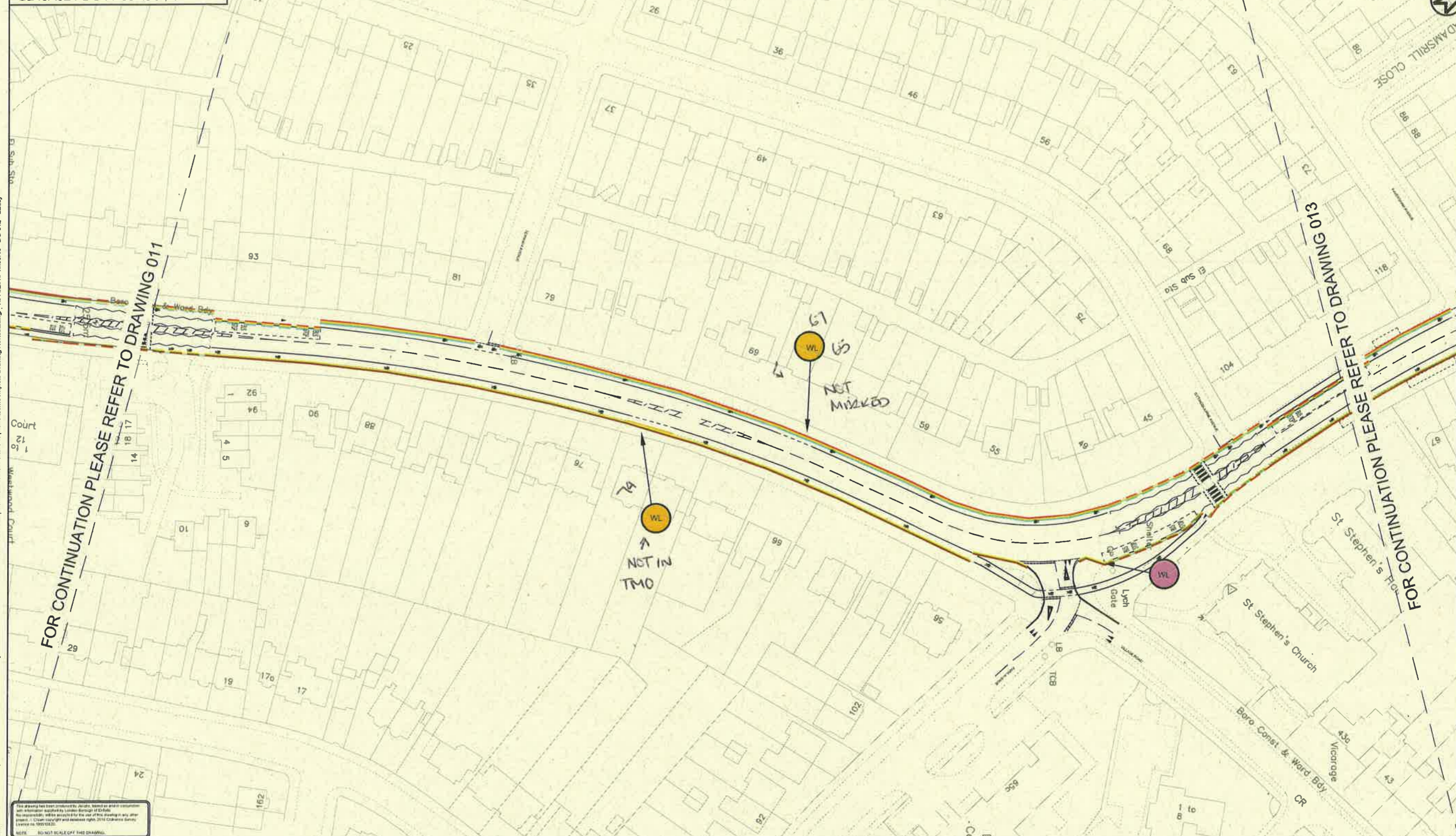
CYCLE ENFIELD - A105

TROs  
 SHEET 10  
 OF 15

FOR INFORMATION	
Scale	1:500 @ A1
Client ref	B240A024
Client no	-
Drawing number	B240A024-DG-A105-1201-010
Rev	-



Drawing number / Rev  
**B240A024-DG-A105-1201-012**



This drawing has been prepared to provide a visual representation of the proposed scheme in accordance with information supplied by the client. It is not intended to be used for any other purpose. It is the client's responsibility to ensure that the drawing is used for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

FOR INFORMATION				
Rev	Rev. Date	Purpose of revision	Drawn	Checked

**Notes**  
 1. Do not scale from the drawing.  
 2. All dimensions are in metres unless otherwise stated.

- Key:**
- Experimental Loading Bay
  - Experimental Waiting and Loading Restrictions (Waiting)
  - Experimental Waiting and Loading Restrictions (Loading)
  - Experimental Disabled Bay
  - Experimental Stop and Shop Bay
  - Experimental Free Parking Bay
  - Experimental Pay and Display Bay
  - Dimension
  - Experimental Waiting Restrictions
  - - - Experimental Waiting Restrictions subject to other Orders
  - Experimental Loading Restrictions
  - - - Experimental Loading Restrictions subject to other Orders



Client  
 Project  
**CYCLE ENFIELD - A105**

Drawing title  
**TROs SHEET 12 OF 15**

Drawing status  
**FOR INFORMATION**

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Jacobs No.  
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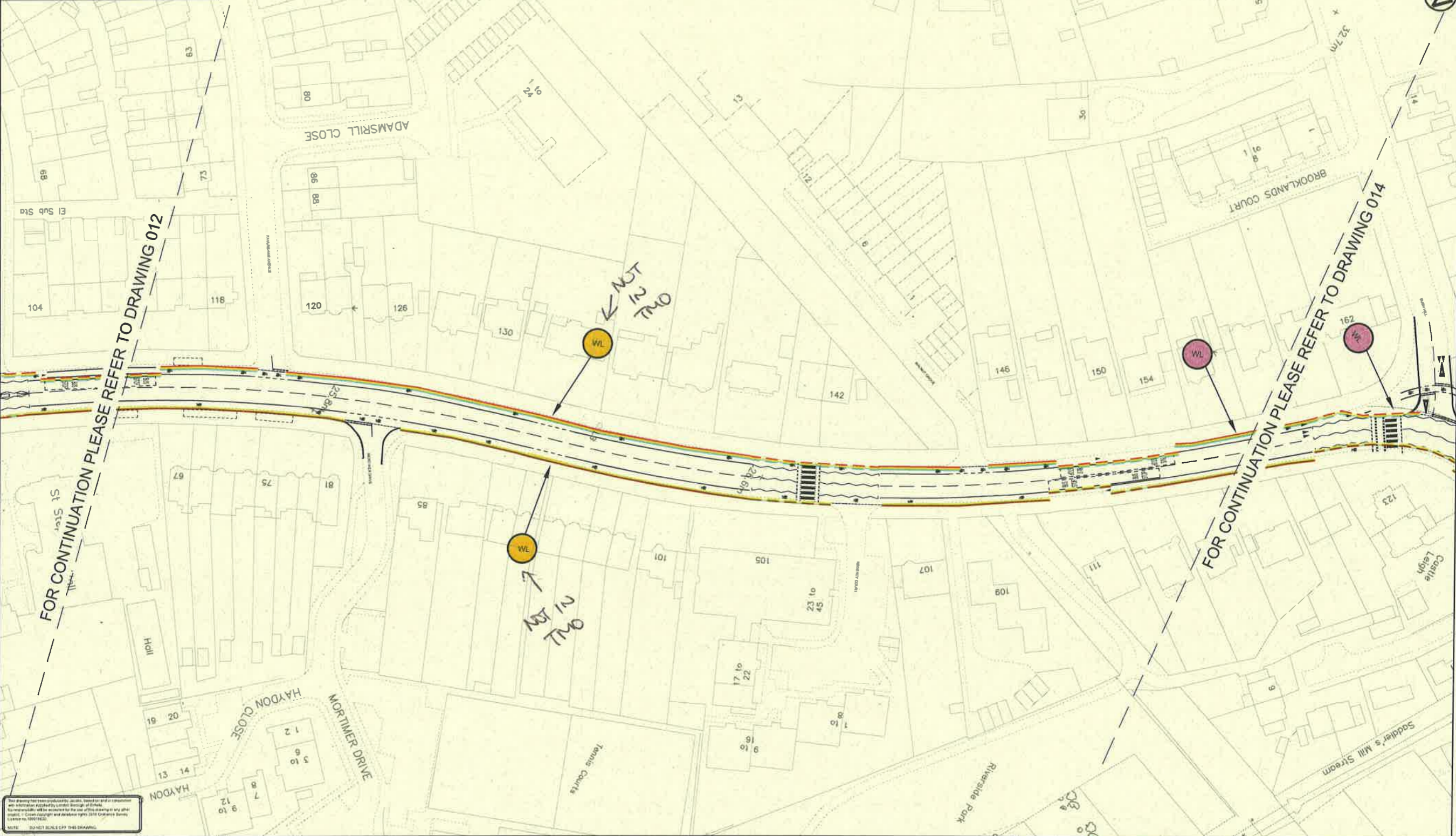
Drawing number  
**B240A024-DG-A105-1201-012**

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Drawing number / Rev  
**B240A024-DG-A105-1201-013**



FOR CONTINUATION PLEASE REFER TO DRAWING 012

FOR CONTINUATION PLEASE REFER TO DRAWING 014

This drawing has been produced by digital means and is intended to be used as a reference only. It is not to be used for construction purposes. The user of this drawing is advised to check the original drawing for any changes or amendments. The user of this drawing is advised to check the original drawing for any changes or amendments. The user of this drawing is advised to check the original drawing for any changes or amendments.

Rev	Date	Purpose of revision	Drawn	Checked	Rev'd	Appr'd
0	04/05/18	FOR INFORMATION				

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Key:	
	Experimental Loading Bay
	Experimental Waiting and Loading Restrictions (Waiting)
	Experimental Waiting and Loading Restrictions (Loading)
	Experimental Disabled Bay
	Experimental Stop and Shop Bay
	Experimental Free Parking Bay
	Experimental Pay and Display Bay
	Dimension
	Experimental Waiting Restrictions
	Experimental Waiting Restrictions subject to other Orders
	Experimental Loading Restrictions
	Experimental Loading Restrictions subject to other Orders

**Notes**  
 1. Do not scale from the drawing.  
 2. All dimensions are in metres unless otherwise stated.

**RINGWAY JACOBS**  
 Integrated expertise

Client: \_\_\_\_\_

Project: **CYCLE ENFIELD - A105**

Drawing title: **TROs SHEET 13 OF 15**

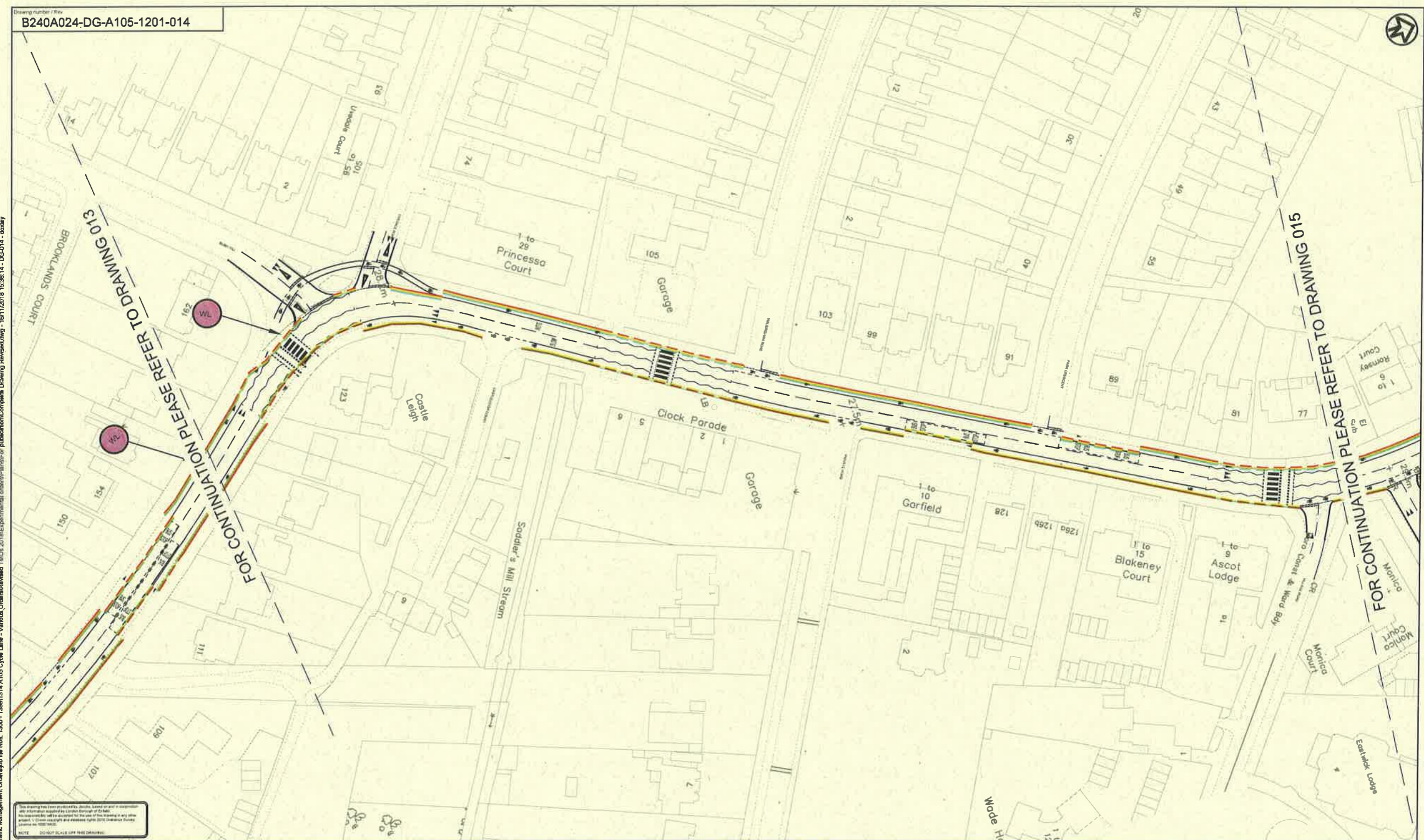
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Drawing number / Rev  
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FOR CONTINUATION PLEASE REFER TO DRAWING 013

FOR CONTINUATION PLEASE REFER TO DRAWING 015

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Rev	Rev. Date	Purpose of revision	Drawn	Checked	Revised	Approved
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Key:	
	Experimental Loading Bay
	Experimental Free Parking Bay
	Experimental Pay and Display Bay
	Experimental Waiting and Loading Restrictions (Waiting)
	Experimental Waiting and Loading Restrictions (Loading)
	Experimental Disabled Bay
	Experimental Stop and Shop Bay
	Dimension
	Experimental Waiting Restrictions
	Experimental Waiting Restrictions subject to other Orders
	Experimental Loading Restrictions
	Experimental Loading Restrictions subject to other Orders

**Notes**  
 1. Do not scale from the drawing.  
 2. All dimensions are in metres unless otherwise stated.

Client: \_\_\_\_\_  
 Project: **CYCLE ENFIELD - A105**

Drawing title: **TROs SHEET 14 OF 15**

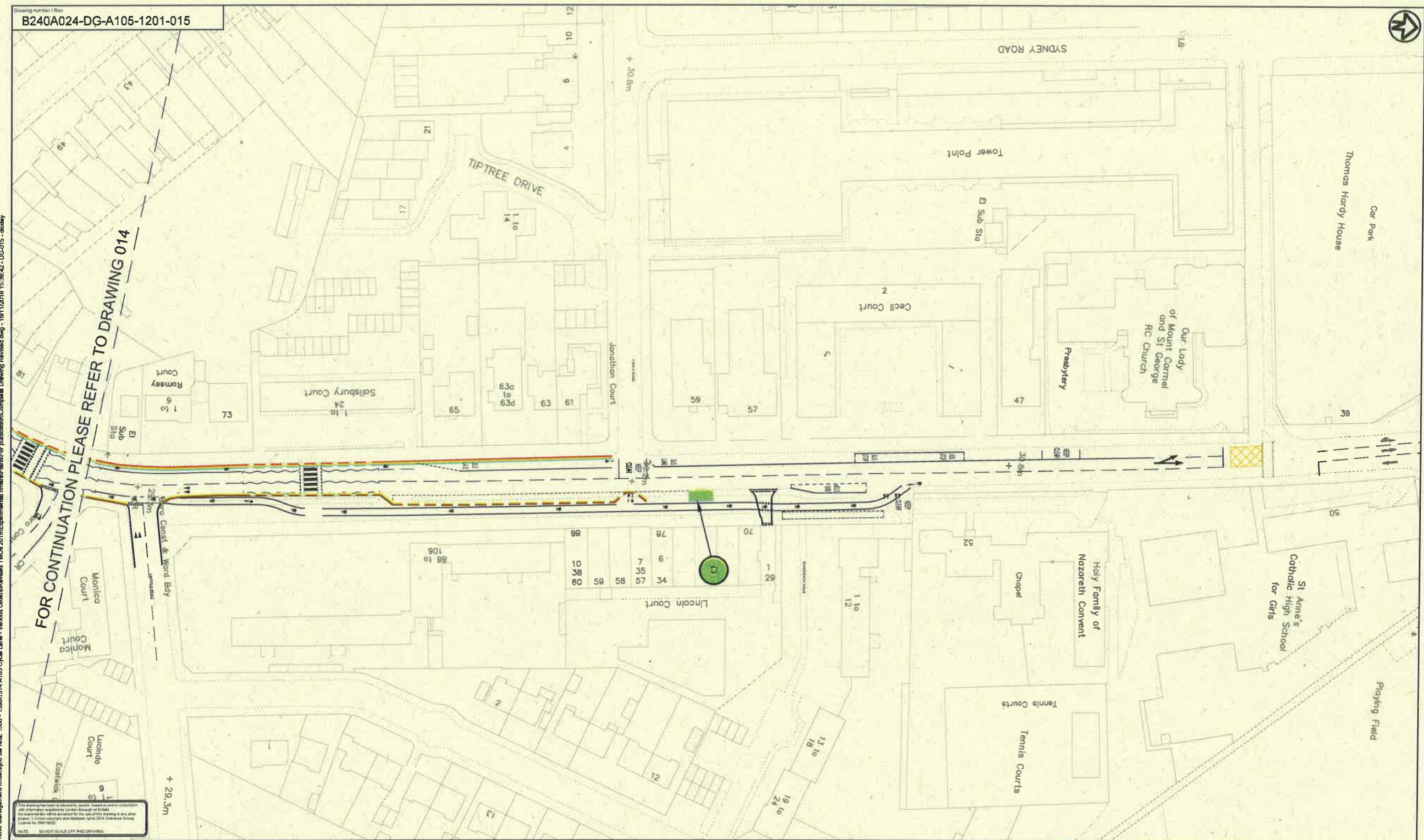
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Scale: **1:500 @ A1** **DO NOT SCALE**

Client no: **B240A024**

Drawing number: **B240A024-DG-A105-1201-014**

B240A024-DG-A105-1201-015



FOR CONTINUATION PLEASE REFER TO DRAWING 014

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Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Appr'd

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

Key:	
	Experimental Loading Bay
	Experimental Waiting and Loading Restrictions (Waiting)
	Experimental Waiting and Loading Restrictions (Loading)
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	Experimental Loading Restrictions
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**Notes**  
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Client:   
 Project: CYCLE ENFIELD - A105

Drawing title		TROs SHEET 15 OF 15	
Drawing issue		FOR INFORMATION	
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*Your local residents' association*

## **OBJECTION TO TRAFFIC ORDER REF TG/52/1314 EXP**

At its Annual General Meeting on 31st March 2016 the **Winchmore Hill Residents Association (WHRA)** approved the following motion:

*The Winchmore Hill Residents Association is opposed to the London Borough of Enfield's current proposals for cycle lanes and other associated measures on that part of Green Lanes (A105) which are within the Association's area of interest.*

*The Association calls on the Council to enter into serious discussions with residents associations and other interested parties in order to produce alternative measures which would improve facilities for cyclists whilst not having severe detrimental effects on residents, businesses and all other road users.*

In view the fact that such discussions were never held the **WHRA now objects to the content of the published Experimental Traffic Orders for the proposed A105 cycle lanes scheme in general.**

In 2016 L.B. Enfield's proposals for waiting and loading restrictions, which form an important part of the scheme, were not published in the usual manner as permanent Traffic Orders. Instead L.B. Enfield announced that it is intended that these restrictions would be enacted using Experimental Traffic Orders.

This was of very dubious legality because the proposed scheme, which has been constructed in permanent materials, obviously is not experimental in any sense of the word. In fact the "experimental" waiting and loading restrictions on the west side of the section Green Lanes between its junctions with Compton Road and Station Road relate to kerb lines that have been relocated so as to provide space for the construction of a cycle lane – and this has been done using permanent materials.

If the ban on loading at any time on this section of road had been introduced in the usual manner, using a permanent Traffic Order, there would have had to be a Public Inquiry into that aspect of the proposed scheme. This is clearly specified in the relevant sections of the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

However in order to avoid the holding of a Public Inquiry L.B. Enfield decided not to use a permanent Traffic Order and to use an Experiential Traffic Order instead. The reason for this decision was obviously

because the Road Traffic Regulation Act 1984 does not require Public Inquiries to be held for this type of Traffic Order.

Like all Highway Authorities, L. B. Enfield has discretionary powers, under the above motioned highway legislation, which would enable it to hold a Public Inquiry into any scheme that requires a Traffic Order.

**In view of the very high level of controversy about this scheme WHRA believes that it is essential that such a Public Inquiry should now be held.**

In view of the above, the WHRA **very strongly objects** to the "At any time" waiting and loading restrictions which have been introduced "experimentally" on the west side of the section Green Lanes between its junctions with Compton Road and Station Road.

The reduction in the number of on-street parking places in this shopping centre has had severe adverse effects for local businesses and severely us inconveniences user of these businesses.

The additional short term parking spaces that have been provided in the Fords Grove public car park certainly has not compensated for this. These additional short term parking spaces are so remote from most of the shops and other business for people to use them - particularly in inclement weather or if they are carrying anything that is heavy. This can clearly be seen at any time on working days when there are rarely more than two cars in these free parking spaces.

**Instead of making these "experimental" Traffic Orders for "At any time" waiting and loading restrictions on the west side of the section Green Lanes between its junctions with Compton Road and Station Road WHRA proposes they should not be made permanent and that one of the following alternative schemes should be constructed.**

- (a) The proposed northbound cycle lane should be terminated at the junction with Compton Road and it should resume after the junction with Station Road. There would then be sufficient road width available (just) to provide parking facilities on the west side of Green Lanes between the junctions with Compton Road and Station Road in addition to those current proposed for the east side of the road.

This change would contravene the scheme design requirement that the cycle lanes should be continuous - to which those organisations representing cyclists apparently attach a considerable amount of importance. However this principle has already been breached by L. B. Enfield's decision to modify the design of the proposed scheme in part of London Road, Enfield. At this location the modified design shows that no northbound cycle lane would be provided on the west side of London Road between the junction with Lincoln Road and the northern end of the scheme at the Sydney Road Multi Storey Car Park exit road.

(b) The proposed southbound cycle lane should not be installed on the east side of the section of Green Lanes between the junctions with Fords Grove and Queens Avenue and it should be replaced with a contra-flow cycle lane in Queens Avenue.

The design of this contra-flow cycle lane should be exactly the same as the one in Devonshire Road in Palmers Green. Therefore there would be cycle symbols marked on the road surface, at frequent intervals, but no continuous white line between the cycle lane and the on-coming general traffic.

L.B. Enfield has stated that this design has passed a Stage 1 Safety Audit – so it seems that there is no reason whatsoever why it could not be used at this location, as well as at Devonshire Road!

This design would ensure that there would be sufficient road width available (just) on Green Lanes to provide parking facilities on the west side of the road between the junctions with Compton Road and Station Road in addition to those currently proposed for the east side of the road.

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# Experimental Traffic Management Orders parking & loading consultation:

You used to be able to park, load and unload all along the A105.

To build the cycle lanes Enfield Council removed loading bays and parking spaces along our shopping parades, outside people's homes and businesses all the way from Enfield Town to Palmers Green.

## BUT ENFIELD COUNCIL DIDN'T TELL US THAT THIS IS AN EXPERIMENT



**YOU HAVE UNTIL 13 JUNE 2019 TO TELL ENFIELD COUNCIL WHAT YOU THINK OF THE CHANGES TO PARKING AND LOADING TO BUILD THE CYCLE LANES.**

# HOW HAS THIS HAPPENED?

## Enfield Council has mislead highways law to avoid holding a public inquiry

Enfield Council took the decision to use Experimental Traffic Management Orders (ETMO's)\* to build the A105 cycle lanes scheme after there were so many objections lodged against it in the A105 Cycle Enfield Statutory Consultation during 2016.

\* Experimental Traffic Management Orders (Section 9 of the Road Traffic Regulation Act 1984) are usually reserved for temporary changes to roads, because as they are temporary, local authorities do not need to hold a public inquiry.

The law states that these Experimental Traffic Management Orders can only stay in force for 18 months, before the council must decide whether or not to make them permanent.

**Enfield Council is running a six month public consultation asking residents & businesses whether the changes to parking & loading as a result of the cycle lane construction should now be made permanent.**

**The consultation closes on 13 June 2019  
Please tell Enfield Council how you, your family and/or business have been affected by these changes to parking and loading.**



**Resident's parking gone on Park Avenue, Village Road and Ridge Avenue. Floating parking bays north and south of Masons Corner. Business parking gone on the west side of Winchmore Hill Broadway.**



We need a public inquiry to evaluate EVERY aspect of Enfield's Council's A105 'Experiment', r

# WHY SHOULD YOU BE CONCERNED?

## Enfield Council has mislead highways law to build the A105 cycle lanes

Having been forced to hold a public consultation, publicity to encourage people to take part has been minimal.

Residents & businesses have been denied the opportunity of a full public inquiry to investigate not just parking & loading, but all the urgent congestion and safety issues that have arisen from the A105 cycle lane scheme.



According to TfL  
**“ Deliveries are vital for a thriving and vibrant local economy.”**

**TfL state “Without deliveries, there would be no goods to buy in shops, no home deliveries; no food or drinks in bars and restaurants; offices would have no stationery and waste would pile up. Without local shops and facilities, residents have to travel further for the things they need, increasing the demand for travel on already congested networks”.**

(Source: TfL Kerbside Loading Guidance)

### 1

Residents living along the A105 have lost hundreds of parking spaces, for themselves, deliveries, tradesmen, services and deliveries.

And where parking spaces have been created they are often too small for many family cars or for larger vehicles.

**Most large vehicles cannot park within the white lines.**

### 2

The significant loss of on-street parking has resulted in loss of trade for A105 businesses.

Many have not recovered their trade since the cycle lanes were constructed; some have lost loading bays, which are vital for the business and others have closed down.

**This is bad for Enfield.**

### 3

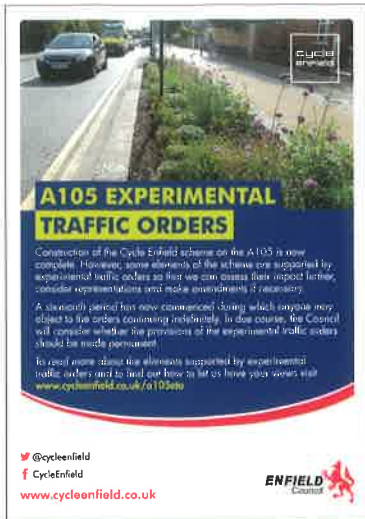
Blue badge holders could previously park close to where they needed to visit. Now they can only pull in and set down passengers – no use if it’s the blue badge holder that is the driver!

**These are people with limited mobility who rely on their cars to remain independent.**

**Loss of residents parking on Green Lanes in N21 & N13 & in Palmers Green.  
 Loss of business parking in Palmers Green.  
 MIND THE ORCAS!**



# WHAT YOU CAN DO



This is the leaflet that some residents received about the A105 Experimental Traffic Management Orders.

It makes **NO mention** that this consultation relates to changes to parking and loading.

Is this legal, decent, honest & truthful as required by the Advertising Standards Authority? 

If you believe that the time has now come for a full, independent inquiry into every aspect of the A105 cycle lane scheme, step one is to take part in this **EXPERIMENTAL TRAFFIC MANAGEMENT CONSULTATION**.

Tell Enfield Council;

- How you, your home life and/or your business has been affected,
- Why you believe the experimental orders should not be made permanent and;
- What needs to change.

You can respond here:

[https://consultations.trafficandtransport.co.uk/traffic-and-transportation/a105-eto/consult\\_view](https://consultations.trafficandtransport.co.uk/traffic-and-transportation/a105-eto/consult_view)

**Also did you know there is a consultation on a similar scheme on the A1010?**

**This is an issue that is affecting us across the entire borough and is not confined to a few roads. You may also wish to respond to the consultation for the cycle lanes on the Hertford Road (A1010 South), if the cycle lanes there also impact you.**

## DON'T DELAY – THE CONSULTATION ENDS 13 JUNE 2019

PUBLISHED BY SAVE OUR GREEN LANES



E: [savegreenlanes@gmail.com](mailto:savegreenlanes@gmail.com)  
<https://www.facebook.com/savegreenlanes>

## Appendix 4 – Consultation Issues & Officer Responses

### 1. Waiting and Loading Restrictions

The 'at any time' waiting restriction was added principally so that double yellow lines could be introduced to make it as clear as possible that vehicles should not enter and /or park in the mandatory cycle lane at any time.

Similarly, the 'at any time' loading restriction was added to make clear that delivery vehicles should not enter the mandatory cycle lane or stop in locations where loading/unloading would be obstructive.

The following tables summarises the various general and specific representations received.

#### General Representations

Issue	Comment
Difficult/impossible to make deliveries to residential properties	<p>The scheme design standard aims to ensure that inexperienced cyclists feel safe at all times. A mandatory cycle lane with light segregation has been used along the residential sections of the route to provide this level of protection. Loading is not permitted within a mandatory cycle lane and, in most cases, stopping in the carriageway (adjacent to the cycle lane) would be obstructive. To address this problem, loading is permitted on the side road returns (where there are double yellow lines but no loading restrictions). In addition, where there is a significant distance to the nearest side roads, 'loading gaps' have also been provided (eight along Ridge Avenue/Village Road/Park Avenue) where loading is permitted before 7am, between 10am and 3pm, and after 7pm.</p> <p>It is therefore possible to make deliveries to properties along the residential section of the A105. However, a number of respondents highlighted that the 'loading gaps' were not obvious. Whilst the gaps are correctly signed, further steps will be taken to increase their conspicuity.</p>
Legality of limiting parking for blue badge holders	<p>Whilst dedicated bays for blue badge holders have been incorporated into the scheme in a number of places, it is recognised that the opportunity for blue badge holders to park along the residential sections of the A105 are more limited than was previously the case.</p> <p>The exemptions for blue badge holders set out in the Local Authorities Traffic Orders (Exemptions for Disabled Persons) (England and Wales) Regulations 1986 do not apply to a cycle lane during its hours of operation.</p>

	<p>The order introducing the mandatory cycle lane was therefore amended specifically to allow a vehicle displaying a blue badge to enter the cycle lane to set down and pick-up someone with restricted mobility.</p> <p>Blue badge holders can also utilise the 'loading gaps' to park for up to three hours off-peak, when the loading restriction does not apply. Blue badge holders can also park on double yellow lines in the various side roads for up to three hours, where there are no loading restrictions.</p>
Provision for removal van/funerals etc.	Some respondents raised concerns that the cycle lane would prevent vehicles such as removal vehicle vans and hearses from parking directly outside properties when necessary. As applies across the borough, a common-sense approach is taken to enforcement in such situations and PCNs are not issued.
Insufficient loading for businesses	Goods vehicle loading bays were introduced in both Palmers Green and Winchmore Hill town centres as part of the original scheme, with a further three bays introduced experimentally. However, the distribution of bays has changed, and it is recognised that some properties may be less convenient to service than was previously the case. A review of the current balance between parking and loading provision will be commissioned to consider the need for further changes to the current arrangements.
DYs in side roads unnecessary/too long	The highway code (rule 243) makes it clear that vehicles should not park within 10m of a junction. The extent of double yellow lines generally reflects this requirement.
Parking should be allowed in the evenings/off-peak	The intention is that the cycle lanes are not just used to facilitate commuter cycling, but over time, to cater for a wide range of short trips through-out the day. Parking in the cycle lanes off-peak and in the evening would run counter to this key objective.
Deliveries should be allowed to use the cycle lanes off-peak	Allowing deliveries into the cycle lane off-peak runs counter to the key objective to provide safe facilities for cyclists of all abilities throughout the day.

<p>Double red lines should be used rather than double yellow lines.</p>	<p>Although the current Traffic Signs Regulations and General Directions has introduced some flexibility in the use of red lines, they are still primarily intended to be used on Red Routes, such as the A10 and A406. In any event, the evidence suggests that the existing double yellow lines have been effective in reducing non-compliance.</p>
<p>Lack of loading makes it difficult to attract tenants</p>	<p>Whilst there are some vacant units in both Winchmore Hill and Palmers Green, this is due to a number of factors affecting high streets across the UK, including the increase in online shopping. Reasonable loading provision clearly is a factor in the functioning on high streets and the current arrangements seek to provide a balance between parking and loading requirements, as well as the needs of other road users. However, a further review of the parking and loading arrangements will be commissioned to determine whether additional loading provision needs to be provided.</p>
<p>Encouraged more to pave front gardens</p>	<p>Some additional crossovers were provided along the A105 as part of the scheme, recognising that the mandatory cycle lane would reduce levels of kerbside parking. The displacement of parking into the side roads was considered as part of the previous approval process and the situation has not been made worse by the introduction of double yellow lines, which simply reinforce that vehicles must not park in the cycle lanes or within 10m of a junction.</p>
<p>Not clear if vehicles can wait/load adjacent to cycle lane</p>	<p>The double yellow lines and double kerbside blips clarify the situation by making it explicit that parking and loading is only permitted in marked bays (or 'loading gaps').</p>
<p>Residents should be able to use loading gaps</p>	<p>Unlike designated goods vehicle loading bays, any vehicle loading and unloading can use the 'loading gaps' off-peak for up to 40 minutes.</p>
<p>Deliveries to charity shops are now more difficult</p>	<p>Demand for on-street parking space remains high at times in both Winchmore Hill and Palmers Green and it is accepted that space may not always be available to park outside a particular shop. If all parking places are occupied, vehicles making bulky/heavy donations to a charity shop would also be able to briefly park on double yellow lines in side roads, where there is no loading restriction.</p>
<p>Loading bays should be provided for refuse vehicles.</p>	<p>The standard national exclusions applicable to mandatory cycle lanes have been amended specifically to allow refuse and other maintenance vehicles to enter the cycle lane when necessary.</p>

Blue badge holders should be allowed to park in cycle lane	Blue badge holders can park in the 'loading gaps' during off peak periods for up to three hours. A general relaxation enabling blue badge holders to park along the length of the route would undermine the purpose of the cycle lanes, which is to ensure a continuous segregated facility for people of all ages and abilities.
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### Specific Representations

Issue	Comment
Poor signage for 'loading gaps'	The 'loading gaps' are correctly signed in accordance with the requirements of the Traffic Signs Regulations and General Directions 2016, highlighted by the solid (mandatory) cycle lane marking changing to a broken (advisory) line. However, it is accepted that the 'loading gaps' do not stand out and further marking will be introduced to increase their conspicuity.
Lack of loading provision for shops on west side of Winchmore Hill Broadway	<p>The shops and services on the western side of Winchmore Hill Broadway benefit from an adopted rear access road (Broadway Mews), allowing loading and unloading by small goods vehicles. An experimental loading bay was also provided outside 761-765 Green Lane to cater for larger goods vehicles, including drays delivering to the Three Wishes public house. Feedback from one business suggests that this bay is too far from the pub and not used for the intended purpose.</p> <p>Relaxing the loading restrictions is a concern as the carriageway is narrow and delivery vehicles could obstruct northbound traffic, including buses. However, this is less of a problem during off-peak periods and the experimental order has been amended to allow loading and unloading to take place off-peak over a 10m length. The impact of this relaxation will be monitored for a further period before deciding whether to make the change permanent.</p>
Not enough 'loading gaps' – every property should have loading opportunity within 50m	TfL's <a href="#">Kerbside Loading Guidance</a> refers to a 50m maximum distance between a loading facility and a delivery premises, which is a guideline adopted in Paris. Along the residential sections of the route, premises are generally within 50m of either a side road (where loading can take place on the double yellow lines) or a 'loading gap'.



Time able to load/unload in gaps too short.	Within the 'loading gaps' deliveries can take place at all times apart from between 7am and 10am and between 3pm and 7pm. The length of stay is limited to 40 minutes, which has been adopted across the Borough as a reasonable period of time for vehicles of load/unload.
DYLs at Green Lanes/Eaton Park Road inadequate	The double yellow lines at the junction of Green Lanes and Eaton Park Road are a standard 10m in length, in accordance with Rule 243 of the Highway Code.
Use of double blips does not suggest that blue badge holders can access the cycle lanes to set-down/pick-up	There is no authorised way to sign that blue badge holders can enter the mandatory cycle lane to set down and pick-up passengers. This is a local change included in the cycle lane traffic order and civil enforcement officers have been instructed not to issue penalty charges notices to vehicles displaying a blue badge whilst setting down or picking up passengers with restricted mobility.
No provision has been made for the Royal Mail to stop outside Palmers Green post office	Following discussion with the postmaster, a loading bay was specifically introduced outside 352 Green Lanes, approximately 35m from the post office.

### Key Actions

- Increase conspicuity of 'loading gaps'
- Review need for loading bay outside On-Broadway.
- Relax loading restriction on western side of Green Lanes in Winchmore Hill Broadway to allow off-peak loading/unloading and monitor impact.
- Review balance between parking and loading provision in Winchmore Hill and Palmers Green

## 2. Designated bays for blue badge holders

The experimental order provided for designated bays for blue badge holders in the following locations:

- Elm Park Road N21 (south side, east of its junction with Green Lanes N21);
- Compton Road N21 (north side, west of its junction with Green Lanes);
- Green Lanes N13 (between Nos.345 – 347);
- Green Lanes N13 (between Nos.410 – 412);
- Green Lanes N13 (west side, south of its junction with Woodberry Avenue);
- Green Lanes, N21 (between Nos. 891 – 893);
- Hazelwood Lane N13 (south side, east of its junction with Green Lanes);
- London Road EN2 (between Nos.74 – 76), and
- Osborne Road N13 (south side, east of its junction with Green Lanes N13).

No objections were made specifically relating to the nine designated bays. However, the following general and specific representations were made:

## General Representations

Issue	Comment
More designated bays needed	The number and location of designated bays along the A105 was informed by previous consultation responses. Very few comments were received suggesting that these designated bays were unnecessary. In fact, several people suggested additional locations where designated bays would be beneficial. These suggestions will be evaluated and additional bays introduced where feasible.
All on-street bays in town centres should be designated for blue badge holders	Where off-street parking is available (e.g. in Fords Grove and Lodge Drive car parks), it was suggested by one respondent that more on-street spaces should be designated for blue badge holders. Whilst the proposal has some merit, a balance needs to be struck between the needs of blue badge holders and other visitors and there is insufficient evidence at this stage that the level of on-street provision is inadequate for blue badge holders.
Too many designated bays	A single respondent suggested that too many designated bays had been provided. Whilst a balance needs to be struck, there is no evidence that the bays provided are not being used and their removal would not be consistent with the need to make reasonable provision for blue badge holders to visit the various shops and services along the route.
<p>The designated bays were too narrow and difficult to use.</p> <p>Designated bays should be in side roads, where there is less risk of conflict.</p>	<p>The on-street designated bays parallel to the kerb would ideally be at least 6600mm long by 2700mm wide. However, the relevant section of the Traffic Signs Manual makes it clear that the width can be reduced where the overall carriageway width is insufficient.</p> <p>A number of respondents commented on the difficulty using the designated bays, particularly where the cycle track is one side and narrower traffic lanes on the other. It is acknowledged that the current situation requires some bay users to be aware of cyclists as well as passing traffic and there is some merit in locating bays in side roads, which are generally quieter. However, this is not possible in every case and the bays at least provide the option for most blue badge holders to park close to the shops and services in the town centre.</p>

Misuse of disabled bays not being enforced	Civil Enforcement Officers regularly patrol the A105 to ensure compliance with the various restrictions, including checking with valid blue badge is displayed.
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### Specific Representations

Issue	Comment
A designated bay for blue badge holders should be provided in the vicinity of the chemist/post office in Winchmore Hill Broadway	An additional bay could be created by reducing the extent of the existing pay-and-display bay on the east side of The Broadway. A local consultation will be carried out and, subject to the outcome of this consultation, an additional bay could be introduced on an experimental basis to enable use of the bay to be monitored.
A designated bay for blue badge holders should be provided outside 935 Green Lanes.	One resident suggested that a designated bay should be provided on the eastern side of Green Lanes to assist blue badge holders using the local shops and services in the vicinity of Masons Corner.  A 'floating' parking bay has been provided on eastern side of Green Lanes, just north of River Bank. This provides space for 4-5 vehicles to park for up to two hours, with no return within four hours. The time restriction does not apply to blue badge holders. It appears possible to extend the bay northwards to provide space for an additional vehicle and this will be investigated further and implemented if feasible.
A designated bay for blue badge holders should be provided in the vicinity of Bush Hill Parade	There is limited scope to create a bay adjacent to Bush Hill Parade. However, the feasibility of a dedicated bay outside Avenue Parade will be considered. This could also enable access to Bush Hill Parade via the controlled crossing.
Disabled bay in Elm Park Road has faded	The bay will be remarked.

### Key Actions

- Make the order permanent to so that all 9 disabled bays are retained
- Review suggested alternative locations and, subject to the outcome of consultation, install additional designated bays on an experimental basis and monitor their use.

### 3. Free Parking Places

This order introduced additional free parking places in the following locations, where people can park for up to two hours but cannot return within four hours:

- Green Lanes N21, between Nos. 878 – 880 (Saturday only);
- Elm Park Road N21, the north side, east of its junction with Green Lanes N21;
- Shrubbery Gardens N21, the north side, west of its junction with Green Lanes.

None of the representations suggested that the free bays should be removed. However, the following comments were received:

#### General Representations

Issue	Comment
<p>There was general support for time limited bays, with a general view that 2 hours was a reasonable length of time to visit local shops and services. However, a minority of respondents felt that two hours was either too long or too short a period. A further respondent suggested that bays allowing varying lengths of stay of should be provided.</p>	<p>Each of the bays allows free parking for up to 2 hours, with no return within 4 hours. This restriction is consistent with other bays in the area and strikes a reasonable balance between the needs of the various businesses on this section of Green Lanes.</p> <p>Bays allowing different length of stay in the same area is not recommended as it could be confusing for motorists, resulting in the issue of more PCNs.</p>

#### Specific Representations

Issue	Comment
<p>Parking in the bay outside 878-880 Green Lanes should be allowed on days other than just Saturday.</p>	<p>A large loading bay was provided outside 878-880 Green Lanes to cater for deliveries by articulated vehicles on Mondays-Fridays. On Saturdays, when deliveries by large vehicles do not take place, there is scope to utilise the bay for additional parking. As with the other time limited bays, parking is unrestricted on Sundays.</p>
<p>The bay in Shrubbery Road restricts access at peak times.</p>	<p>A loading bay has been installed on the northern side of Shrubbery Road, adjacent to the flank of No. 859 Green Lanes. The additional parking bay is sited opposite the loading bay and reduces the carriageway width so that two vehicles cannot pass each other. However, the volume of traffic using Shrubbery Road is relatively low and the current layout does not cause significant delays to traffic on Green Lanes.</p>

The bay in Elm Park Road does not exist	The additional free parking bay in Elm Park Road was installed but the markings have faded and need to be replaced. A new post and sign will also be installed.
The free time limited bays on Green Lanes between Green Dragon Lane and Elm Park Road are not correctly signed.	The bays on this section of Green Lanes have been divided into zones A and B to try and prevent staff working in the area from moving their vehicles from one bay to another, reducing the space available for shoppers. The signage is now correct and the restriction enforceable.

### Key Actions

- Make the order permanent
- Remark the bay in Elm Park Road & arrange for post and sign to be installed.

### 4. Goods Vehicle Loading Bays

This order introduced additional loading bays in the locations below to facilitate loading and unloading by goods vehicles:

- Green Lanes N13, between Nos. 350 – 352;
- Green Lanes N13, between Nos. 761 - 765;
- Lodge Drive N13, the south side, east of its junction with Green Lanes.

The following representations related to these additional loading bays:

### General Representations

Issue	Comment
Not enough loading bays	A number of loading bays have been provided along the length of the A105, supported by a permanent traffic order made in July 2018. An additional three bays were added on an experimental basis to supplement this provision. Whilst there are now more dedicated loading bays than pre-Cycle Enfield, it is acknowledged that some businesses have had to adapt their previous servicing arrangements significantly. The Council is developing an overarching action plan for both Palmers Green and Winchmore Hill town centres and the balance between parking and loading will be reviewed as part of this initiative.

Other vehicles should be allowed to use loading bays at certain times	In theory, an order could be drafted to enable a loading bay to be time limited and used by other vehicles at certain times. To an extent this has been done with the bay outside 878-880 Green Lanes which, in agreement with the affected businesses, only applies Monday-Fridays. However, this would be difficult to achieve across the scheme given the wide range of servicing requirements in each of the town centres. In practise, it is also difficult to sign dual use loading/parking bays to ensure that the restrictions are clear to motorists.
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### Specific Representations

Issue	Comment
The bay at 350-352 Green Lanes is too small	The loading bay is 8m in length and has been provided specifically for the benefit of Royal Mail vehicles following previous discussions with the postmaster. No objections have been received from the Post Office itself, who advocated the provision of a bay in this location rather than in Park Avenue.
The bay at 761-765 is unnecessary – the space would be better used to widen the footway.	<p>A business adjacent to the loading bay suggested that it was unnecessary, with their deliveries able to take place from Station Road.</p> <p>The bay was introduced experimentally to test the need for an additional loading facility to cater for those businesses on the western side of the Broadway (particularly the two pubs) that require deliveries by large vehicles.</p> <p>In the short-term, it is proposed to retain the loading but undertake further consultation with affected businesses to determine the best use of this space.</p>
The goods vehicle loading bay in Lodge Drive should be dedicated to blue badge holders	<p>Several of the businesses on the corner of Lodge Drive and Green Lanes can be serviced from the rear. However, access for large vehicles is constrained. Loading from the car park access is undesirable due to the narrow width the road and adjacent footway. The provision of a bay outside McDonalds is therefore a useful additional loading /unloading facility for nearby businesses.</p> <p>Blue badge holders cannot use the loading bay as the order specifies it is for use by goods vehicles only. If this were relaxed, it is likely that the bay would become dominated by blue badge holders and cease to function as a loading bay. Bearing in mind that there are eight dedicated bays for blue</p>

	badge holders in Lodge Drive car park, it is proposed that the loading bay be retained.
The good vehicle loading bay in Lodge Drive is not being enforced.	The loading bay is being enforced, but it is acknowledged that there is a level of non-compliance, in particular by food delivery motor cycles associated with McDonalds. Whilst it is particularly difficult to enforce against this type of short-term parking, the Council will continue to use its available powers available to try and ensure that the bay is available for goods vehicles.

### Key Actions

- Make the order with respect to the three loading bays.
- Consult local businesses regarding the future use of the loading bay outside Nos. 761 – 765 Green Lanes.
- Review the balance between on-street parking and loading in both Palmers Green and Winchmore Hill town centres.

## 5. Pay and Display Bays

This order made changes to the pay-and-display parking bay on the northern side of Lodge Drive, mainly to provide additional manoeuvring space for vehicles turning in and out of the car park access road and to help reduce congestion at the junction with Green Lanes

### General Representations

Issue	Comment
More parking should be provided along the corridor, some suggesting that there should be an initial period of free parking.	The experimental P&D order relates specifically to the P&D bays in Lodge Drive rather than other P&D bays elsewhere along the A105 and the charge for parking.

## Specific Representations

Issue	Comment
The information provided as part of the consultation suggested that the bay was extended eastwards, which is not the case.	The description of the changes to the bay on the statutory notices and in the order and associated plans are correct. The description in the on-line consultation refers to the bay being relocated eastwards. It is acknowledged that this could have been expressed better to make it clear that the bay was shortened by approximately 8m.
P&D bay restricts access to car park	The P&D bay was cut back specifically to minimise congestion on this busy section of Lodge Drive. Computer based vehicle tracking and site observation confirms that the extent of the bay does not interfere with vehicles turning in an out of Lodge Drive car park.

## Key Actions

- Make the order to retain the P&D bay in its revised form.

## 6. Stop and Shop Bay

This order introduced a short-stay, 'stop and shop' bay (with a maximum stay of 15 minutes) on the west side of Winchmore Hill Broadway, replacing one previously on the east side.

## General Representations

Issue	Comment
More stop and shop bays should be provided.	<p>There are five 'stop and shop' bays across the borough, one of which was previously on the east side of The Broadway with space for two vehicles. The experimental order replaced this with a bay on the western side of The Broadway, also for two vehicles.</p> <p>Stop and shop bays are intended to provide a free facility for very short stay visits and complement rather than replace other options catering for longer stay kerbside parking.</p> <p>Free parking for up to 45 minutes is also available in both Winchmore Hill and Palmers Green town centres in Fords Grove and Lodge Drive car parks.</p>



## Specific Representations

Issue	Comment
The 'Stop & Shop' bay should be signed more clearly.	The bay is signed in accordance with the relevant regulations, making it clear that the length of stay is limited to 15 minutes, with no return allowed with an hour.
The 'Stop & Shop' bay is not convenient for all of the shops in The Broadway.	<p>The current bay by Compton Road is around 150m from the end of the parade of shops that extends up to Station Road, less than 2 minutes walk. The bay by Compton Road can therefore cater for drop-in trips across the town centre.</p> <p>However, it is recognised that there could be benefit in providing an additional 'Stop &amp; Shop' bay to cater for the shops and services on the eastern side of The Broadway. This will be considered further in the context of the town centre action plan, which will include a review of the current on-street parking and loading arrangements.</p>
Longer length of stay should be allowed in the 'Stop & Shop' bay.	<p>There were a range of views regarding the most appropriate length of stay for the 'Stop and Shop bays', with the several suggesting extending the time limit to either 20 or 30 minutes.</p> <p>All of the current 'Stop &amp; Shop' bays in the Borough currently allow parking for up to 15 minutes. However, there is no particular reason not to extend the length of stay to 20 minutes in this instance if this supports local business. It is therefore proposed to modify the experimental traffic order to enable vehicles to park for 20 minutes and monitor the impact of this change for a further period.</p>

## Key Actions

- Modify the experimental order to extend the permitted length of stay in the 'Stop & Shop' bay by Compton Road to 20 minutes.

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