



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. **A1010S TO NORTH MIDDLESEX HOSPITAL CYCLE ROUTE** (Pages 1 - 16)

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London Borough of Enfield**Portfolio Decision of Cabinet Member for Environment and Sustainability
Cllr Dogan**

Subject: A1010S to North Middlesex Hospital Cycle Route

Cabinet Member: Cllr Dogan

Director: Doug Wilkinson

Key Decision: No

Purpose of Report

1. The purpose of this report is to provide a summary of the A1010S to North Middlesex Hospital Cycle Route to date, outline the design and invite a decision on whether to proceed to a trial.

Proposal(s)

2. That the Cabinet Member agrees that:
 - The design shown at Appendix A is implemented on a trial basis and the necessary experimental traffic orders made.
 - A consultation is launched shortly after implementation to gather feedback on how the trial is working in practice.
 - That delegated authority be given to the Director of Environment & Operational Services to make any appropriate amendments to the trial following feedback and monitoring.
 - Following the trial period, a further report for the Cabinet Member for Environment and Sustainability is produced to determine whether the trial is removed or made permanent.

Reason for Proposal(s)

3. The proposals described at Appendix A will enable the implementation of a cycle route between A1010S and North Middlesex Hospital. As part of the national response to the Covid-19 pandemic, the Government are encouraging walking and cycling projects like this proposal to be accelerated, as capacity on public transport is suppressed owing to social distancing. These projects can help lead to a green recovery, enabling more people to walk and cycle.

Relevance to the Council's Plan

4. 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.

5. Sustain strong and healthy communities

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

6. 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.

Background

7. Enfield Council are working with residents to make our streets healthier.

8. This cycle route aims to:

- Provide a cycle route from the A1010S strategic cycle route to the North Middlesex Hospital.
- Provide a cycle route through Pymmes Park.
- Provide an alternative to public transport and private car for keyworkers at the hospital.
- Deliver the first stage of a connection between the A1010S and CS1.
- Provide an active travel option for patients and visitors.

Main Considerations for the Council

9. The scheme will be funded by the Mayor's and TfL's Streetspace Plan. The intention of this plan is to:

- Provide temporary cycle routes to extend the strategic cycle network, with London's main roads repurposed for temporary cycle lanes and wider footways so that people can safely socially distance.
- Provide additional space for people walking and cycling in town centres and at transport hubs, including widening of footways on local high streets to enable people to queue safely for shops which will help facilitate local economic recovery
- Accelerate delivery of low traffic neighbourhoods and school streets by working with boroughs to reduce through traffic on residential streets, to further enable more people to walk and cycle safely as part of their daily routine

10. Arrangements of the measures are attached at appendix A.
11. This is the first phase of an intended cycle connection between the A1010S and CS1 into central London. The second phase is in the engagement stages.
12. The measures are complimentary to the existing network with the only change to motor vehicle route options being the modal filter on Park Road.
13. The Park Road modal filter was originally considered for full closure. However, it was later amended to a closure to motor vehicles that will continue to allow emergency services access, in response to feedback from the emergency services during design.
14. Compliance levels with the modal filter will be monitored and enforcement considered as a response option.
15. Construction will take place as soon as possible after approval.
16. Local members have been briefed in detail on the measures.

Safeguarding Implications

17. None identified.

Public Health Implications

18. Transport is one of the fundamental determinants of health; it may be health-damaging or health promoting. This scheme will contribute towards making transport in Enfield much more health-promoting by increasing physical activity and reducing the health costs of motorised transport. It will increase physical activity by making this part of everyday life e.g. walking or cycling as a normal, everyday transport mode. Achieving a modal shift towards active travel will also reduce the health damaging effects of motorised transport e.g. road traffic injuries, air pollution, community segregation, and noise. Such is the effect of physical activity upon health, that it has been calculated that a modal shift to levels of active transport similar to those in Netherlands would save the NHS £17 billion per year. This would be achieved through savings in treating Type 2 diabetes, heart disease, stroke, some cancers, musculo-skeletal disease, and dementia.
19. Reducing obesity is a priority for Enfield, as outlined in the Borough's Health and Wellbeing Strategy. 61.4% of adults are classified as overweight or obese (ALS, 2016). Data for academic years 2014/15 to 2016/17 shows that the average prevalence of excess weight in year 6 pupils is 41.5%. This is higher than London (37.9%) and England (33.87%) averages. If left

unchanged, this will lead to serious health complications later in life, such as diabetes, heart disease and cancers.

20. Creating an environment where people actively choose to walk and cycle as part of everyday life can have a significant impact on public health and has the potential to reduce health inequalities. This is due to the fact that income or wealth would become a less significant factor in a person's ability to travel within the borough e.g. access to employment, healthcare, social networks etc. Walking and cycling is an essential component of a strategic approach to increasing physical activity and may be more cost-effective than other initiatives that promote exercise, sport and active leisure pursuits.
21. Increased walking and cycling offers many other advantages including cleaner air, less noise, more connected neighbourhoods, less stress and fear, and fewer road traffic injuries.
22. More walking and cycling also has the potential to achieve related policy objectives:
 - Supports local businesses and promotes vibrant town centres
 - Provides a high-quality, appealing public realm
 - Reduces road danger and noise
 - Increases the number of people of all ages out on the streets, making public spaces seem more welcoming and providing opportunities for social interaction and children's play
 - Provides an opportunity for everyone, including people with impairments, to exercise and enjoy the outdoor environment.
23. There is an extensive evidence base for effective action on active travel. The most relevant review has been conducted by the National Institute for Health and Care Excellence, looking specifically at local measures to promote active transport¹.
24. Overall this project will help us improve the ease in which we travel in the borough, encourage sustainable and active travel helping us to manage environmental problems related to congestion and local air quality, reduce our impact on climate change, and improve health, safety, and accessibility for all in our communities. This supports Public Health's efforts to embed Health in all Policies across the Council.
25. 91% of people who died with Covid-19 in March 2020 had an underlying condition. Meeting physical activity guidelines will help to mitigate this threat going forward. There is also evidence that air pollution worsens the effect of Covid-19 which this development should also mitigate.

Equalities Impact of the Proposal

¹ National Institute for Health and Care Excellence. Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation. London 2012.

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

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

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

Age	Positive impact – the reduction in motor traffic through the area will create a safer environment for both young and old. Streets less dominated by motor traffic create a healthier environment for all ages.
Disability	Neutral impact – some residents rely on motor vehicles for transport, but others rely on mobility ‘scooters’ or walking. These proposals do not prevent motor vehicle access to any property within the area. This will reduce the traffic flows in Park Road making walking/cycling/mobility assisted travel more accessible. The introduction of informal crossings and speed restriction will also help pedestrians with limited speed in their mobility. A residential area with reduced motor traffic has the potential to enable a wider range of people to use cycling as a mobility aid, evidenced through the work of Wheels for Wellbeing ² .
Gender reassignment	Neutral impact - No specific impacts identified.
Marriage or civil partnership	Neutral impact - No specific impacts identified.
Pregnancy and maternity	Neutral impact - No specific impacts

² <https://wheelsforwellbeing.org.uk/>

	identified.
Race	Neutral impact - No specific impacts identified.
Religion or belief	Neutral impact - No specific impacts identified.
Sex	Neutral impact - No specific impacts identified.
Social economic	Slight positive impact – Any impact on social economic inequality is likely to be low, as those on low incomes are less likely to own cars, meaning they are more likely to walk or cycle. These projects promote active health and create a safer environment for this to occur.

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and Climate Change Considerations

28. The table below provides an overview of environmental and climate change considerations.

Consideration	Impact of Proposals
Energy consumption in delivering service	Neutral There are no changes proposed to the current service delivery arrangements.
Measures to reduce carbon emissions	Positive Transport generates a significant amount of greenhouse gas emissions (33% of UK CO ₂ emissions in 2018). The proposals will enable: <ul style="list-style-type: none"> • Increased levels of active travel by making journeys safer and more appealing. • Reduced private vehicle trips by making alternatives equally appealing In the shorter-term, there may be some increase in carbon emissions on the primary road network.
Environmental management	Neutral The main impact will be in the implementation of the project and the resultant embedded carbon. Some recycled materials will be used, along with environmentally friendly planting. ISO 14001 compliant contractors will be selected to undertake the implementation. However, the main offset will be a forecast reduction in the use of private vehicles as noted above.
Climate change mitigation	Neutral There will be no long-term contracts entered into as part of this proposal.

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

29. The following risks have been identified:

Risk Category	Risks
Strategic	A reduction in the ability to deliver on its commitments that form part of the Climate Action Plan and Health and Wellbeing Strategy to increase active and sustainable travel.
Reputational	Increased hospital attendances, as a direct result of Covid-19 and knock-on impact of other conditions in treatment backlog, will result in greater demand for journeys towards the hospital. Increased demand by private car would see congestion and delays.

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

30. Several risks have been identified:

Risk Category	Comments/Mitigation
Strategic	<p>Risk: Not delivering health and other benefits associated with an increase in levels of cycling.</p> <p>Mitigation: Promotion of cycling and active travel.</p>
Operational	<p>Risk: Disruption during construction.</p> <p>Mitigation: Traffic management arrangements will be designed to minimise disruption for local residents. Roadworks will also be co-ordinated to take account of other work in the area.</p>
Financial	<p>Risk: Insufficient funds/cost escalation.</p> <p>Mitigation: Funding has been allocated to the scheme and the estimated implementation cost falls within the available budget.</p>
Reputational	<p>Risk: Opposition to the scheme from some local residents/organisations.</p> <p>Mitigation: Consultation will take place during experimental phase.</p>
Regulatory	<p>Risk: Failure to comply with statutory requirements.</p> <p>Mitigation: The scheme is being delivered by experienced design and engineering specialists.</p>

Financial Implications

31. The estimated budget cost of implementation for the project is approx £80k. Funded through the TfL Streetspace programme.
32. Once approved by Transport for London, expenditure will be fully funded by means of direct grant from TfL, hence no costs fall on the Council.
33. The release of funds by TfL is based on a process that records the progress of works against approved spending profiles. TfL make payments against certified claims that can be submitted as soon as expenditure is incurred, ensuring that the Council benefits from prompt reimbursement of any expenditure.
34. Future maintenance costs from this scheme will be contained within existing budgets.

Legal Implications

35. The Highways Act 1980 provides a general power for the Council to improve highways. The Road Traffic Regulation Act 1984 and supporting regulations enable the Council to make traffic management orders to restrict traffic in a variety of ways, including the introduction of a 20mph zone and the introduction of modal filters.
36. In exercising powers under the Road Traffic Regulation Act 1984, section 122 of the Act imposes a duty on the Council to have regard (so far as practicable) to securing the 'expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway'. The Council must also have regard to such matters as the desirability of securing and maintaining reasonable access to premises and the effect on the amenities of any locality affected. Any final decision to implement any scheme needs to take account of the considerations set out above and the outcome of public consultation.
37. Section 9 of the Road Traffic Relegation Act 1984 enables the Council to make experimental traffic orders which can remain in place for a maximum of 18 months. All objections and representations made during the experimental period must be considered before deciding whether or not to make the scheme permanent.
38. As this funding comes from TfL, the Greater London Authority (GLA) Act 1999 empowers the Mayor, through TfL, to provide grants to London Boroughs to assist with the implementation of the Mayor's Transport Strategy.

Workforce Implications

39. None Identified.

Property Implications

40. None identified.

Other Implications

41. None identified

Options Considered

42. The following alternative option has been considered:

Option	Comment
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Do nothing.	This is not recommended as this project is a key part of delivering climate change and health & wellbeing objectives.
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Conclusions

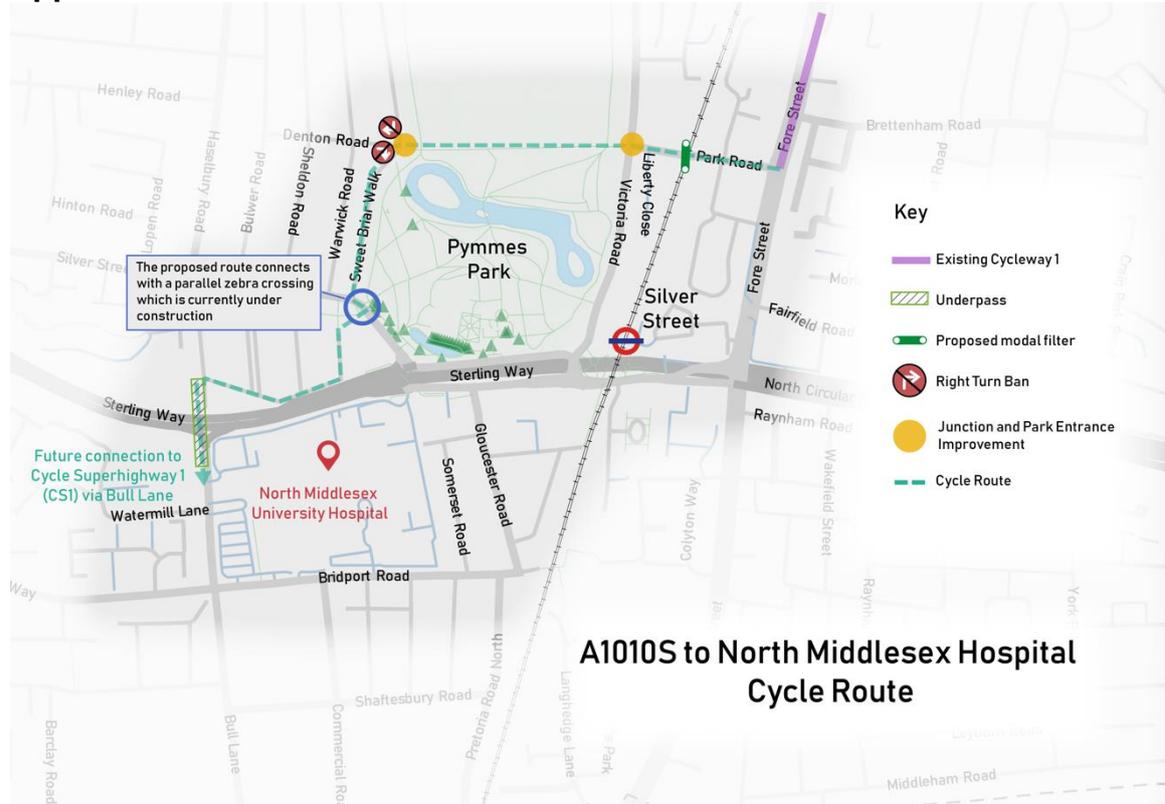
43. By agreeing these proposals, the Council will be able to initiate the experimental trial of the A1010S to North Middlesex Hospital route. This will enable the collection of further data to inform a future decision on whether to remove the trial or make it permanent. In light of the Covid-19 crisis, Government direction is to bring forward with some urgency active travel projects to help implement a 'Green Recovery' and enable an increase in active travel. This approach aligns with Enfield Council longer-term objectives of enabling active travel to help improving health and wellbeing and contribute towards delivery of the Climate Change Action Plan. On that basis, it is recommended that this project proceeds to a trial.

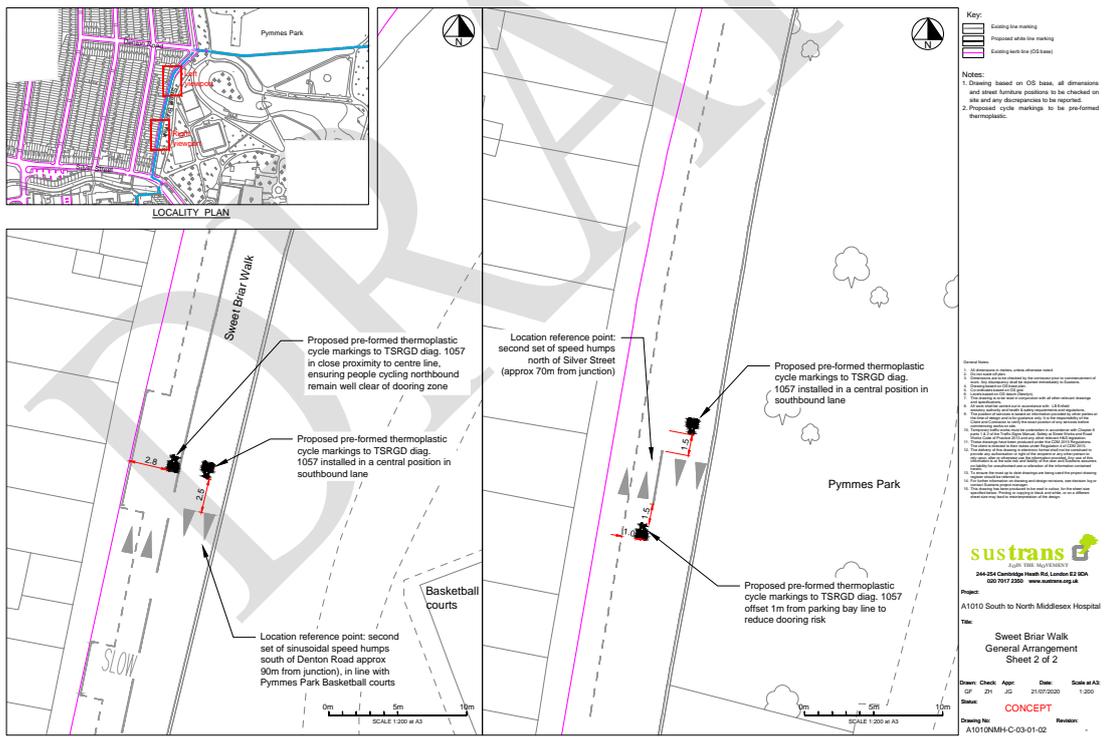
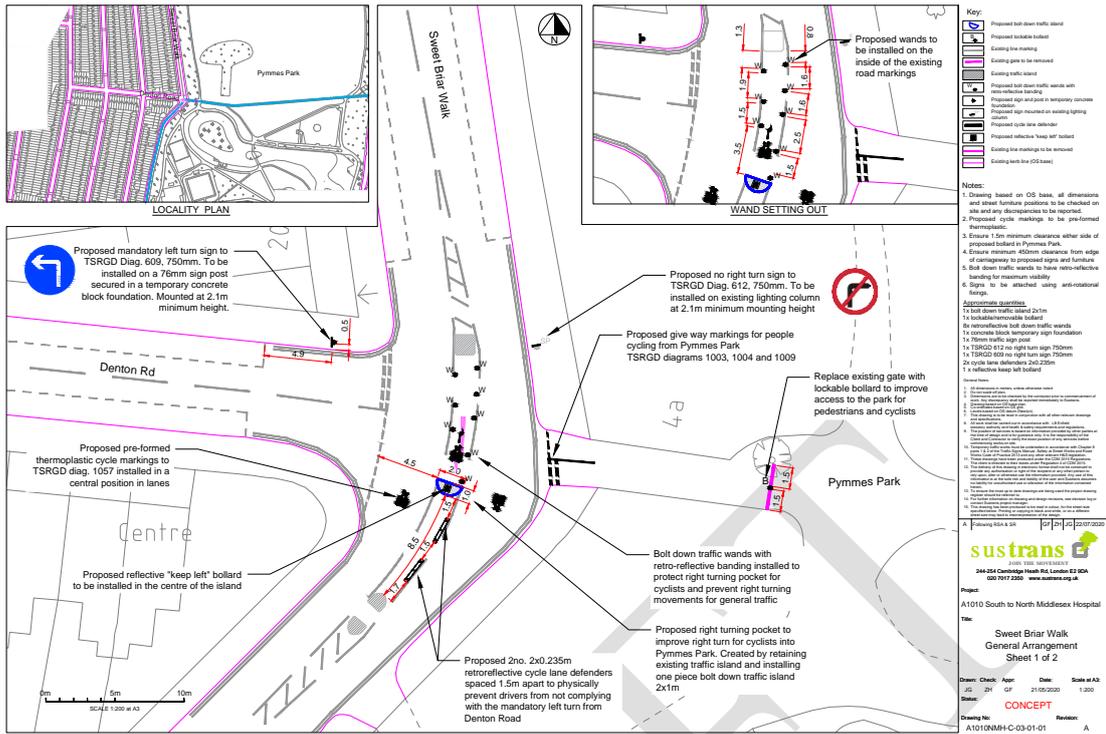
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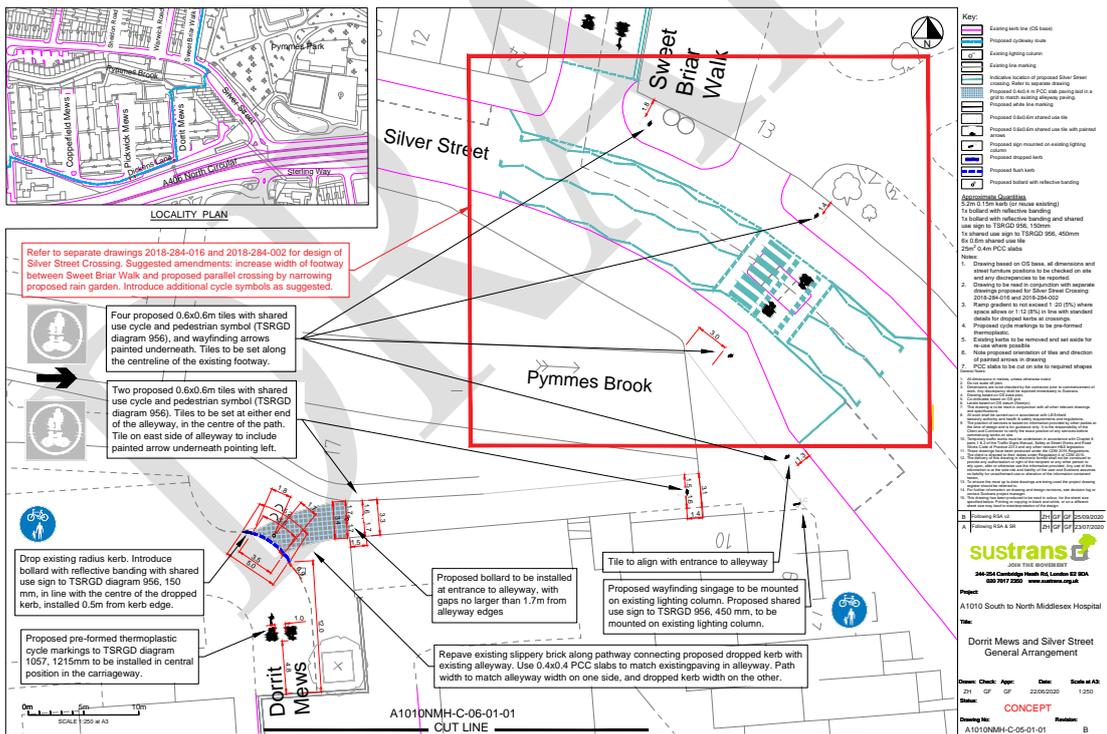
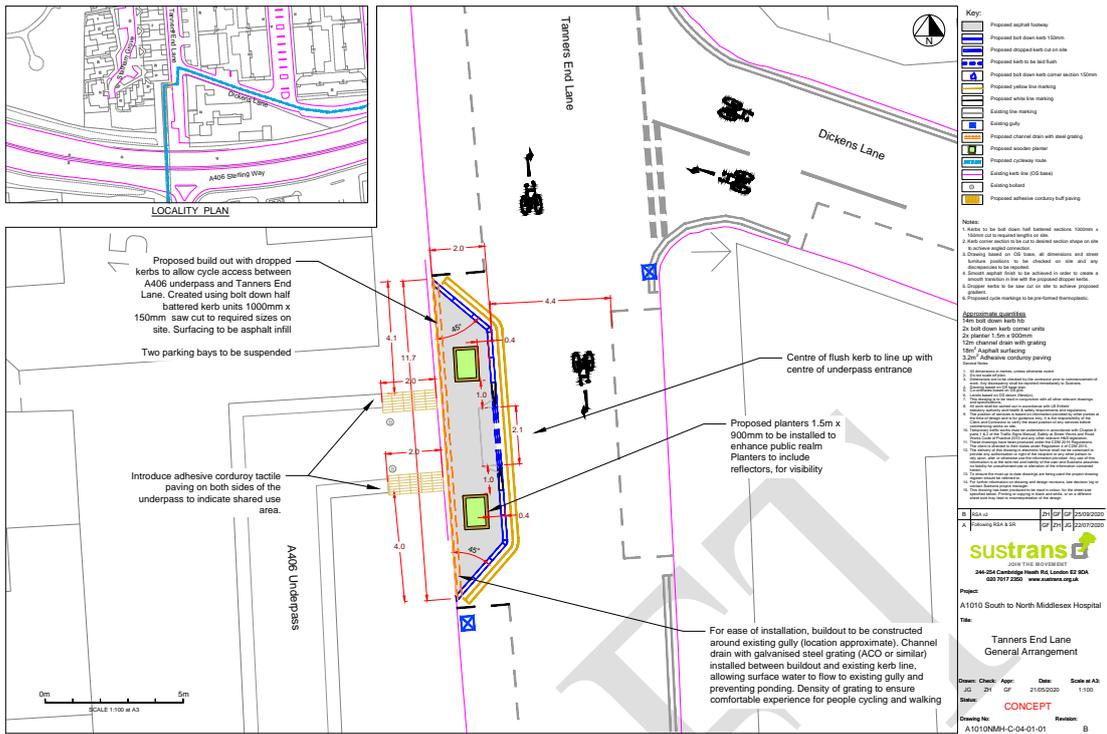
Date of report: October 2020

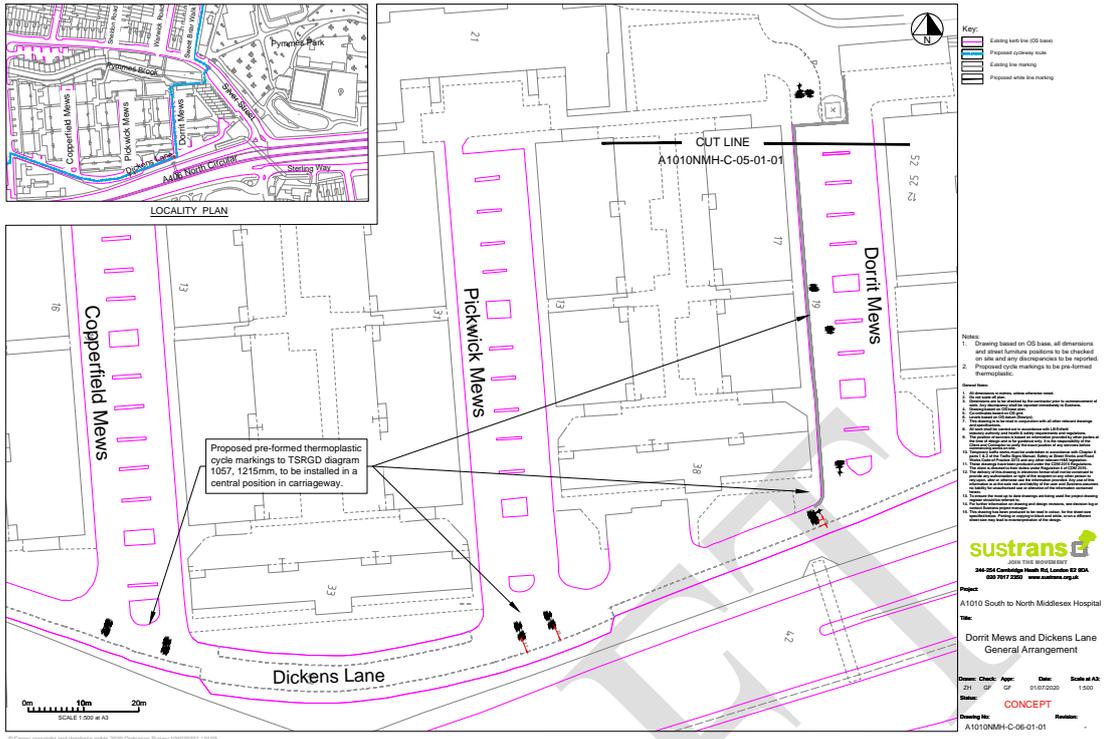
Appendices

Appendix A: Plans









Background Papers

The following documents have been relied on in the preparation of this report:

None.

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