



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 - 154)

This page is intentionally left blank

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

Subject: A1010S to North Middlesex Hospital Cycle Route**Cabinet Member: Deputy Leader, Cllr Ian Barnes****Director: Doug Wilkinson****Key Decision: N/A**

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. This report on the current trial, which was introduced by means of Experimental Traffic Orders (ETOs) in Winter 2020/2021, invites a decision on whether the trial is made permanent or removed in part or completely.

Proposal(s)

2. The trial currently in operation and shown at Annex 1 is implemented on a permanent basis and approval is given to spend funding allocations as set out in this report.
3. That the provisions of the experimental traffic orders TG52/1455, which are included at Appendix 1 and were advertised on 11th November 2020 and came into force on 23rd November 2020, continue in force by means of permanent orders.
4. These recommendations should be considered in the knowledge that improvements to the interventions introduced as part of the trial are explored. These may include:
 - Bollard(s) between the planters of the Park Road modal filter, following a recommendation from the Metropolitan Police to re-consult with the emergency services on whether they would now support a non-camera enforced modal filter at this location.
 - A parallel zebra crossing on Victoria Road at the location of the current informal cycle and pedestrian crossing.
 - Permanent footway buildouts in place of the current temporary ones that are made with reflective bollards.
 - Speed reduction measures at Victoria Road and Sweet Briar Walk.

5. That delegated authority be given to the Director of Environment & Operational Services to make any of the improvements outlined above if the trial is made permanent.
6. Note that the Deputy Leader must make the decision in relation to the proposals in this report on the basis that any of the future proposals set out in paragraph 4 may not be implemented.

Reason for Proposal(s)

7. A number of experimental traffic orders were made to bring into operation the trial measures implemented for the A1010S to North Middlesex Hospital Cycle Route. To enable the scheme to be retained, further orders need to be made under the Road Traffic Regulation Act 1984. To help inform the decision, the report sets out the progress against project objectives and objections to the scheme being made permanent, as well as details of the monitoring of this trial.
8. The Council has declared a climate emergency with a commitment for the Borough to become carbon neutral by 2040. Transport accounts for 39% of the Borough emissions¹, and therefore it is essential that this sector plays a key role in reducing emissions. Enabling an increase in active travel will form part of this response.
9. The Healthy Streets programme consists of a comprehensive range of interventions that collectively will enable more sustainable transport choices. As projects are knitted together and a coherent network of quiet streets and safe walking and cycling infrastructure on primary roads is delivered, longer-term change will be enabled.
10. A1010S to North Middlesex Hospital Cycle Route forms part of the Enfield Healthy Streets programme, providing a key connecting link for Cycleway 1. Therefore, this report sets out the contribution this project can make to the wider context described above.

Relevance to the Council Plan

11. Good homes in well-connected neighbourhoods - This project supports the Council's commitment to encourage people to walk and cycle, which improves connectivity of neighbourhoods. Providing cycling infrastructure and improved conditions for walking supports end to end journeys by active travel modes, enhances connections to public transport services and connects residents with town centres.
12. Safe, healthy and confident communities – The project, and the underlying Enfield Healthy Streets Framework², seeks to create healthier streets. This approach puts people and their health at the heart of decision making. It is a long-term plan for improving the user experience of streets, enabling everyone to be more active and enjoy the subsequent health benefits. Improvements for

¹ <https://new.enfield.gov.uk/services/environment/enfield-climate-action-plan-2020-environment.pdf>

² https://governance.enfield.gov.uk/documents/s87876/Enfield%20Healthy%20Streets%20Cabinet%20Report%20-%20Final_020621.pdf

active travel seek to address road safety concerns and can reduce air pollution. There is also good evidence to show that active lifestyles lead to improved health outcomes.

13. An economy that works for everyone – Wider investment in the walking & cycling network forms part of the Council's strategy to support our high streets and town centres by providing safe and convenient access to local shops and services. Improving active travel facilities makes a positive contribution to transport equity in Enfield. Walking and cycling are low-cost modes of transport that can improve access to opportunities. This project provides more travel choices for the 32.5% of Enfield households who have no access to a car (a percentage that increases to 40.5% in the Haselbury ward and 53.5% in the Edmonton Green ward) and an alternative travel choice for the remaining households that do.
14. Climate action – Increasing the density of the cycle network and enabling trips to be made by active and sustainable modes is unequivocally linked with the Council's cross-cutting theme of Climate Action and its commitment to create a carbon neutral borough by 2040. The current trial provides active travel infrastructure necessary to encourage everyone to enjoy active travel, contribute to an increase in active mode share, and reduce the dependency on private vehicles.

Background

15. The Enfield Healthy Streets Framework, which was approved by the Council Cabinet, sets out a range of activities that include creating a high-quality walking and cycling network. That document details how delivery of these activities achieves wider policy aims and objectives, such as those specified in the Mayor's Transport Strategy³, Enfield Council Plan⁴, Enfield Local Transport Strategy⁵, and Enfield Joint Health and Wellbeing Strategy⁶.
16. The A1010S to North Middlesex Hospital Cycle Route project aligns with the policy context of local, regional, and national policies and strategies that seek to respond to the climate emergency and increase levels of physical activity, and post-pandemic to enable a green recovery. The strategic context is described in detail in the following section.
17. The current trial was implemented in Winter 2020/2021 as part of Enfield's response to the Covid-19 pandemic, following Government calls for walking and cycling projects like this proposal to be accelerated, as capacity on public transport was suppressed owing to social distancing. The decision⁷ to implement the A1010S to North Middlesex Hospital Cycle Route on a trial basis and make the necessary ETOs was taken by the Cabinet Member for Environment and Sustainability and came into effect on Wednesday 4 November 2020.

³ <https://tfl.gov.uk/corporate/about-tfl/the-mayors-transport-strategy>

⁴ <https://new.enfield.gov.uk/services/your-council/enfield-council-plan-2020-to-2022-your-council.pdf>

⁵ <https://new.enfield.gov.uk/services/roads-and-transport/enfield-transport-plan-2019-2041-roads.pdf>

⁶ <https://new.enfield.gov.uk/healthandwellbeing/wp-content/uploads/2020/04/LBE-JHWBS-FINAL-V5.0.pdf>

⁷ <http://governance.enfield.gov.uk/ecSDDisplay.aspx?NAME=SD4020&ID=4020&RPID=93630236>

18. The measures that were introduced were complimentary to the existing network (not introducing substantial changes to the road's use), with the only change to motor vehicle route options being the modal filter on Park Road.
19. The current trial was introduced using ETOs, which are valid for a maximum of 18 months. The Orders came into effect on 23rd November 2020 and expire on 23rd May 2022. The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 make provision for orders to be made giving permanent effect to the experimental orders, subject to a number of requirements being met, including:
- The notice of making containing the required statements;
 - The deposited documents being available for inspection (allowing for the temporary arrangements made during the Covid-19 pandemic);
 - The deposited documents including a statement of the reason for making the experimental order;
 - No variation or modification of the experimental orders was made more than 12 months after the order was made.
20. The above requirements have been met in this instance.
21. The A1010S to North Middlesex Hospital Cycle Route project connects with the proposed active travel route that will extend along Bull Lane N18, between the A406 North Circular Road underpass and the Enfield borough boundary with Haringey ('North Middlesex Hospital Active Travel Improvements' project). This proposed active travel route will provide a continuation of Cycleway 1 and a future connection with Cycle Superhighway 1 (CS1) in Haringey. The decision⁸ to implement the North Middlesex Hospital Active Travel Improvements was made by the Deputy Leader and was published on Friday 4 February 2022. This decision was confirmed by the Overview & Scrutiny Committee on 28 February 2022.

Main Considerations for the Council

22. The A1010S to North Middlesex Hospital Cycle Route project was delivered in the context of local, regional, and national policies and strategies that seek to respond to the climate emergency, reduce traffic congestion and increase levels of physical activity, and post-pandemic, to enable a green recovery.
23. The Climate Change Act, amended in 2019, commits the UK to achieving net zero carbon emissions by 2050. The Government is supporting local authorities to encourage sustainable travel through its Active Travel Fund and the 2020 national walking and cycling strategy, Gear Change⁹. The strategy includes:
- *“That physical inactivity is responsible for one in six UK deaths (equal to smoking) and is estimated to cost the UK £7.4 billion annually”*

⁸ <https://governance.enfield.gov.uk/ecSDDisplay.aspx?NAME=SD4188&ID=4188&RPID=95498386>

⁹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

- *“In order to really deliver a step-change in the UK, we must go further, faster. Millions more journeys need to be walked or cycled.”*
- *“A quicker way of providing safe, low-traffic cycling is to close roads to through traffic, usually with simple point closures, such as retractable bollards, or by camera enforcement. This may be useful where the road is too narrow for a separated cycle lane.”*

24. The Government’s Net Zero Strategy: Build Back Greener¹⁰, released in October 2021, sets out the Government’s long-term plan to end the UK’s domestic contribution to man-made climate change by 2050. Two transport key commitments in this plan are:

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

25. Additional guidance was published by the Secretary of State for Transport in July 2021¹¹ to assist local authorities to meet their statutory network management duty. The guidance sets out high-level principles to help local authorities to manage their roads and identify what actions they should take, bearing in mind the ambitions set out in ‘Gear Change’¹². In particular, the guidance places emphasis on active travel and makes it clear that local authorities should continue to reallocate road space to people walking and cycling. It also stipulates that local authorities should introduce further active travel schemes, building on those already delivered, to support a green recovery from the Coronavirus pandemic.

26. The 2018 Mayor’s Transport Strategy (MTS) sets the overall direction and objectives for transport across London. The MTS, and the supporting evidence¹³ for the MTS, includes the following statements:

- *“A target for 80% of all trips to be made on foot, by bicycle or by public transport by 2041.”*
- *“74% of car trips could be made by a more sustainable mode, for example cycling, walking or public transport.”*
- *“Cycle travel grew by 133% London-wide and 221% in central London between 2000 - 2015. There is considerable opportunity to deliver growth in cycle travel, with more than nine million journeys currently made by a motorised mode every day that could be cycled instead.”*
- *“If everyone in London walked or cycled for 20 minutes each day, £1.7 billion in NHS treatment costs could be saved.”*
- *“Without further action, the average Londoner will waste 2.5 days a year sitting in congested traffic by 2041. Most congestion is caused*

¹⁰ <https://www.gov.uk/government/publications/net-zero-strategy>

¹¹ <https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19>

¹² <https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england>

¹³ <https://content.tfl.gov.uk/mts-supporting-evidence-challenges-opportunities.pdf>

by there being more traffic on a day-to-day basis than there is space for.”

27. Active travel projects, such as the A1010S to North Middlesex Hospital Cycle Route, align closely with the following policies in the MTS:

- *“Policy 1: The Mayor, through TfL and the boroughs, and working with stakeholders, will reduce Londoners’ dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.”*
- *“Policy 2: The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by cycle, and promoting the benefits of active travel. The Mayor’s aim is that, by 2041, all Londoners do at least the 20 minutes of active travel they need to stay healthy each day.”*
- *“Policy 10: The Mayor, through TfL and the boroughs, and working with stakeholders, will use the Healthy Streets Approach to deliver coordinated improvements to public transport and streets to provide an attractive whole journey experience that will facilitate mode shift away from the car.”*

28. The North Middlesex University Hospital NHS Trust Green Plan 2021-2026¹⁴, released in July 2021, mentions that over 60% of the Hospital’s staff live locally. It also states that:

- *“There has been an increased interest from staff around the issues of climate change, with a visible passion and determination to address this issue both on a personal level and at an organisational one. The Trust’s Sustainability Forum was set up in 2020, outside of any formal governance structure or strategic requirement, and involves a wide range of clinical and non-clinical staff from diverse professional backgrounds. Forum members are united by a passion to address the impacts of climate change on an organisational level, and have brought their own expertise to the group, working together in their spare time to develop initiatives for reducing our carbon footprint.”*

29. As part of the travel & transport area of focus, the Green Plan states:

- *“[...] promote sustainable forms of travel such as walking and cycling, additional facilities needed to support this, as well as identify what external improvements are needed locally to develop greener forms of travel such as improved cycle lanes [...]”*
- *“Continue work with Enfield Council and local authorities to develop improved cycle routes”*

¹⁴ <https://www.northmid.nhs.uk/download.cfm?doc=docm93jjm4n6301.pdf&ver=11986>

30. Transport for London's (TfL's) Healthy Streets for London¹⁵ document sets out how TfL will put people and their health at the centre of decision making, helping everyone to use cars less and to walk, cycle and use public transport more. The Healthy Streets Approach is the framework underpinning the MTS. Key to the Healthy Streets Approach, are the ten Healthy Streets Indicators¹⁶.



Source: Lucy Saunders

Figure 1: Healthy Streets Indicators

31. The Enfield Healthy Streets Framework was approved by Cabinet in June 2021. The report sets out the framework for developing and delivering Healthy Streets projects which incorporates the Healthy Streets Approach. The framework identifies activities to deliver on local, London and national policy objectives. Active travel improvements are identified and discussed in Activity 1 (creating a high-quality walking and cycling network) and Activity 2 (making streets safer, reducing road danger and the number of people killed or seriously injured on Enfield's roads) of the Healthy Streets Framework. Annex A¹⁷ of the framework sets out the following:

- "Enfield's share of sustainable transport trips is amongst the lowest in London, with 31% trips walked, <1% cycled and 22% made on public transport. Correspondingly, the proportion of car trips exceeds the London average with 48% of trips made by private vehicles in Enfield, compared to 35% in London."
- "Enfield has a relatively large proportion of journeys that are potentially cyclable, with as many as 80% of car trips estimated to be of cyclable length. The 2016 TfL's Analysis of Cycling Potential confirmed that Enfield is within the top five London boroughs in terms of cycling potential. The analysis suggested that an additional 315,000 trips could be cycled daily."

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

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

¹⁷ https://governance.enfield.gov.uk/documents/s87877/Enfield%20Health%20Streets%20Annex%20A_Additional%20Information.pdf

- *“It can be seen that almost the entirety of Enfield can be traversed within a 20-minute cycle.”*
- *“Continued growth in population is expected to cause further strain on the road and public transport network if the modal split trends remain.”*

32. As set out in the A1010S to North Middlesex Hospital Cycle Route Project Rationale¹⁸ document published on the project page, it is acknowledged that it will take a number of years to deliver the range of infrastructure projects that are necessary to enable longer-term change. It is likely generational change will be necessary to realise the full objectives of the Healthy Streets programme, which is recognised in the 2041 horizon of the Mayors Transport Strategy. Therefore, it is critical that immediate action is taken to develop infrastructure that will enable long term societal change.

Strategic importance of project

33. The current trial cycle route extends between Park Road N18 and the A406 North Circular Road underpass at Bull Lane. This route provides a continuation of Cycleway 1 (southern end of the A1010 South project on Fore Street), a connection to North Middlesex University Hospital (NNUH), and a future connection with Cycle Superhighway 1 (CS1) in Haringey via the proposed active travel route along Bull Lane N18. A map of the project can be found in Annex 2.
34. Cycleway 1 is a major North – South active travel corridor, which forms part of TfL’s strategic cycle network, and links the Turkey Street and Enfield Lock wards with Upper Edmonton. It consists of significant investments such as the ‘A1010 North’ project¹⁹, the ‘A1010 South’ project²⁰, the ‘A1010S to North Middlesex Hospital Cycle Route’ experimental project²¹, and the ‘North Middlesex Hospital Active Travel Improvements’ project²², which amount to approximately 8.7 km of cycle facilities.
35. CS1 extends to Liverpool Street in central London and connects with Quietways and other Cycleways that provide further links to numerous other destinations in central London²³.
36. The trial sought to address the lack of cycle connection with Pymmes Park and NNUH from the North through Cycleway 1 and enable a future connection with the borough of Haringey and further with CS1. This lack of cycle links can create a severance in active travel connectivity and can result in fewer cycle trips taken along all of Cycleway 1 and CS1.
37. The area between Park Road, Pymmes Park, and NNUH lacked infrastructure suitable for all the different modes of active travel. The issues were accentuated by the insufficient and unsuitable crossing facilities. The

¹⁸ <https://letstalk.enfield.gov.uk/4908/widgets/16936/documents/21957>

¹⁹ <https://www.cycleenfield.co.uk/projects/a1010-north/>

²⁰ <https://www.cycleenfield.co.uk/projects/a1010-south/>

²¹ <https://letstalk.enfield.gov.uk/a1010s-nmh>

²² <https://letstalk.enfield.gov.uk/nmh-ati>

²³ <https://tfl.gov.uk/modes/cycling/routes-and-maps/cycleways>

previously high motor traffic volume on Park Road, a residential street that was used as a cut-through route, hindered the movement of pedestrians, people who cycle, and people with reduced mobility.

38. Pymmes Park is a Metropolitan Open Space, Local Importance of Nature Conservation, and a site of Archaeological Importance. It offers a wide range of leisure facilities for the community, which include a bowls club, tennis courts, multi-use games area, football pitches, an outdoors gym, a children's playground, an amphitheatre, a walled garden, a lake, an ornamental pond, and picnic grounds. Providing a cycling link and a better environment for pedestrians enables more members of the community to access this public open space and enjoy its numerous facilities.
39. Since NMUH is one of the largest employers in the borough of Enfield with approximately 4,000 staff and serves over 350,000 people across a number of boroughs²⁴, improving walking and cycling access to the hospital from both Enfield and Haringey is essential and supports the Hospital's strategic aims.
40. London Borough of Haringey are also proposing a continuation of the North Middlesex Hospital Active Travel Improvements route in Haringey ('C1 Route to Queen Street via White Hart Lane' project²⁵) which will connect to the existing CS1 and complete this strategic corridor.
41. The A1010S to North Middlesex Hospital Cycle Route project was delivered at a similar time as the cycle hub at NMUH which provides its staff with secure cycle parking, washing and changing facilities, clothes drying facilities, and personal storage lockers for running or cycling equipment.
42. Taking all the above into account, the following objectives have been set for this project:
 - Improve walking & cycling access to North Middlesex Hospital and Pymmes Park.
 - Contribute towards a long-term increase in the levels of active travel, both along the route and as part of a wider borough network.

Monitoring of the trial

43. The monitoring data and outcomes are discussed in further detail in Table 1. The project Monitoring Plan²⁶, which is publicly available on the project page, sets out the areas of focus for monitoring. In Table 1 each of the areas have been considered individually and the impacts assessed. Two areas of focus set out in the Monitoring Plan are discussed in later sections within this report; 'residents, businesses and stakeholder's views', are discussed in paragraphs 46 to 66 and 'equality considerations' are discussed in paragraphs 74 to 94.
44. Traffic volume and speed was monitored via Automatic Traffic Counts (ATCs) at locations shown in Figure 2.

²⁴ <https://www.northmid.nhs.uk/annual-report-20-21>

²⁵ <https://www.haringey.gov.uk/parking-roads-and-travel/roads-and-streets/road-safety/road-safety-consultations#Road>

²⁶ <https://letstalk.enfield.gov.uk/4908/widgets/16936/documents/22465>

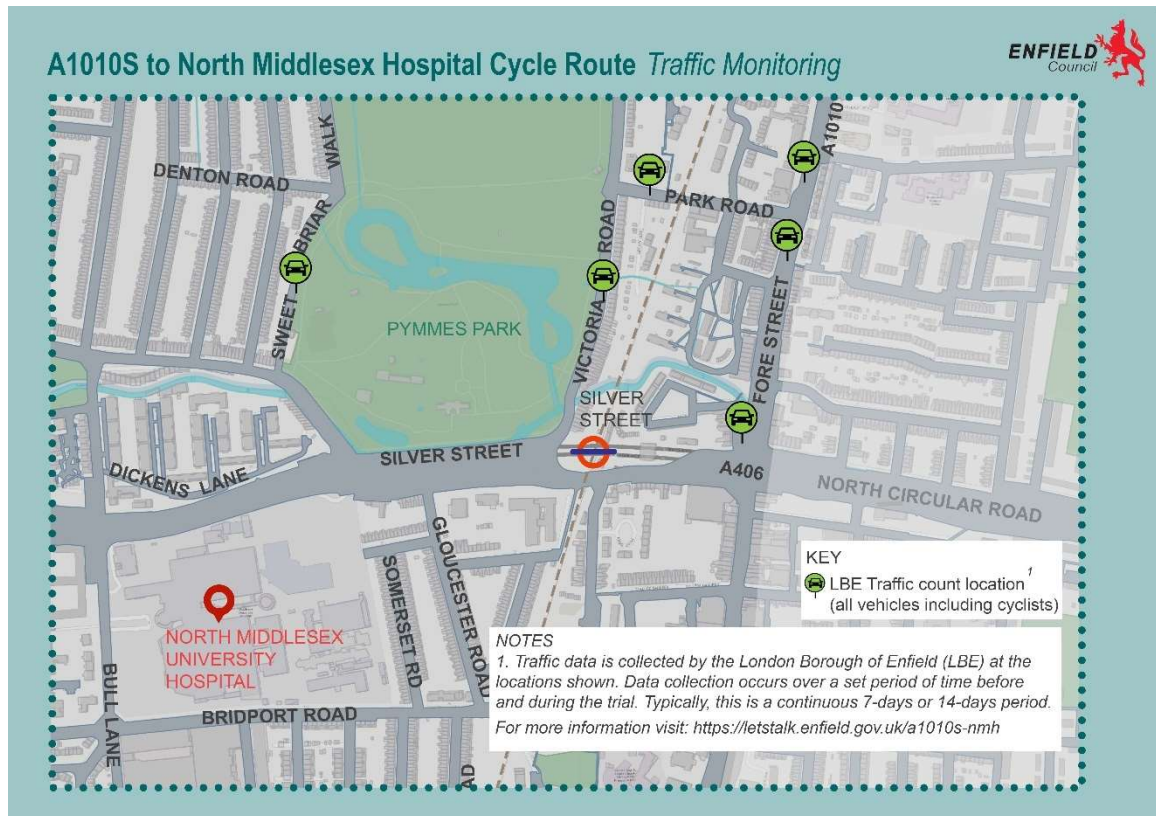


Figure 2: Traffic count locations

Table 1: Project monitoring

Traffic volumes	<p>Pre-implementation (collected in November – December 2017 and April – May 2018) and post-implementation data (collected in May 2021) have been compared to inform how the project has influenced the local and surrounding highway network. Details of the analysis are included in Appendix 2.</p> <p>Generally, traffic volume has decreased across the project area. Based on the 5 surveyed sites where both pre-implementation and post-implementation data was available for comparison, the average percentage reduction in traffic is 35%. When Park Road is excluded, the average percentage reduction in traffic across the project area is 22%.</p> <p>As expected, Park Road, where a modal filter has been introduced, has seen the largest reduction in traffic. The average daily (24-hour) number of vehicles decreased by 7,724, a difference of approximately 89%.</p> <p>Victoria Road has seen a small change in traffic, with 334 (10%) less vehicles on average per day. Specifically, while there was a slight increase in southbound traffic (203 vehicles or 7%), there was a larger decrease in northbound traffic (537 vehicles or 13%).</p>
-----------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Fore Street both north and south of the junction with Park Road experienced a decrease in traffic volumes both on the northbound and southbound directions. When averaging the figures between the two surveyed sites on Fore Street, the average total daily volume exhibited a drop of approximately 3,326 vehicles (13%). The decrease was more prominent on the southbound direction, which exhibited an average decrease of approximately 2,671 vehicles (21%). Details on the individual sites can be found in Appendix 2.

Traffic reductions on Victoria Road and Fore Street may have occurred as vehicles are now routing via alternative routes in the wider network, suggesting either the traffic has been reassigned further afield, or the overall traffic flows in the area have decreased.

The two banned right turns at the Denton Road and Sweet Briar Walk junction have resulted in a drop in traffic on Sweet Briar Walk. While the decrease in the number of vehicles was only 239, the percentage drop was 59%.

Limitations of data

Pre-implementation surveys were undertaken in the 1-4 years before 2020. Therefore, the figures and changes between the different survey locations may not be directly comparable with each other. However, they still provide a useful indication of changes to traffic patterns across the area, as well as an accurate comparison for each site individually.

The reported changes in the network should not be considered as only influenced by this trial. This project was implemented shortly prior the pandemic, which has created changes in travel patterns. It is not known what longer-term impacts the pandemic will have. Post-implementation surveys were undertaken in May 2021, when the Step 3 of the Government's Covid-19 response roadmap²⁷ came into force. This further relaxed the restrictions and allowed all but the most high-risk sectors to reopen.

Acknowledging the limitations in the data and the unprecedented impacts of the pandemic, the impacts associated with traffic volume do not, in isolation, suggest that the trial should not be made permanent.

²⁷ <https://www.gov.uk/government/publications/covid-19-response-spring-2021/covid-19-response-spring-2021#roadmap>

Vehicle speeds	<p>Vehicle speeds were monitored via Automatic Traffic Counts (ATCs). Details of the analysis are included in Appendix 2.</p> <p>Across the 5 surveyed locations, vehicle speeds showed negligible change, increasing by approximately 0.5mph over an average 24-hour period.</p> <p>Park Road exhibited an average speed reduction between its eastbound and westbound directions of 4.3mph (20%).</p> <p>Vehicle speeds showed an increase on Sweet Briar Walk by an average 2.4mph (15%) and Victoria Road by an average 2.5mph (14%). This increase was found to be larger in the southbound directions and smaller in the northbound directions. This coincides with the reduction in traffic flow. It must be noted that even though vehicle speeds have increased on these roads, they remained either below or less than 1mph above the posted 20mph speed limit. The Council will explore speed reduction measures along Victoria Road and Sweet Briar Walk.</p> <p>Speed changes on Fore Street showed no significant change.</p> <p>The observed changes in traffic speed before and after the trial do not suggest that the trial should not be made permanent.</p>
Bus journey times	<p>Bus journey times in the area have been analysed using iBus data supplied by TfL. Pre-scheme journey times were captured over February 2020, before any travel restrictions were introduced due to Covid-19. Post-scheme journey times were captured over May 2021, after the travel restrictions were lifted. Details of the analysis and methodology are included in Appendix 2.</p> <p>Overall, bus journey times for the 34, 102, and 144 routes generally exhibited either an increase or little change. As with traffic volumes, there may be a range of factors, beyond the A1010S to North Middlesex Hospital Cycle Route project, that are contributing to the overall results.</p> <p>All eastbound routes increased by some degree during weekday AM and PM peaks, and remained largely unchanged during the weekend. All westbound routes exhibited negligible change.</p> <p>Typically, bus journey time changes are influenced by changes in traffic volume or traffic flow patterns. However, the outcomes of the traffic analysis that are included in Appendix 2 showed:</p>

		<ul style="list-style-type: none"> • traffic reduction on Fore Street, which is used by all the above-mentioned bus routes, as well as the project area as a whole, and • no significant change in traffic flow patterns. <p>Therefore, the changes on bus journey times cannot be directly attributed to this trial.</p> <p>The Council maintained regular dialogue with the bus operators both before and after the implementation of the trial, but no issues with regards to the impacts of the scheme have been raised.</p> <p>Therefore, the impacts on bus journey times identified above, when considered in isolation, are not considered to be significant enough to not make the trial permanent.</p> <p>Enfield has an ongoing work programme to work with TfL to identify ways in which the operation of buses and their journey times can be improved across the Borough.</p>
Cycling counts		<p>Cycle volumes were monitored via Automatic Traffic Counts (ATCs). Classified link cycle counts with the use of a camera were also carried out at Park Road and Sweet Briar Walk on specific 24-hour periods to verify and calibrate the ATC figures. Details of cycle volumes by road and the analysis methodology are included in Appendix 2.</p> <p>Across the surveyed locations that form part of the cycle route (Fore Street north of Park Road, Park Road, and Sweet Briar Walk), the raw ATC results show an overall increase in cycle activity by approximately 216 cycle journeys per day (98%). As the classified cycle link counts revealed approximately 76% additional cycle journeys compared to the ATC results, this percentage rises to 136% (301 additional cycle trips) after calibrating the ATC figures accordingly.</p> <p>The increased use of the route through Park Road is also demonstrated by the 53% drop of cycle journeys on the section of Fore Street south of Park Road, suggesting that some people who cycle may now be using the safer and more attractive new route.</p> <p>One of the aims of projects such as this is to expand the cycling network and encourage everyone to make more sustainable transport choices. It should be acknowledged that changing travel behaviours is part of a longer-term programme that the Council is pursuing. The data suggests the start of a trend in the right direction.</p>
Impact on emergency services	on	<p>Consultation was held and feedback sought from emergency service providers prior to implementation. This collaboration led to a final design that was implemented without any objections.</p>

	<p>The Park Road N18 modal filter was designed at the request of emergency services to maintain a key access route to the area for their vehicles via an enforcement camera, which allows emergency vehicles through unhindered.</p> <p>As part of the implementation of the project, the Council has invested in technological solutions to ensure that updates are effectively made to commercially available navigation solutions such as Google, TomTom and Bing. This enables the emergency services to update their own navigational systems as they deem necessary. The Council continues to work with the emergency services to gain more insight into the navigational approach that crews are taking if any delays occur, to help determine whether there are any further steps that can be taken to minimise any issues. The solution provider is now working with TfL and the large commercial providers to examine how changes can be made to support emergency services more effectively by providing navigation data which understands exemptions for emergency vehicles. This is a highly technical and developing market which will require a lot of development over time.</p> <p>Enfield Council and London Fire Brigade, Metropolitan Police, and London Ambulance Service continued to work together during the trial and discussed operations including response times, methods, and general observations and feedback. None of the emergency services have raised any incidents of delayed responses due to the project.</p> <p>The Council remain committed to working with the emergency services and through regular dialogue will continue to be responsive to any issues raised. On the basis of no objections from the emergency services, there is no suggestion that the scheme should not be made permanent.</p>
Air quality	<p>The project aims to contribute towards a long-term increase in the levels of active travel both through the route itself and the borough. Providing a high-quality active travel infrastructure can play a vital role in enabling more walking and cycling journeys. As a result, more people are encouraged to choose to switch their shorter journeys from car to foot or cycle. Shifting to sustainable modes of travel is a key way of reducing carbon emissions and air pollution in the borough.</p> <p>Air quality may not have changed as a direct result of this project alone. It must be highlighted that this project is not delivered in isolation. The project forms part of a broader</p>

	<p>range of Healthy Streets programme and other Enfield Council initiatives, one of which is expanding the active travel network, and thus supports the Council's commitment to reduce transport pollution, improve air quality, and make Enfield carbon neutral by 2030. Therefore, air quality changes could not be monitored and evaluated solely on the basis of this project.</p>
Road collisions	<p>Personal injury collision data is collected when the police attend an incident; this data is then collated by TfL and passed on to boroughs six monthly. The data available at the time of the analysis was up to March 2021. Additional details of the analysis are included in Appendix 2.</p> <p>A personal injury collision search for the three-year period prior to implementation shows that there were 120 personal injury collisions within the project area. Of these 120 collisions, 104 involved slight injuries, 15 serious injuries, and 1 fatal injury.</p> <p>A personal injury collision search was completed post-implementation. Data is available up to 30 March 2021 providing 3 months of data. The results of this search indicate there have been 6 personal injury collisions within the project area post implementation. All of these collisions involved slight injuries.</p> <p>Road collisions within a small area resulting in injuries are typically rare events and because of this it is necessary to review data over a long period of time to observe meaningful trends. Whilst a trend cannot be established based on just 3 months of data, the information available to date does not suggest that the A1010S to North Middlesex Hospital Cycle Route has had a significant impact on personal injury collisions.</p>
Healthy Streets indicators	<p>The Healthy Streets check for designers has been utilised to review the Healthy Streets score for Fore Street, Park Road, Victoria Road, and Sweet Briar Walk. Overall, the Healthy Streets score increased by an average of 9 percentage points.</p> <p>Park Road, Victoria Road, and Sweet Briar Walk have increased their Healthy Streets score by between 6 and 24 percentage points. Fore Street has seen no change.</p> <p>Key to the score increase is an improvement of the motor traffic related metrics, such as 'total volume of two-way motorised traffic' and 'reducing private car use', due to the access restrictions introduced for motorised traffic and the overall decrease in traffic volumes. Additionally, metrics related to the improvements of the environment introduced by the scheme that benefit pedestrians, for instance</p>

	<p>'additional features to support people using crossings', contribute to the increase of the score.</p> <p>Further details of the assessment are included in Appendix 3.</p>
--	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Alignment against project objectives

45. The project had a number of objectives and an overall assessment of how these have been achieved is set out below.

Project Objective	Project Outcomes
Improve walking & cycling access to North Middlesex Hospital and Pymmes Park.	<p>The overall average traffic reduction of 35% (22% if Park Road is excluded) observed across the project area, create a safer and more attractive environment for pedestrians and people who cycle to Pymmes Park and NMUH.</p> <p>The interventions introduced as part of the trial project, including traffic calming measures, widened footways, additional crossing points, shorter crossing distances, and cycle wayfinding signs and markings, deliver improved accessibility to those destinations.</p>
Contribute towards a long-term increase in the levels of active travel, both along the route and as part of a wider borough network.	<p>Monitoring data indicates an overall increase in cycling activity along the route.</p> <p>At the three monitored sites that form part of the cycle route, overall cycling journeys increased by 98% (136% when the ATC results are calibrated based on the classified link counts). With the proposed active travel route that will extend along Bull Lane N18 and provide a future connection with Cycle Superhighway 1 (CS1) in Haringey ('North Middlesex Hospital Active Travel Improvements' project), there is the potential to maintain and build upon this upward trend.</p>

Community and stakeholder engagement

46. On 12th March 2020 a Future Cycle Routes Workshop took place which focused on five potential projects that could be delivered as part of Enfield's Healthy Streets programme. One of those projects was the A1010S to North Middlesex Hospital Cycle Route. The purpose of the workshop was to present

the potential routes to representatives from local community groups, hear their ideas, and gather their feedback and input for each route. Representation was made from the following community groups:

- Better Streets for Enfield,
- Residents of Edmonton Angel Community Together (REACT),
- The Enfield Society,
- Enfield Cycling Campaign,
- London Cycling Campaign, and
- Edmonton Cycling Club.

One of the key points of feedback that was received during that workshop was that Park Road is a road that needs traffic calming.

47. Following the release of funding for active travel in response to the Covid-19 pandemic, early work commenced on the project which included engagement with NMUH, emergency services, TfL, bus operators, Network Rail, waste collection, Enfield's housing department, and Enfield's parks department. The Council collaborated closely with these key stakeholders and involved them in the development of the proposals for this project. This engagement started in May 2020 and continues to date on a frequent basis.
48. The ongoing dialogue with the key stakeholders has influenced the proposals and led to changes introduced to the design. For instance, the London Fire Brigade, the Metropolitan Police Services, and the London Ambulance Service have been continuously engaged in discussion throughout the development of the proposals for this project to ensure that the project will not impede their ability to carry out their services and responsibilities. This has led to the proposed Park Road N18 modal filter being designed to maintain a key access route to the area for emergency services via an enforcement camera, which allows emergency vehicles through unhindered. Engagement and discussion with the emergency services continued post implementation of this project to ensure that there would be no significant impacts on their travel time. One of the outcomes of this engagement was a recent suggestion made by the Metropolitan Police to consult again with all emergency services on whether they would now support a change to a non-camera enforced filter at Park Road.
49. Project briefings were provided at milestone dates to the Haselbury and Edmonton Green wards Councillors and the Deputy Leader of the Council.
50. Communications and engagement activities with the wider community regarding the project included:
 - A letter delivered in October 2020 to residents, businesses, and other organisations within the local area describing the project background, introducing the plans, explaining the ETO process, mentioning the next steps, and informing them of the project page
 - Launch of Let's Talk project page in October 2020, hosting information on the project, frequently asked questions (FAQs), key dates for the project, documents, information on the consultation, the electronic consultation survey, notices of the traffic orders, and project updates posted to the page

- Four notification letters, one for each of Park Road, Sweet Briar Walk, Dorrit Mews, and Tanners End Lane, delivered in November and December 2020 to residents, businesses, and other organisations with details of the construction.
 - A letter delivered in December 2020 to residents, businesses, and other organisations within the local area notifying them of camera enforcement of the restriction to through motor traffic (except emergency services) on Park Road N18, under the railway bridge, becoming effective from Monday 21st December 2020.
 - A letter inviting residents, businesses, and other organisations to participate in the consultation and providing details of how to do so, delivered in March 2021.
 - A letter inviting residents, businesses, and other organisations to participate in an online engagement survey and providing details of how to do so, delivered in May 2021.
51. Notice of the draft permanent traffic orders was published in the London Gazette and Enfield Independent newspapers on 11th November 2020. Any person could make objections or representations relating to the making of the permanent orders, within a period of six months beginning with the date on which the experimental orders came into operation. The six-month statutory period for objections or representations ended on 23rd May 2021.
52. The Council received responses during the consultation as per the instructions written in the Notice of the ETOs, the relevant letter that was delivered in March 2021, and the website update on the Let's Talk Enfield site. This included making any objection or any representation in writing, quoting the reference TG52/1455 and stating the grounds on which it is made via any of the following means:
- emailed to traffic@enfield.gov.uk, or
 - posted to Head of Traffic and Transportation, Civic Centre, Silver Street, Enfield, Middlesex, EN1 3XD.
53. Statutory consultees were sent notice of the traffic order and invited to provide an objection or representation. No formal responses were received. Communication with stakeholders such as the Metropolitan Police, London Fire Brigade, and London Ambulance Service has continued throughout the trial period.
54. A further opportunity to share feedback was provided in May 2021 through an online engagement survey. This opportunity was communicated through a letter delivered to the area and a website update on the Let's Talk Enfield project page. This survey opened on 17th May 2021 and closed on 6th June 2021. The feedback provided supplemented the ongoing scheme monitoring, and any representations or objections raised during the consultation period.
55. Responses received during the statutory consultation period as well as feedback collected through the engagement survey have been analysed and consolidated into a number of tables which are at Annex 3. An overview of the public engagement and consultation is discussed in Table 1.

Table 2: Overview of consultation

Number of responses	There was a total of 20 responses to the statutory consultation (this includes letters sent as attachments within an email) from 17 unique email addresses. An additional 21 responses were received via the online engagement survey.
Demographics	<p>Respondents were required to register with the Let's Talk Enfield site to complete the engagement survey. This enables the Council to collect demographic information to better understand the people who are being engaged. The survey does not require respondents to provide their full name and full address due to data handling and processing regulations. Therefore, there is no verification process on individual responses.</p> <p>Fewer than 10 people provided demographic information on their age, race, and gender, therefore it is not possible to assess whether the engagement was representative of the project area.</p>
Location	<p>Of the respondents, 21 (100%) live in Enfield, 18 respondents (85%) live within the wider project area, and 3 (15%) respondents live outside the area.</p> <p>There is an estimated population of 37,005 based on the Office for National Statistics (ONS) population mid-year estimate living within the project area and surrounding roads. The 18 respondents living within the project area represent less than 1% of those residents.</p> <p>These numbers do not include the 20 emails and letters received as information about the location of these respondents was not available.</p>
Mode of transport	The proportion of car owners responding to the engagement survey suggests that they were over-represented, based on the Enfield Council Borough and Ward Profiles 2021 as shown in Figure 3.

Proportion of people who own one or more cars

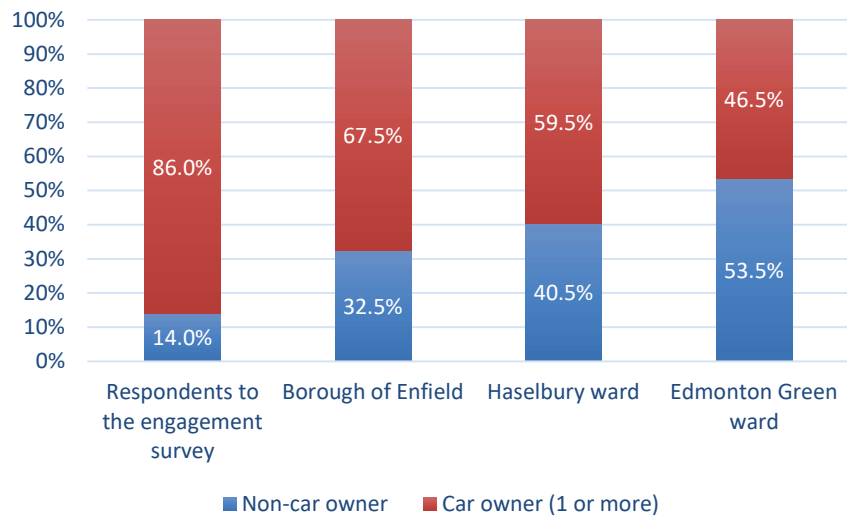


Figure 3: Proportion of people who own one or more cars

The respondents' main mode of transport on both weekdays and weekends reflected the high car ownership levels, with 90% or more of respondents either driving or being a passenger in a car as Figure 4 and Figure 5 demonstrate.

Main modes of transport on weekdays

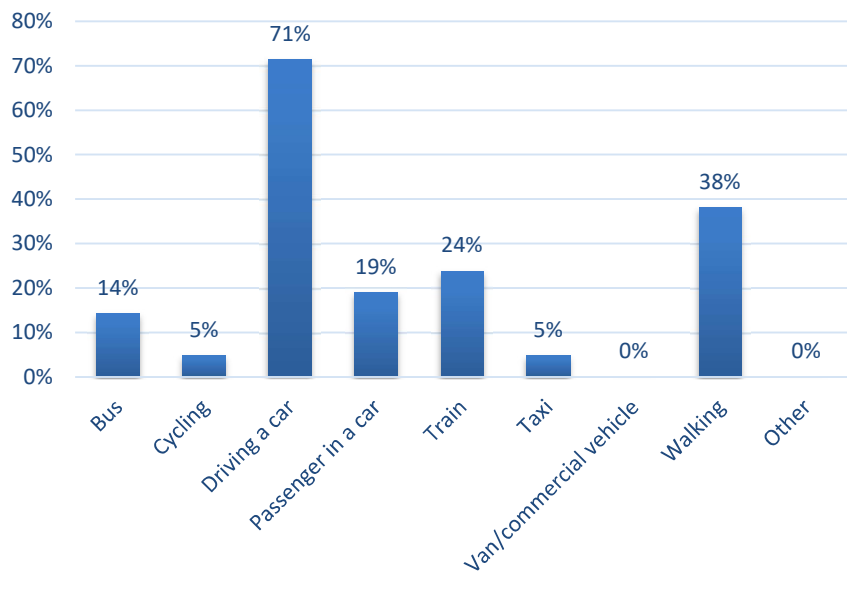
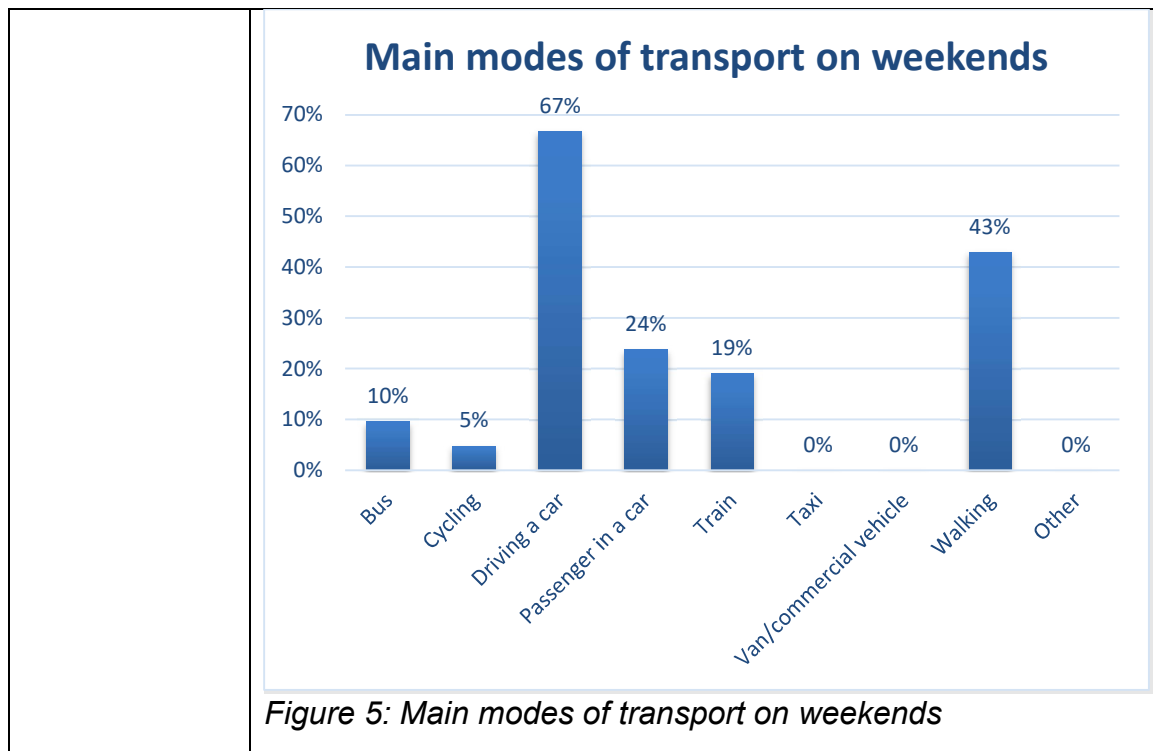


Figure 4: Main modes of transport on weekdays



56. Grounds for objections that were raised have been extracted from the consultation table and listed in Annex 4. The Council has carefully considered these and provided a response to each objection. The main areas of concern and support are discussed below.
57. The prime area of concern identified from the analysis of the statutory consultation and engagement survey responses is around the perception that the scheme is reassigning traffic to nearby roads and causing congestion.
58. The traffic survey data that has been collected shows that traffic volumes have dropped by an average of 35% (22% if Park Road is excluded) across the project area. Furthermore, all the 5 roads that were surveyed demonstrated an individual reduction in traffic between 10% and 89%.
59. The second most prominent concern that was raised is around the number of cyclists in the area not being sufficient to justify the changes in the scheme.
60. Prior to the implementation of the project and based on data collected in 2017, an average of 48 people cycled every day on Park Road, where the A1010S to North Middlesex Hospital Cycle Route starts. Following the implementation of the trial, the cycle counts that were carried out revealed that 94 people cycled on Park Road per day, exhibiting a 96% increase in volume.
61. The above figures were collected through the ATC surveys, which are better suited to accurately counting motor vehicles and therefore cannot capture 100% of the cycling movements. In fact, a classified link cycle count that was carried out on 27th May 2021 using a camera, revealed that the ATC survey on the same day captured 76% less cycle journeys than the actual number. Therefore, the actual amount of people who cycled in the area before the project was implemented and the increase following implementation are likely to be higher.

62. The delivery of projects such as the A1010S to North Middlesex Hospital Cycle Route cannot be based on the number of cyclists already using a particular route alone. For instance, Park Road was carrying an average of 9,223 motor vehicles per day before the project was implemented. Such high volumes of motor traffic on an unclassified road create an unsafe and unwelcoming environment for people to cycle, particularly for those who are less confident.
63. The scheme was delivered in the context of local, regional and national policies and strategies that seek to respond to the climate emergency, reduce traffic congestion and increase levels of physical activity, and post-pandemic response to enable a green recovery. Improving on the current ratio of cars to pedestrians and cyclists, i.e., 'mode share' is key to these policies. An example of this is the Mayor's Transport Strategy which aims for 80% of all trips to be made on foot, by bicycle or by public transport by 2041.
64. Indeed, one of the objectives of this project is to contribute towards a long-term increase in the levels of active travel, both along the route and as part of a wider borough network. The increase in cycling that the monitoring data demonstrated, indicate a trend towards the right direction.
65. The provision of safe infrastructure enables more people to make the choice to cycle some of their local journeys. Evidence from other schemes indicates that the number of cycling journeys in the Borough are increasing where good quality infrastructure has been installed. For instance, when assessing the cycling data captured on Cycleway 20 at Palmers Green for the month of April (in order to account for seasonal variation in cycle journeys due to weather) between 2019 and 2021, it can be seen that the number of cycle trips increased by approximately 36%²⁸.
66. The supportive responses were primarily centred around the project encouraging children to walk and cycle and putting pedestrians and people who cycle on level priority with motorists.

Safeguarding Implications

67. None identified.

Public Health Implications

68. The A1010S to North Middlesex Hospital Cycle Route project as outlined in this report can help make transport in the area more health-promoting by increasing physical activity through encouraging walking and/or cycling as a normal, everyday transport mode.
69. The positive effects of increased physical activity on health and wellbeing are well documented; it can help prevent and/or ameliorate a range of lifestyle related conditions, including obesity, type 2 diabetes, heart disease, stroke, some cancers, musculoskeletal issues, and poor cognitive and mental health.

²⁸ <https://www.cycleenfield.co.uk/news/latest-cycle-counts/>

Prevention of lifestyle related conditions can also lead to significant cost savings within health and social care services.

70. 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.
71. Achieving a modal shift towards active travel can also help reduce the health damaging effects of motorised transport including road traffic injuries, air pollution, community segregation, and noise.
72. Creating an environment where people actively choose to walk and cycle as part of everyday life has the potential to reduce health inequalities. This is due to the fact that income or wealth would become a less significant factor in a person's ability to travel within the borough and gain access to healthcare, employment, social networks, etc. Therefore, improving active travel in the Borough is likely to benefit those who are less prosperous and therefore likely to own motorised transport. Active travel can also be more cost-effective than other initiatives that promote exercise, sport and active leisure pursuits.
73. Climate change been named as one of greatest threat to human health in the 21st century. Reducing motorised traffic and promoting forms of active travel can help lower local greenhouse gas emissions that contribute to climate change and will lead to improvements in health of residents and the environment in the long run.

Equalities Impact of the Proposal

74. Local authorities have a responsibility to meet the Public Sector Duty created pursuant to 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.
75. The Public Sector Equality Duty requires Local Authorities, in the performance of their functions, to:
 - Eliminate discrimination, harassment, victimisation and other prohibited conduct
 - Advance equality of opportunity between people who share a protected characteristic and those who do not.
 - Foster good relations between people who share a protected characteristic and those who do not.
76. The above can be referred to as the three aims or arms of the general equality duty. The Act explains that having due regard for advancing equality involves:
 - Removing or minimising disadvantages suffered by people due to their protected characteristics.
 - Taking steps to meet the needs of people from protected groups where these are different from the needs of other people.

- Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.
77. An Equalities Impact Assessment (EqIA) for the project was carried out prior to implementation. Since implementation, alongside the EqIA, the impact on equalities has been monitored. The consultation has sought information on protected characteristics. An updated EqIA is at Appendix 4 to this report.
78. The online consultation survey asked respondents to optionally submit demographic information so various representation levels could be assessed, including on protected characteristics as outlined in the Equality Act 2010.
79. Fewer than 10 people provided information on protected characteristics (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation, and socio-economic status), therefore it is not possible to assess whether the engagement was representative of the study area.
80. The Equality Impact Assessment does not consider that there are particular positive or negative impacts on groups with the following protected characteristics:
- Gender reassignment
 - Marriage and civil partnership
 - Sexual orientation
81. The predominant theme for other protected characteristic groups is concerns around increased journey times. These journey times are particularly relevant to disabled people who may have limited travel choices as a result of their disability.
82. 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, however, may extend some essential journeys, or journeys made by carers. The reduction to through-traffic at Park Road is likely to reduce conflict between different road users creating a safer environment, particularly those with physical disabilities.
83. Older people are more likely to have age related mobility issues which do not qualify as disability but may result in less likelihood of taking active travel choices owing to the discomfort experienced in extended periods of walking.
84. Those older individuals who are able to walk may exhibit slower movement and reaction time or use mobility aids for walking. The interventions introduced as part of the trial project, which include traffic calming measures, widened footways, additional crossing points, and shorter crossing distances, will benefit such older active travel users who require extra time to cross the street.
85. Younger people are more likely to benefit from the scheme as they are likely to adopt more active travel behaviours on a long-term basis and less likely to drive. This was reflected on the consultation responses, with the younger age groups expressing higher levels of support in comparison with the older age groups.

86. Expectant mothers and mothers who have recently given birth are likely to have an increased number of medical appointments. Where this travel is made by car it may require a different route to be taken, but where the journey is walked or cycled using the proposed new facilities or through the project area, it is likely to be less polluted and safer for those using active travel modes due to reduced volumes of traffic. The Royal college of Midwives recommends exercise such as brisk walking for new and expectant mothers are safer and quieter in the scheme area.
87. In respect of race, the proposed measures are likely to improve conditions for pedestrians and cyclists, by reducing conflicts with motorised vehicles. This will disproportionately benefit ethnic groups who are more likely to walk ('Asian or Asian British', 'Mixed or multiple ethnic groups' and 'Other Ethnic Groups'), as well as 'Black and Black British' and 'Other Ethnic Groups' who are disproportionately likely to use public transport (as every public transport journey starts or ends on foot or cycle).
88. The increase during weekday AM and PM peaks in bus journey times of eastbound routes, whilst likely unrelated to this scheme, may disproportionately impact 'Black and Black British' and 'Other Ethnic Groups' who are disproportionately likely to use public transport.
89. Creating environments that enable and encourage people to travel via active modes more often can lead to exercise being built into the day of those who have little time for sporting activities due to religious commitments and therefore benefiting people with a religious belief.
90. In terms of sex, females are more likely to use the bus, but less likely to drive or cycle. Improvements made to the safety and convenience of cycling to reduce the barriers to cycling disproportionately faced by females and increase the percentage of females choosing to cycle. Providing improved conditions for cycling is likely to disproportionately benefit females, particularly due to higher number of trips they make on a daily basis compared to males, as well as their role in taking children to and from educational and recreational facilities.
91. It is noted that although this scheme is unlikely to have negatively influenced bus journey times, the increase during weekday AM and PM peaks of eastbound routes may disproportionately impact females who use buses more often than males.
92. With regards to socio-economic status, the Borough wards where this project is located, Haselbury and Edmonton Green, are two of the most deprived wards in the borough, with 45.7% and 45% households respectively claiming Universal Credit. People who are economically disadvantaged are less likely to own cars, meaning they are more likely to walk or cycle as part of multi-modal longer distance journeys (e.g., into inner London). Active travel is a low-cost form of transport. Enabling and supporting residents to walk and cycle will promote transport equity and help people on low incomes to access local services, education, training and employment.

93. The equality impact assessment indicates impacts on several characteristics both positive and negative. Negative impacts are predominantly concerned with increases in journey times by bus, which this report and the traffic analysis have assessed.
94. The positive effects are largely based around groups who already use active travel or who are more likely to change their travel behaviour to more sustainable means of transport. The benefits also include improved safety for vulnerable people, better access to public transport, and improved connectivity for multi-modal journeys.

Environmental and Climate Change Considerations

95. Table 3 provides an overview of environmental and climate change considerations.

Table 3: Overview of Environmental and Climate Change Considerations

Consideration	Impact of Proposals
Energy consumption	<p>Neutral</p> <p>There are no changes proposed to the current service delivery arrangements. Refuse vehicles will continue to be able to collect refuse from all residential properties, in some cases using different routes.</p>
Measures to reduce carbon emissions	<p>Positive</p> <p>Transport generates a significant amount of greenhouse gas emissions (39% of borough-wide emissions as per the Enfield Climate Action Plan 2020). The primary contributor of these emissions is on-road transport from cars. The project will enable:</p> <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 attractive. <p>In the shorter term, there may be some increase in carbon emissions on the surrounding primary road network.</p>
Environmental management	<p>Positive</p> <p>As noted above and in earlier sections of this report, a forecast reduction in</p>

	the use of private vehicles can be expected, as people start changing their travel behaviours.
Climate change mitigation	<p>Positive</p> <p>In the longer term, as part of a wider programme to encourage active and sustainable modes of travel, the project is expected to contribute towards reducing the negative environmental impacts of private motor vehicle use through reduced carbon emissions, lower rates of road traffic collisions and improved public realm.</p> <p>There will be no long-term contracts entered into as part of this project that would introduce environmental risks and require mitigation measures to counteract any negative impacts on future climate change.</p>

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

96. A number of risks have been identified and are summarised in Table 4.

Table 4: Identified risks of not making the proposed decision

Risk	Risk Description
Reduction in levels of active travel	The gap in cycling infrastructure from Fore Street to the A406 North Circular Road underpass will remain, potentially resulting in fewer cycle trips taken along all of Cycleway 1. This could affect the remaining active travel network due to lack of connectivity and stall or reverse the active travel uptake trends.
Motor traffic volumes on the unclassified/ residential roads within the project area continue to increase	<p>Without the provision of alternative sustainable transport modes and subject to historic trends of increasing motor vehicles on unclassified/ residential roads, traffic volumes are likely to continually increase.</p> <p>Increased hospital attendances for elective care – non-urgent services including diagnostic tests and scans and outpatient care – as a direct result of Covid-19 and knock-on impact of other conditions in treatment backlog, will result in greater demand for</p>

	<p>journeys towards the hospital. Increased demand by private car would see congestion, delays, and worsening of the reported parking issues in the area.</p>
Failure to provide a contribution to tackle the climate crisis	<p>Risks associated with this include continued traffic volume increases on unclassified/ residential roads within the area, restricting the opportunity for mode shift to more sustainable transport options. Transportation -- emits 39% of the borough's emissions, making it one of the largest sources of emissions of all sectors.</p>
Reputational damage with regards to project assessment	<p>The guidance that was published by the Secretary of State for Transport in July 2021 to assist local authorities to meet their statutory network management duty states that <i>"the aim should be to retain schemes and adjust, not remove them, unless there is substantial evidence to support this"</i>.</p> <p>The Council has committed to considering a series of factors when measuring the impact of the trials.</p> <p>Whilst a number of residents have demonstrated that they do not support the interventions, on balance, the view of the Council is that the benefits outweigh the dis-benefits, particularly when taking a longer-term view. Whilst the views of residents are an important consideration, the views of those participating in the engagement and consultation do not necessarily become a deciding factor. The Council needs to demonstrate that it is able to objectively assess the broad impacts of projects and be willing to make decisions, in the context of a climate crisis and in the interest of public health, that may not be universally popular.</p> <p>The network management guidance, which was published by the Secretary of State for Transport in July 2021, supports the above by stating that <i>"Consultations are not referendums, however. Polling results should be one</i></p>

	<i>part of the suite of robust, empirical evidence on which decisions are made”.</i>
Reputational damage with regards to action on the climate emergency	The public's confidence in Enfield Council's ability to deliver on its Climate Action Plan and Health and Wellbeing Strategy may be reduced.
Small return on previous investments	Lack of active travel connection with Pymmes Park and NMUH, which is one of the largest employers in the Borough, will lead to reduced use of the previous investment in active travel infrastructure and lower benefits. This infrastructure includes the whole of the current Cycleway 1 and the recently delivered cycle parking facilities at North Middlesex University Hospital.
Reduced future external grant funding allocations for local transport schemes	<p>As stipulated in the Department for Transport's (DfT's) Gear Change, the authorities' performance on active travel will influence the funding they receive for other forms of transport.</p> <p>The Government has also said that local authorities which remove schemes prematurely or without proper evidence are likely to see transport budgets reduced in future.</p>

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

97. A number of risks have been identified and are summarised in:

Risk	Risk Description and Mitigation Action
Active travel journeys do not increase	A key objective of this project is to enable a longer-term increase in walking & cycling levels. To achieve this, the Council need to continue to take a comprehensive approach to enabling a shift to sustainable travel. This will include the continued provision of cycle parking, cycle training, Dr Bikes along with continuing to grow the network of safe cycle routes through a combination of segregated cycling facilities and linking together a network of quiet roads where the volume of motor traffic is not hostile to walking & cycling.

Traffic volumes significantly increase	The 'new normal' of motor traffic volume is currently uncertain. Should the worst case occur where traffic volumes continue to increase, then this could lead to different impacts than those outlined in this report. The Council will therefore continue with some monitoring activity in the area to be able to identify any significant changes.
Potential for incidents of navigational issues with the emergency services	Whilst the Council has not received reports from the Metropolitan Police, London Fire Brigade, or London Ambulance Service, the Council will continue to work with the emergency services to gain greater insights into the causes of any delays. The Council will also respond to any further measures that are identified, beyond the work already done, to ensure that navigational systems have access to the latest data.
Reputational damage with regards to suggestions that the Council does not listen to residents	The Council is often accused of not listening when it makes a decision that may not have universal acceptance. The Council has ensured that consultation feedback has been carefully analysed. The findings and key themes are included in this report and Annex 3. The range of objections have been listed in Annex 4 and a response provided to each, demonstrating that all the issues raised have been considered. The Council has a responsibility to balance up these views with long term benefits to the local and regional areas and how these contribute towards national and global challenges.
Continuing damage to CCTV at Park Road	The Closed-circuit television (CCTV) installed at Park Road to enforce the modal filter restrictions has been damaged on a number of occasions since the implementation of the project. This camera could potentially be damaged again in the future, leading to additional expenses to repair or replace it and/or enhance its protection.

	The current level of protection has been effective, with no damage reported in several months.
--	------------------------------------------------------------------------------------------------

Financial Implications

Budget – capital

98. The overall available budget on code C201780 is £245k in 2021/22 and £1m in 2022/23.
99. This request is for the approval of £180,996 to deliver and implement the A1010S to North Middlesex Hospital Cycle Route Capital Scheme of which £161,391 was spent in 2020/21. The remaining £19,605 is expected to be spent in 2021/22.

Capital Expenditure & Financing (£000)	2020/21 (Actual)	2021/22 Forecasted	Total
Capital Expenditure	161.3	8.3*	169.6
Commitments	0	11.3	11.3
Total Capital Expenditure	161.3	19.6	180.9
Financed By:			
TfL and DfT Grants	161.3	19.6	180.9

*Spend as of 28 February 2022

100. The expenditure incurred in 2020/21 was financed by external capital grant from the TfL Streetspace for London Programme.
101. Expenditure of £19,605 in 2021/22 will be financed from a £44,000 Active Travel Fund grant provided by the DfT via TfL. The residual amount of £24,395 will be used to finance a potential scheme in 2022/23 for which a further report will be submitted for approval prior to delivery.

Funding

102. The scheme is wholly funded from external grants administered by Transport for London (TfL) and with no costs to the Council.
103. TfL provide the funds via certified claims that can be submitted as soon as expenditure is incurred, ensuring that the Council benefits from prompt reimbursement of any expenditure.

Budget – revenue

104. Current and future maintenance costs from this scheme have already been included within existing highway revenue budgets.
105. No impact on revenue budgets.

Legal Implications

106. Section 122 of the Road Traffic Regulation Act (RTRA) 1984 places a duty on the Council to exercise its functions, so far as practicable having regard to certain specified matters, to secure, as far as reasonably practicable, the 'expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway'. The specified matters that the Council must also have regard to are the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected, the national air quality strategy, the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles, and other relevant matters. In making a decision as to whether to make the experimental measures permanent, regard needs to be had to this duty.
107. Section 6 of the RTRA enables experimental traffic management orders made under section 9 to be made permanent by the Council.
108. A decision as to whether to make the trial measures permanent must also be consistent with the Council's network management duty under section 16 of the Traffic Management Act 2004 ("the 2004 Act"). That is, the duty "to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives (a) securing the expeditious movement of traffic on the authority's road network; and (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority".
109. Procedures for making the experimental traffic orders permanent are set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("the 1996 Regulations"). Regulation 23 of the 1996 Regulations provides that where the provisions of an experimental order are reproduced and continued in force indefinitely, it is not necessary to carry out further consultation, provide further notice, or allow for further objections.
110. Regulation 9 of the 1996 Regulations provides that the Council may cause a Public Inquiry in reaching a decision on whether to make the Orders that are the subject of this report, permanent. This is not mandatory but due consideration has nevertheless been given as to whether or not the Council will hold an Inquiry in the 'Options Considered' section further below in this report.
111. Section 149 of the Equality Act 2010 requires the Council to pay due regard to public sector equality considerations in the exercise of its functions. Such due regard should be had when taking the decision as to whether or not to make the experimental traffic orders permanent.
112. The recommendations contained within the report are in accordance with the Council's powers and duties as the Highway Authority.

Workforce Implications

113. None identified.

Property Implications

114. A small part of one of the works which runs between Silver Street and Dorrit Mews is on land belonging to a third party (a housing association). Regularisation is required in relation to the permanent installation of the works so that they are not at risk.

115. There are no other property implications.

Other Implications – Network Management

116. S122 of the Road Traffic Regulation Act 1984 requires the Council to exercise the powers provided by the Act, so far as reasonably practical, to secure the 'expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). Section 16 of the Traffic Management Act 2004 also places a specific network management duty on local traffic and highway authorities:

"It is the duty of a local traffic authority or a strategic highways company ("the network management authority") to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

(a) securing the expeditious movement of traffic on the authority's road network; and

(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority"

117. Guidance on this duty was originally published in 2004 and has been more recently updated in light of the coronavirus pandemic to place emphasis on active travel and reallocating road space for pedestrians and cyclists.

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

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

of the duty and it is for the LTA to decide on the most appropriate approach for managing demand on their own network.”²⁹

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

- *“installing cycle facilities with a minimum level of physical separation from volume traffic; for example, mandatory cycle lanes, using light segregation features such as flexible plastic wands; converting traffic lanes into cycle lanes (suspending parking bays where necessary); widening existing cycle lanes to enable cyclists to maintain distancing. Facilities should be segregated as far as possible, ie with physical measures separating cyclists and other traffic. Lanes indicated by road markings only are very unlikely to be sufficient to deliver the level of change needed, especially in the longer term*
- *modal filters (also known as filtered permeability); closing roads to motor traffic, for example by using planters or large barriers. Often used in residential areas, when designed and delivered well, this can create low-traffic or traffic-free neighbourhoods, which have been shown to lead to a more pleasant environment that encourages people to walk and cycle, and improved safety*
- *changes to junction design to accommodate more cyclists, as set out in LTN 1/20 – for example, low-level cycle signals, new forms of signal control such as ‘hold the left turn’ and two-stage turns”*

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

- TfL are the traffic authority for the A406 North Circular Road. They have been closely involved with the scheme and have not raised objections to the scheme being made permanent.
- Traffic flows on the monitored roads within the project area have seen a reduction in traffic by an average of 35% (22% if Park Road is excluded). Whilst the long-term impact of the Covid pandemic on traffic patterns may not be known for some time, there is no clear evidence that the scheme has had a negative impact on the functioning of these roads.
- The increase in eastbound bus journey times on weekdays needs to be considered as this may indicate points of congestion. However, the traffic

²⁹

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

volume reduction and the negligible change in traffic flow patterns, suggest that this scheme is not the cause of these bus delays.

Options Considered

121. The alternative options summarised in Table have been considered.

Option	Comment
Remove the trial	Removing the trial would sever the current connection to Pymmes Park and NMUH and the future connection to Haringey and CS1, stall or reverse the active travel uptake trends, and therefore prevent the opportunity to realise the benefits that the project objectives can deliver.
Holding a Public Inquiry prior to a decision	Consideration was given to referring this project to a Public Inquiry. However, it is recommended that no Public Inquiry into this project takes place on the basis that there has been significant opportunity for all views to be canvassed during an extended consultation period, including objections to making the orders permanent, and for these views to be presented to the decision-maker for consideration; the proposal does not contain issues which are particularly complex. Therefore, a Public Inquiry, where the decision would ultimately be returned to the Council, would add no further value to the process.
Remove the Park Road modal filter and/or implement segregated cycling infrastructure	<p>Park Road and particularly its section under the railway bridge is too narrow for a segregated cycle track.</p> <p>The modal filter ensures that Park Road receives reduced traffic, becoming access only for residents and businesses. With traffic volumes being significantly lower following the introduction of the modal filter, the active travel route complies with DfT's Cycle infrastructure design (LTN 1/20)³⁰ and TfL's New Cycle Route Quality Criteria³¹, reducing or eliminating the need for segregated cycle facilities.</p>

³⁰ <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

³¹ <https://tfl.gov.uk/corporate/publications-and-reports/cycling>

	While removing the modal filter would create an additional access point for residents and businesses, it would also create an opening for through traffic to pass. This would lead to traffic levels remaining too high to safely mix people who cycle with motor traffic.
Residents only access, for example via ANPR	<p>One of the aims of the project is to enable a longer-term increase in the levels of walking and cycling within and through the scheme area. Allowing residents exemptions from the Park Road modal filter, via ANPR or other means, could restrict the level of changes in travel behaviour by those residents who drive and live within the project area.</p> <p>Furthermore, the additional motor traffic within the area from trips made by residents would 'dilute' the benefits to others and potentially limit the potential for growth in walking and cycling.</p>

Conclusions

122. This report and the associated annexes and appendices set out a wide range of information relevant to this project. The core aims of this project are to improve walking and cycling access to Pymmes Park and North Middlesex University Hospital and contribute towards a long-term increase in the levels of active travel. Achieving such aims often requires reallocation of road space and measures to reduce motor traffic, such as those implemented as part of this project.
123. It is essential that additional links such as this one are implemented in order to build a strategic active travel network. A coherent network of walking and cycling routes needs to be created in order to enable greater levels of mode shift. This project provides an important addition to Cycleway 1, which would stretch for almost the entire length of the Borough from north to south. Providing this continuity enables more people to choose to cycle. Moreover, the Borough is proposing a further extension of this route to Haringey ('North Middlesex Hospital Active Travel Improvements' project) and has worked in partnership with Haringey who have their own plans to continue the route further and create a connection with Cycle Superhighway 1. With all these links in place, a continuous route into central London will be created.
124. The report sets out a summary of the monitoring categories, with further details contained within Appendix 2, which forms a vital part of the reading when making an overall assessment on this project.

125. The primary objectives of the project were to improve walking & cycling access to North Middlesex Hospital and Pymmes Park and contribute towards a long-term increase in the levels of active travel, both along the route and as part of a wider borough network. The reduction in motor vehicle levels within the area and the pedestrian and cycle interventions introduced, demonstrate the improvements in access to those key destinations, without significant impacts on the surrounding roads. The early indications of an uptake in cycling provide a foundation upon which levels can increase into the longer-term. The Council should continue to align other services such as continued Dr Bike provision, cycle training and continued delivery of residential cycle hangars alongside the delivery of active travel projects. Building further active travel links, such as the proposed Cycleway 1 link extension to Haringey, will contribute towards the ongoing development of a wider active travel network. Collectively, this approach should help build upon the increased cycling trends identified in this report.
126. The number of responses to the consultation for this project was low when looking at the overall population. Less than 1% of residents living within the project area made their voices heard through the statutory consultation and the engagement survey. Whilst the pandemic has impacted the ability to hold in person events, the level of communication to residents, businesses, and other organisations in the area has been high with a series of letters delivered.
127. A small number of objections have been raised on making these changes permanent. Considering the policy context, the requirements of the climate action plan to enable more sustainable forms of travel, and the longer-term public health benefits, it is recommended that this trial and the relevant experimental traffic orders are made permanent.

Report Author: Richard Eason
Healthy Streets Programme Director
Richard.Eason@enfield.gov.uk
02081320698

Date of report: March 2022

Annexes

Annex 1 Plans of interventions
Annex 2 Project map
Annex 3 Consultation and engagement findings
Annex 4 Responses to objections

Appendices

Appendix 1 Experimental Traffic Orders TG52/1455
Appendix 2 Traffic analysis
Appendix 3 Healthy Streets Check for Designers
Appendix 4 Equality Impact Assessment (EqIA)

Background Papers

None

This page is intentionally left blank

DENTON ROAD N18, PARK ROAD N18, SILVER STREET N18, SWEET BRIAR WALK N18 AND TANNERS END LANE N18, - EXPERIMENTAL INTRODUCTION OF NO MOTOR VEHICLE RESTRICTION, BANNED TURNS AND WAITING RESTRICTIONS, PROVISION OF 20MPH SPEED LIMIT AND REMOVAL OF PARKING SPACE

Further information may be obtained from Traffic and Transportation at <https://letstalk.enfield.gov.uk/a1010s-nmh>

1. NOTICE IS HEREBY GIVEN that the Council of The London Borough of Enfield (the Council) on 11 November 2020 made The Enfield (Waiting and Loading Restriction) (Amendment No. 190) Experimental Traffic Order 2020, The Enfield (20 m.p.h. Speed Limit) (No. 3) Experimental Traffic Order 2020, The Enfield (Event Day) (Parking Places) (Amendment No. 1) Experimental Traffic Order 2020 and The Enfield (Prescribed Routes) (No. 7) Experimental Traffic Order 2020 under sections 9, 10 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984. The Orders referred to in this paragraph will come into force on 23rd November 2020

2. The general effect of the Orders referred to in paragraph 1 of this Notice will be, on an experimental basis:

- (a) to compel any vehicle proceeding in Denton Road N18 to turn left into Sweet Briar Walk N18;
- (b) to prevent any vehicle proceeding in a southerly direction in Sweet Briar Walk N18 from turning right into Denton Road;
- (c) to prevent motor vehicles from entering or proceeding in Park Road N18, between a point 11.5 metres east of the common boundary of Nos. 10 and 12 Park Road and a point 36.5 metres east of that boundary;
- (d) on the west side of Tanners End Lane N18, between 6 metres south of the southern kerb-line of Dickens Lane N18 and 17.7 metres south of that kerb-line, to remove event day 'SE' permit holders parking space and replace it with double yellow line 'at any time' waiting restrictions;
- (e) on the south-west side of Silver Street N18, outside No. 194 Silver Street, to remove event day 'SE' permit holders parking space for one vehicle (angled parking space);
- (f) to provide a 20mph speed limit in Park Road N19, between Victoria Road and Solomon Avenue; and
- (g) amend the designation of certain parking places in Tanners End Lane N18 to correct address details given in the Order.

3. Due to the current Coronavirus pandemic the experimental orders, statement of reasons and plans cannot currently be inspected at the Civic Centre. However, in line with guidance from the Department for Transport, the following alternative arrangements have been made:

a) the experimental Orders referred to in paragraph 1, the statement of reasons and plans can be inspected online at:

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

b) copies of the documents referred to above can also be obtained by calling the above telephone number, or by emailing traffic@enfield.gov.uk or by writing to Traffic & Transportation (quoting reference TG52/1455), Civic Centre, Silver Street, Enfield, Middlesex, EN1 3XD.

4. The Council will consider in due course whether the provisions of the Orders referred to in paragraph 1 of this Notice should be continued in force indefinitely by means of permanent Orders made under sections 6, 45, 46, 49, 84 and 124 of and part IV of Schedule 9 to the Road Traffic Regulation Act 1984. Any person may object to the making of the permanent Orders for the purpose of such indefinite continuation, within a period of six months beginning with the date on which the experimental Orders come into force or, if any of the Orders is varied by another Order or modified pursuant to section 10(2) of the 1984 Act, beginning with the date on which the variation or modification or the latest variation or modification comes into force. Any such objection must be made in writing and must state the grounds on which it is made and be sent to the Head of Traffic and Transportation, the Civic Centre, Silver Street, Enfield, Middlesex, EN1 3XD, or by e-mail to traffic@enfield.gov.uk, quoting the reference TG52/1455.

5. Under the Local Government (Access to Information) Act 1985, any letter you write to the Council in response to this Notice may, upon written request, be made available to the press and to the public, who will be entitled to take copies of it if they so wished.

6. Anyone wishing to question the validity of any of the Orders or of any of its provisions on the grounds that it is not within the powers conferred by the Road Traffic Regulation Act 1984, or that any requirement of that Act or of any instrument made under that Act has not been complied with, that person may, within 6 weeks from the date on which the Orders were made, apply for the purpose to the High Court.

Dated 11th November 2020

David B. Taylor
Head of Traffic and Transportation

DENTON ROAD N18, PARK ROAD N18, SILVER STREET N18, SWEET BRIAR WALK N18 AND TANNERS END LANE N18, - EXPERIMENTAL INTRODUCTION OF NO ENTRY POINTS, BANNED TURNS AND WAITING RESTRICTIONS, PROVISION OF 20MPH SPEED LIMIT AND REMOVAL OF PARKING SPACE

The Enfield (Waiting and Loading Restriction) (Amendment No. 190) Experimental Traffic Order 2020, The Enfield (20 m.p.h. Speed Limit) (No. 3) Experimental Traffic Order 2020, The Enfield (Event Day) (Parking Places) (Amendment No. 1) Experimental Traffic Order 2020 and The Enfield (Prescribed Routes) (No. 7) Experimental Traffic Order 2020

STATEMENTS OF REASONS

Enfield Council is proposing a walking and cycling route that will connect the existing route on Fore Street (Cycleway 1) with North Middlesex Hospital. The proposals create a route of approximately 1.4km length between Park Road and the A406 North Circular Road underpass at Bull Lane.

The proposed walking and cycling route aim to:

- Deliver a key strategic link which will provide increased access for key workers and people with reduced mobility travelling to North Middlesex Hospital;
- Provide an opportunity for a future extension of the route to connect with Cycle Superhighway 1 (CS1) in Haringey;
- Lessen the demand for use of public transport, which owing to Covid-19 has reduced capacity;
- Widen footways to accommodate pedestrians and cyclists providing space for social distancing;
- Improve junctions and crossings to enable more people to walk and cycle safely; and
- Introduce a 20 m.p.h. speed limit and modal filter to reduce through traffic and speeds on Park Road, which can result in some residents having to use different routes to access their homes. This closure to motor vehicles will continue to allow emergency services access.

Orders are being Made to support the above, in locations within the London Borough of Enfield.

The Orders are being introduced on an experimental basis so that their effects can be monitored and varied where necessary. The Council will be considering in due course whether the provisions of the Orders should be continued indefinitely by means of Orders made under sections 6, 45, 46, 49, 84 and 124 of and part IV of Schedule 9 to the Road Traffic Regulation Act 1984.



THE COUNCIL OF THE LONDON BOROUGH OF ENFIELD TRAFFIC MANAGEMENT ORDER

2020 No. 50

The Enfield (Waiting and Loading Restriction)
(Amendment No. 190) Experimental Traffic Order 2020

Made 11 November 2020

Coming into operation 23 November 2020

The Council of the London Borough of Enfield, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 9, 10 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984(a), and of all other powers thereunto enabling hereby make the following Order:-

1. This Order shall come into operation on 23 November 2020 and may be cited as the Enfield (Waiting and Loading Restriction) (Amendment No. 190) Experimental Traffic Order 2020.

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

(a) 1984 c.27

3. Whilst this Order continues in force and without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, the Enfield (Waiting and Loading Restriction) Order 2012(b) shall have effect as though for the item numbered 254 in Schedule 1 to that Order there were substituted the item similarly numbered and set out in columns 1, 2 and 3 of the Schedule to this Order;

4. In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Assistant Director of Strategic Transportation for the time being, or some person authorised in that behalf by him, may, if it appears to him or that person essential in the interests of the expeditious, convenient and safe movement of traffic or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend this Order or any provision thereof, save that no modification shall make an addition.

Dated this eleventh day of November 2020.



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

1	2	3
254.	<p>Tanners End Lane</p> <p>(a) the east side</p> <ul style="list-style-type: none"> (i) between the southern kerb-line of Silver Street, Edmonton and a point 31 metres north of the northern kerb-line of Statham Grove; (ii) between a point opposite the southern kerb-line of Statham Grove northward for a distance of 16 metres; (iii) between a point 10.5 metres north of the north-eastern kerb-line of Dickens Lane and a point 24 metres north of the north-eastern kerb-line of Dickens Lane; (iv) between a point 5 metres north of the north-eastern kerb-line of Dickens Lane and a point 5 metres south of the south-western kerb-line of Dickens Lane; (v) between a point 10.5 metres south of the southern flank wall of Nos. 22 and 23 Statham Grove and its southern extremity; <p>(b) the west side</p> <ul style="list-style-type: none"> (i) between the southern kerb-line of Silver Street, Edmonton and a point 31 metres north of the northern kerb-line of Statham Grove; (ii) between a point 10 metres north the northern kerb-line of Statham Grove and a point 10 metres south of the southern kerb-line of Statham Grove; (iii) between a point 2.5 metres north of the southern wall of No. 23 Statham Grove and a point 9.5 metres south of that wall; (iv) between a point 10.5 metres south of the southern flank wall of Nos. 22 and 23 Statham Grove and its southern extremity. 	 A A A A A A A A A

SCHEDULE 1 (continued)

EXPLANATORY NOTE

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

This Order further amends the Enfield (Waiting and Loading Restriction) Order 2012, so as to introduce "at any time" waiting restrictions in Tanners End Lane, to allow access to a cycle path, in support of additional provisions for cyclists, within the London Borough of Enfield.

The Order is being introduced on an experimental basis so that its effects can be monitored and varied where necessary. The Council will be considering in due course whether the provisions of the Order should be continued indefinitely by means of an Order made under sections 45, 46 and 49 of the Road Traffic Regulation Act 1984.



THE COUNCIL OF THE LONDON BOROUGH OF ENFIELD TRAFFIC MANAGEMENT ORDER

2020 No. 51

The Enfield (20 m.p.h. Speed Limit) (No. 3)
(Amendment No. 3) Experimental Traffic Order 2020

Made 11 November 2020

Coming into operation 23 November 2020

The Council of the London Borough of Enfield, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 9, 10 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984(a), and of all other powers thereunto enabling hereby make the following Order:-

1. This Order shall come into operation on 23 November 2020 and may be cited as the Enfield (20 m.p.h. Speed Limit) (No. 3) (Amendment No. 3) Experimental Traffic Order 2020.

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

(a) 1984 c.27

SCHEDULE 1 (continued)

6. Whilst this Order continues in force and without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, the Enfield (20 m.p.h. Speed Limit) (No. 3) Order 2002(b) shall have effect as though:

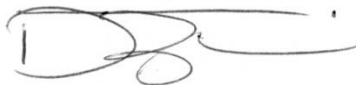
(a) there were added as Article 3 to that Order, the following:

"3. The speed limit imposed by this Order shall not apply to vehicles falling within Regulation 3(4) of the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011¹ when used in accordance with Regulation 3(5) of those Regulations."; and

(b) there were added to the Schedule to that Order the item set out in the Schedule to this Order.

7. In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Assistant Director of Strategic Transportation for the time being, or some person authorised in that behalf by him, may, if it appears to him or that person essential in the interests of the expeditious, convenient and safe movement of traffic or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend this Order or any provision thereof, save that no modification shall make an addition.

Dated this eleventh day of November 2020.



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

(b) LBE 2002/34

¹ SI 2011/935

**SCHEDULE (see Article 3(b))
(20 m.p.h. speed limit)**

Park Road N18, between its junction with Victoria Road and its junction with Solomon Avenue.

EXPLANATORY NOTE

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

This Order amends the Enfield (20 m.p.h. Speed Limit) (No. 3) Order 2002, so as to impose a 20 miles per hour speed limit in part of Park Road N18 and adds an exemption for UK special forces vehicles to certain existing 20mph speed limits, within the London Borough of Enfield.

The Order is being introduced on an experimental basis so that its effects can be monitored and varied where necessary. The Council will be considering in due course whether the provisions of the Order should be continued indefinitely by means of an Order made under section 84 of the Road Traffic Regulation Act 1984.



THE COUNCIL OF THE LONDON BOROUGH OF ENFIELD
TRAFFIC MANAGEMENT ORDER

2020 No. 52

The Enfield (Event Day) (Parking Places)
(Amendment No. 1) Experimental Traffic Order 2020

Made 11 November 2020

Coming into operation 23 November 2020

The Council of the London Borough of Enfield, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 9, 10 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984(a) as amended, and of all other powers thereunto enabling hereby make the following Order:-

Citation and commencement

1. This Order may be cited as the Enfield (Event Day) (Parking Places) (Amendment No 1) Experimental Traffic Order 2020 and shall come into operation on 23 November 2020.

Interpretation

2. (1) In this Order, "the Order of 2018" means the Enfield (Event Day) (Parking Places) Order 2018(b);

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

(a) 1984 c.27 (b) L.B.E. 2018/46

- (3) Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2018 shall have the same meaning as in that Order.

Suspension of parking places

3. Without prejudice to the validity of anything done or to any liability incurred before the coming into operation of this Order, the Order of 2018 shall have effect as though the parking places numbered 855, 856, 857 and 771 in Schedule 1 of that Order are hereby suspended.

Designation of parking places and application of the Order of 2018 thereto

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

(2) The provisions of the Order of 2018 (other than Articles 3 and 17) shall apply to the areas designated as parking places by this Order as if in those provisions any reference to a parking place included a reference to an area designated as a parking place by this Order, as if any reference to Schedule 1 to the Order of 2018 included a reference to the Schedule to this Order.

Placing of traffic signs, etc.

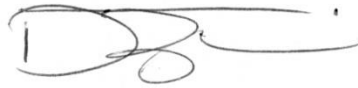
5. The Council shall:

- (a) place and maintain traffic signs indicating the limits of each parking place designated by this Order;
- (b) place and maintain in or in the vicinity of each parking place designated by this Order traffic signs indicating that such parking place may be used during the permitted hours for the leaving only of the vehicles specified in Article 5 of the Order of 2018;
- (c) carry out such other work as is reasonably required for the purposes of the satisfactory operation of a parking place.

Modification and suspension of this Order

6. In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Assistant Director of Strategic Transportation for the time being, or some person authorised in that behalf by him, may, if it appears to him or that person essential in the interests of the expeditious, convenient and safe movement of traffic or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend this Order or any provision thereof, save that no modification shall make an addition.

Dated this eleventh day of November 2020.



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

SCHEDULE (see Article 4)

1 Item	2 Designated Parking Place	3 special manner of standing
1.	Silver Street The south-west side, from a point 2 metres north-west of the common boundary of Nos. 174 and 176 Silver Street to a point 52.5 metres north-west of that common boundary and having a width throughout of 5 metres.	at 90° to the south-western kerb-line
2.	Tanners End Lane The west side, from a point 8 metres south of the southern kerb-line of Statham Grove to a point 5.5 metres north of the common boundary of Nos. 12/13 and 14/15 Statham Grove.	
3.	Tanners End Lane The west side, from the common boundary of Nos. 12/13 and 14/15 Statham Grove to a point 2.5 metres north of the southern wall of No. 23 Statham Grove.	
4.	Tanners End Lane The west side, from a point 9.5 metres south of the southern wall of No. 23 Statham Grove to a point 29 metres south of that southern wall.	
5.	Tanners End Lane The east side, from a point 0.5 metres north opposite of the southern kerb line of Statham Grove to a point 4.5 metres south of the common boundary of Nos. 12/13 and 14/15 Statham Grove.	

EXPLANATORY NOTE

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

This Order removes parking space to allow access to a cycle path and in connection with the provision of a pedestrian and cycle crossing, in support of additional provisions for cyclists, within the London Borough of Enfield. The Order also amends the designation of certain parking places in Tanners End Lane to correct address details.

The Order is being introduced on an experimental basis so that its effects can be monitored and varied where necessary. The Council will be considering in due course whether the provisions of the Order should be continued indefinitely by means of an Order made under section 6 of the Road Traffic Regulation Act 1984.



THE COUNCIL OF THE LONDON BOROUGH OF ENFIELD
TRAFFIC MANAGEMENT ORDER

2020 No. 53

The Enfield (Prescribed Routes) (No. 7) Experimental Traffic
Order 2020

Made 11 November 2020

Coming into operation 23 November 2020

The Council of the London Borough of Enfield, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 9 and 10 of the Road Traffic Regulation Act 1984(a) and of all other powers thereunto enabling, hereby make the following Order:-

Citation and commencement

1. This Order shall come into operation on 23 November 2020 and may be cited as the Enfield (Prescribed Routes) (No. 7) Experimental Traffic Order 2020.

Interpretation

2. (1) In this Order "cause" includes "permit";

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

Prohibitions

3. No person causing a vehicle to proceed in Sweet Briar Walk N18 in a generally southbound direction shall, upon reaching its junction with Denton Road N18 cause that vehicle to turn right into Denton Road N18.

(a) 1984 c.27

4. Every person causing a vehicle to proceed in Denton Road N18 in a generally eastbound direction shall, upon reaching its junction with Sweet Briar Walk N18, cause that vehicle to turn left into Sweet Briar Walk N18.

5. No person shall cause any motor vehicle to enter or proceed in Park Road N18, between a point 11.5 metres east of the common boundary of Nos. 10 and 12 Park Road N18 and a point 36.5 metres east of the that common boundary.

Exemptions

6. Nothing in Article 3, 4 or 5 of this Order shall apply -

- (a) to anything done with the permission of or at the direction of a police constable in uniform or a civil enforcement officer; or
- (b) to any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984; or
- (c) to any vehicle being used by the London Ambulance Service, the London Fire Brigade or the Police whilst carrying out their duties.

7. Nothing in Article 5 of this Order shall apply to any vehicle, whilst being used for the purpose of cleaning or maintaining the length of street specified in that Article.

Modification and suspension

8. In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, a person authorised by The Council of the London Borough of Enfield or some other person authorised in that behalf by that person, may, if it appears to them essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend any provision of this Order, save that no modification shall make an addition.

Dated this eleventh day of November 2020

A handwritten signature in dark ink, appearing to be 'D. G. C.', written in a cursive style.

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

EXPLANATORY NOTE

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

This Order provides a banned turn, a compulsory turn and a no motor vehicle restriction in support of additional provisions for cyclists, within the London Borough of Enfield.

The Order is being introduced on an experimental basis so that its effects can be monitored and varied where necessary. The Council will be considering in due course whether the provisions of the Order should be continued indefinitely by means of an Order made under section 6 of the Road Traffic Regulation Act 1984.

To LB Enfield

From Steer

Date 23 February 2022

Project A1010S to North Middlesex Hospital Cycle Route

Project No. 24108202

A1010S to North Middlesex Hospital Cycle Route - Traffic Analysis

1. On behalf of LB Enfield, Steer has undertaken traffic analysis using a range of data sources, to identify the traffic impacts of various interventions that form part of Enfield's A1010S to North Middlesex Hospital Cycle Route. This note presents the technical findings of traffic analysis aimed at understanding the impacts of trial interventions on roads near the Hospital.
2. This analysis draws on data up to June 2021. This includes:
 - Data from before the trial interventions were introduced, and prior to the onset of the COVID-19 pandemic. Much of this data was collected prior to January 2020 and it is called '**before**' data here.
 - Data from after the interventions were introduced, collected in May to July 2021, called '**after**' data here. This data will have been affected by COVID-19, however it has been collected from 10 May 2021 onwards. This coincides with the implementation of Step 3 of the government's COVID-19 roadmap which included guidance advising:
 - People to continue to work from home if you can and avoid public transport
 - Educational institutions to fully open
 - Shops to open and hospitality to open with maximum of six people per table
3. The purpose of this review is to outline the findings of this analysis. The scope of Steer's work means that this review is limited to describing what the available data indicates about the impacts of each scheme. It is not Steer's role to comment on whether these are positive or negative. Whilst it is expected that LB Enfield will use this review to inform the decision-making process, this review does not make any recommendations as to whether the schemes should be continued, amended or removed, as there are other information sources (such as stakeholder feedback) that LB Enfield will also take into account.

Data sources

4. A number of data sources were available to produce comparisons between the traffic movements 'before' and 'after' the trial scheme were implemented. These data sources included:
 - Automatic Traffic Counter (ATC) data (speed and volume)
 - iBus journey time data
 - TfL collision data
 - Classified Link Counts (CLC) (vehicle counts performed usage footage)
5. Specific dates in which the data was captured are provided alongside the data below.

Traffic Volume Data

Data available

6. Automatic Traffic Counter (ATC) data was available for the locations in the table below.

Table 1: ATC survey locations and dates near A1010S to North Middlesex Hospital Cycle Route

#	Location	Before	After
1	Fore Street north of Park Road	26/04/2018 – 02/05/2018	17/05/2021 – 23/05/2021
2	Fore Street south of Park Road	26/04/2018 – 02/05/2018	17/05/2021 – 23/05/2021
3	Park Road	20/11/2017 – 04/12/2017	17/05/2021 – 23/05/2021
4	Victoria Road	26/04/2018 – 02/05/2018	17/05/2021 – 23/05/2021
5	Sweet Briar Walk	25/11/2017 – 01/12/2017	17/05/2021 – 23/05/2021

Analysis

7. Classified Link Counts (CLC) data was available for the locations in the table below.

Table 2: CLC survey locations and dates near A1010S to North Middlesex Hospital Cycle Route

#	Location	Before	After
3	Park Road	n/a	27/05/2021
5	Sweet Briar Walk	n/a	27/05/2021

8. The data presented in Figure 1 shows the difference in traffic volume across the sites from before and after implementation of the trial cycle scheme. Interventions are also marked on the figures. It should be noted the 'before' data was not available over a single time period, which means that the figures across different survey sites may not be directly comparable.
9. However, it is only possible to work with the data that is available, and it still provides a useful indication of changes to traffic patterns in the area.
10. It should also be noted that while two weeks of 'after' data was collected for all the sites, the analysis presented in this note only uses one week (starting 17/05/21). This is because the second week of data (starting 24/05/21) would end on a bank holiday weekend and would therefore represent atypical traffic flows at the end of the week.

Figure 1: Change in the 7-day average traffic flow (all modes) on roads near A1010S to North Middlesex Hospital Cycle Route

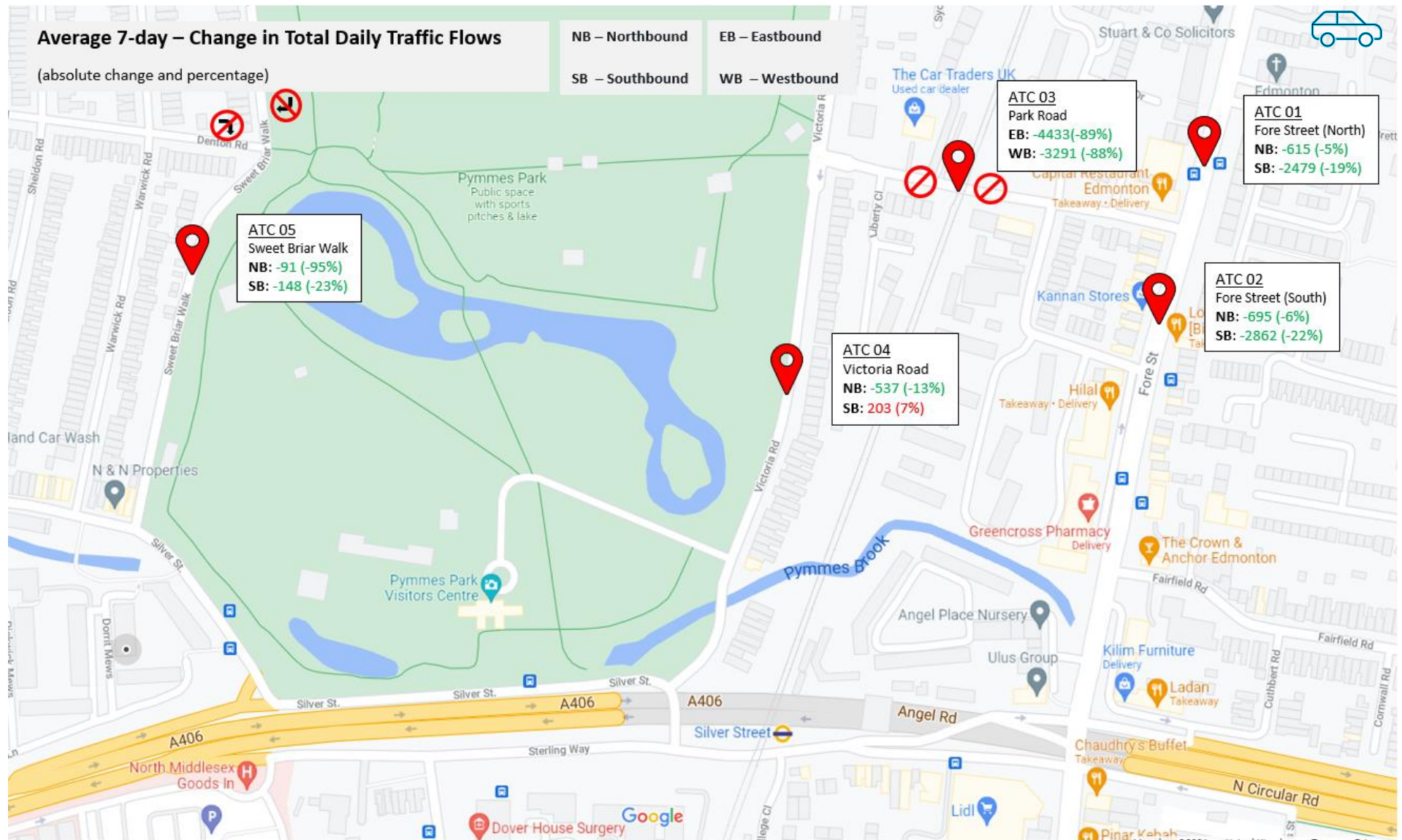
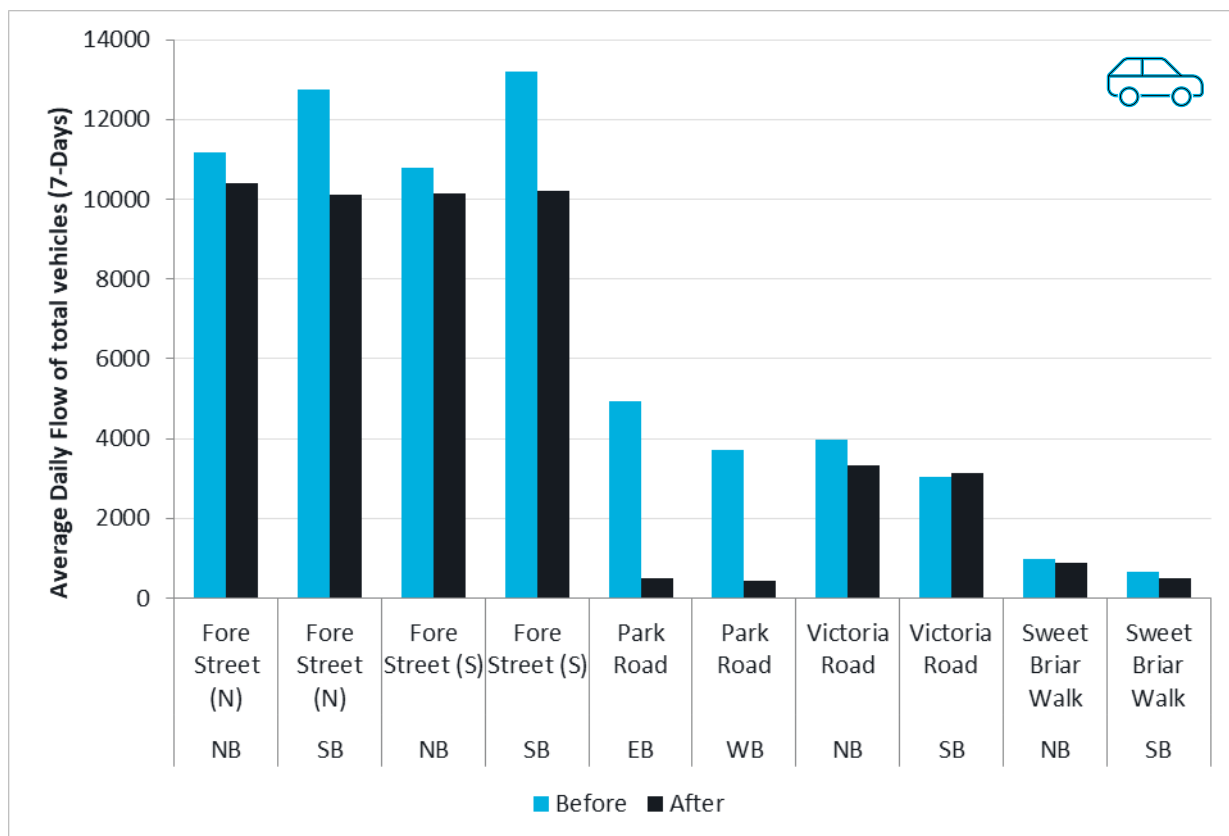


Figure 2: Daily vehicle flow (all modes excluding bicycles) (7-day average)

(NB –Northbound; SB –Southbound; EB –Eastbound; WB –Westbound)



Source ATC is as shown in Table 1.

11. Generally, traffic has decreased across the area. As expected, Park Road, where a road closure has been introduced, has seen a very large reduction in traffic. Traffic reductions on Victoria Road and Fore Street are likely to have occurred as vehicles are now routing via alternative routes in the wider network, suggesting either the traffic has been displaced further afield, or the overall traffic flows in the area have decreased.
12. The two banned right turns at the Denton Road and Sweet Briar Walk junction have resulted in a drop in traffic on Sweet Briar Walk.

Figure 3: Daily cycle flow (7-day average)

(NB – Northbound; SB – Southbound; EB – Eastbound; WB – Westbound)

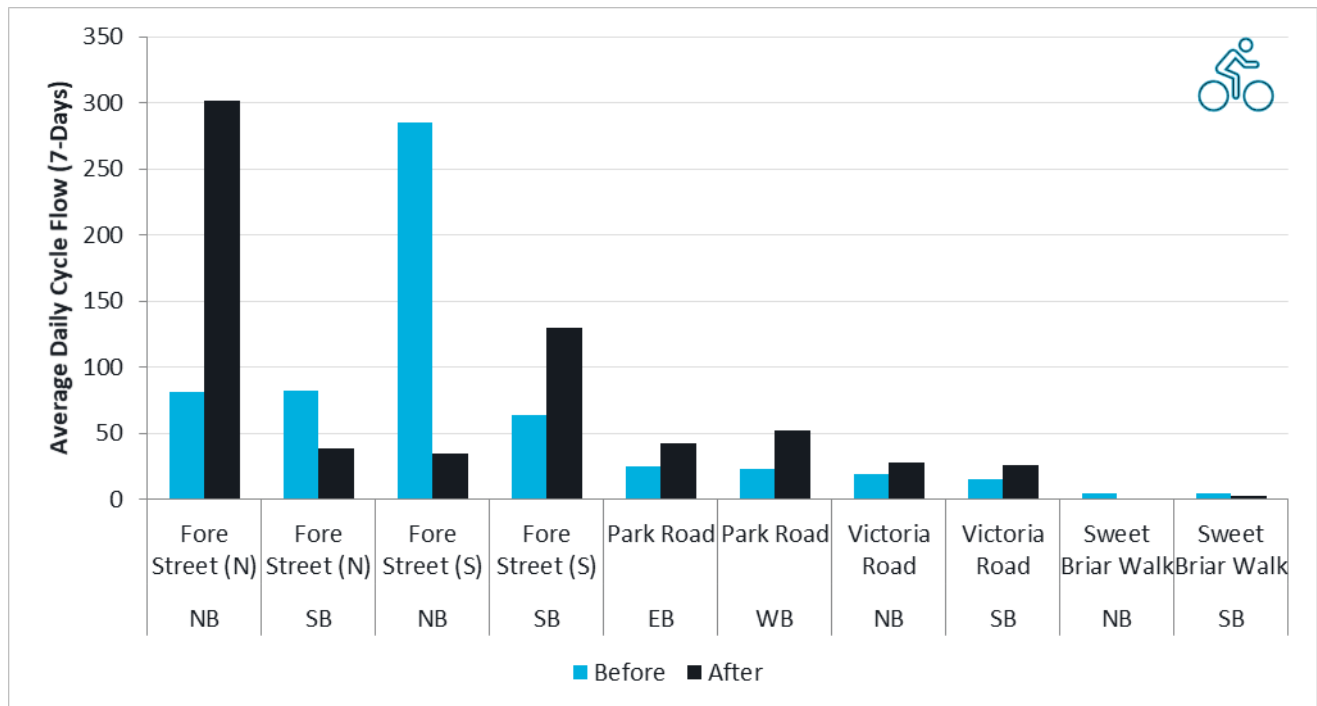


Table 3: Difference in daily cycle flow (7-day average) (NB –Northbound; SB –Southbound; EB–Eastbound; WB –Westbound)

	Fore Street (N) NB	Fore Street (N) SB	Fore Street (S) NB	Fore Street (S) SB	Park Road EB	Park Road WB	Victoria Road NB	Victoria Road SB	Sweet Briar Walk NB	Sweet Briar Walk SB
Before	81	82	285	63	25	23	19	16	5	5
After	302	38	35	130	42	52	28	26	0	3
Diff.	220	-44	-251	67	18	29	9	10	-5	-2
%Diff.	271%	(53%)	(88%)	105%	71%	127%	48%	66%	(100%)	(34%)

Source ATC is as shown in Table 1.

13. The table and graph above show the change in the number of cycles at the five survey locations. There is a clear uplift in northbound cycle flows on Fore Street (North of Park Road) as well as southbound on Fore Street (South of Park Road). Cycle flows significantly dropped on Fore Street in the northbound direction (South of Park Road).
14. Cycle flows have approximately doubled on Park Road, however they still remain low across Park Road and Sweet Briar Walk.
15. It should be noted that this data was collected by Automatic Traffic Counters (ATCs). ATC surveys are better suited to accurately counting larger motorised vehicles rather than cycles. This is due to their sensitivity and how they are installed and positioned on road surfaces. Whilst this survey data will not have captured 100% of cycling movements, it still serves as an indicator of relative cycle flows.
16. Cycle count data was also collected by Classified Link Counts (CLC), on 27th May 2021 on Park Road and Sweet Briar Walk. These values are captured through the analysis of CCTV footage with greater accuracy than ATC data. The CLC data has been included in the cycle figures below for Park Road and Sweet Briar Walk for completeness, however the analysis of the ATC values has been prioritised here as the comparison between before and after data is 'like for like'.

Figure 4: Average weekday flow (all modes excluding bicycles) comparison for ATC 01 (Fore Street North of Park Road) for Northbound (left) and Southbound (right)

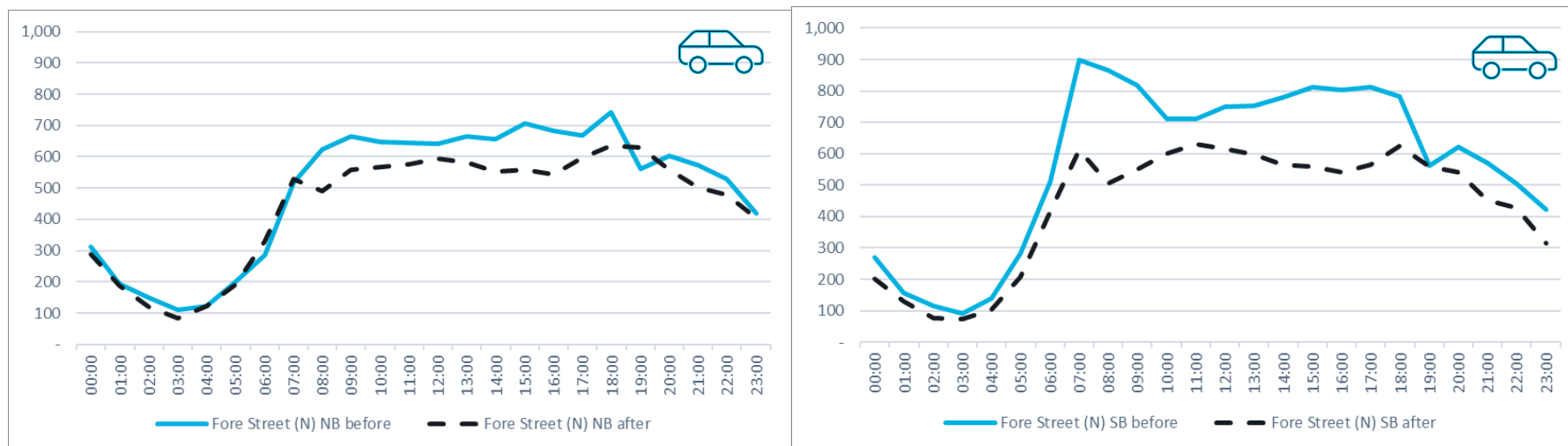
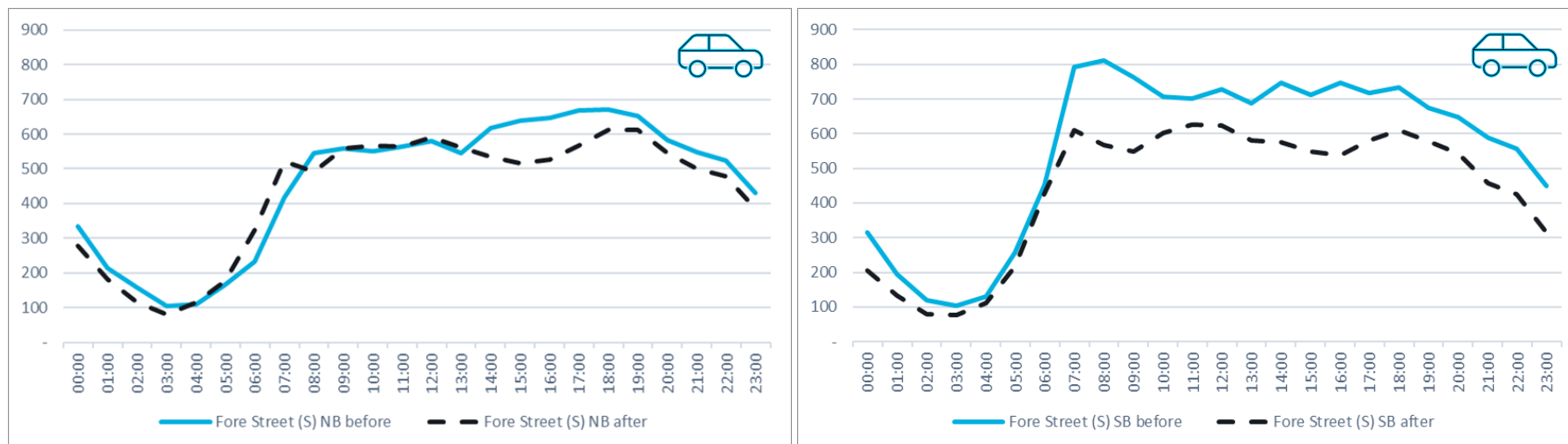


Figure 5: Average weekday flow (all modes excluding bicycles) comparison for ATC 02 (Fore Street South of Park Road) for Northbound (left) and Southbound (right)



Source ATC is as shown in Table 1.

Figure 6: Average weekday flow (all modes excluding bicycles) comparison for ATC 03 (Park Road) for Eastbound (left) and Westbound (right)

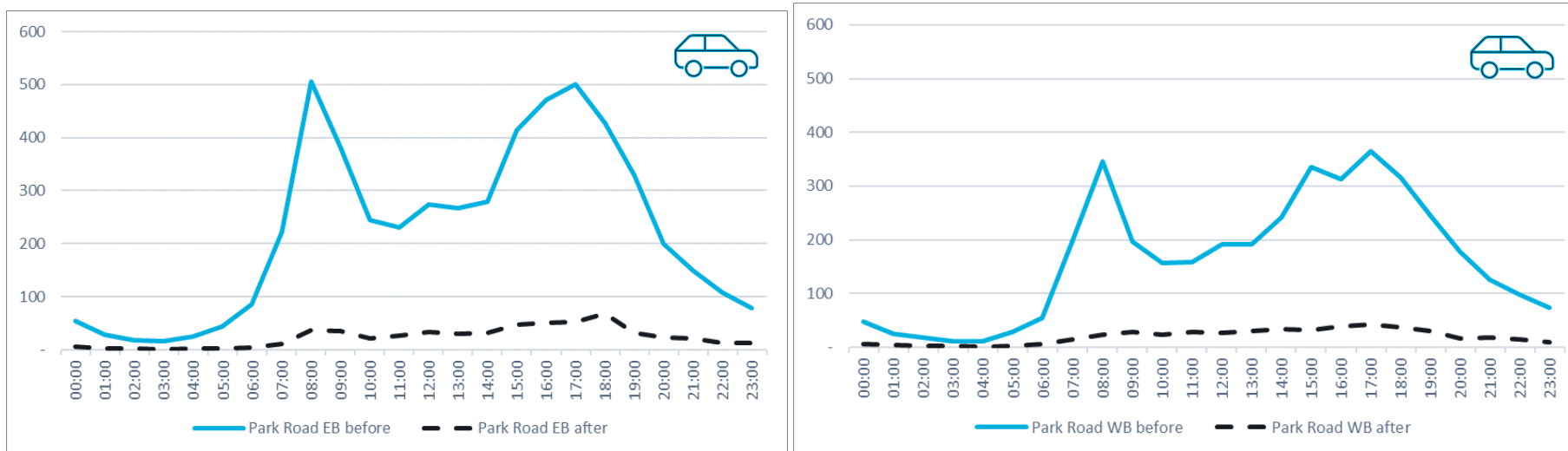
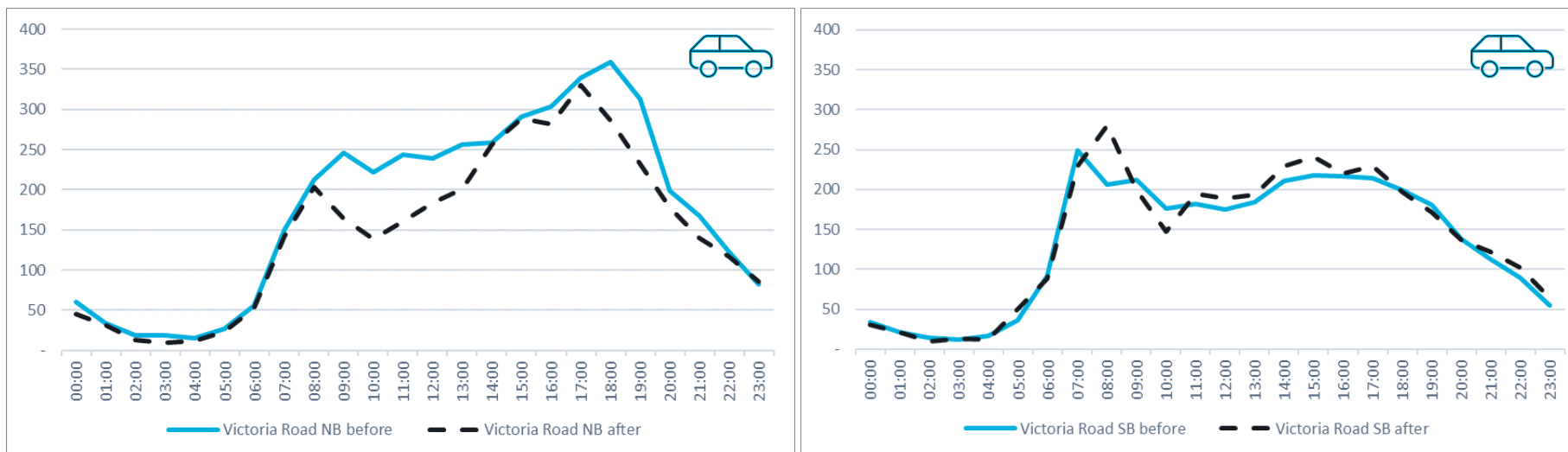


Figure 7: Average weekday flow (all modes excluding bicycles) comparison for ATC 04 (Victoria Road) for Northbound (left) and Southbound (right)



Source ATC is as shown in Table 1.

Figure 8: Average weekday flow (all modes excluding bicycles) comparison for ATC 05 (Sweet Briar Walk) for Northbound (left) and Southbound (right)

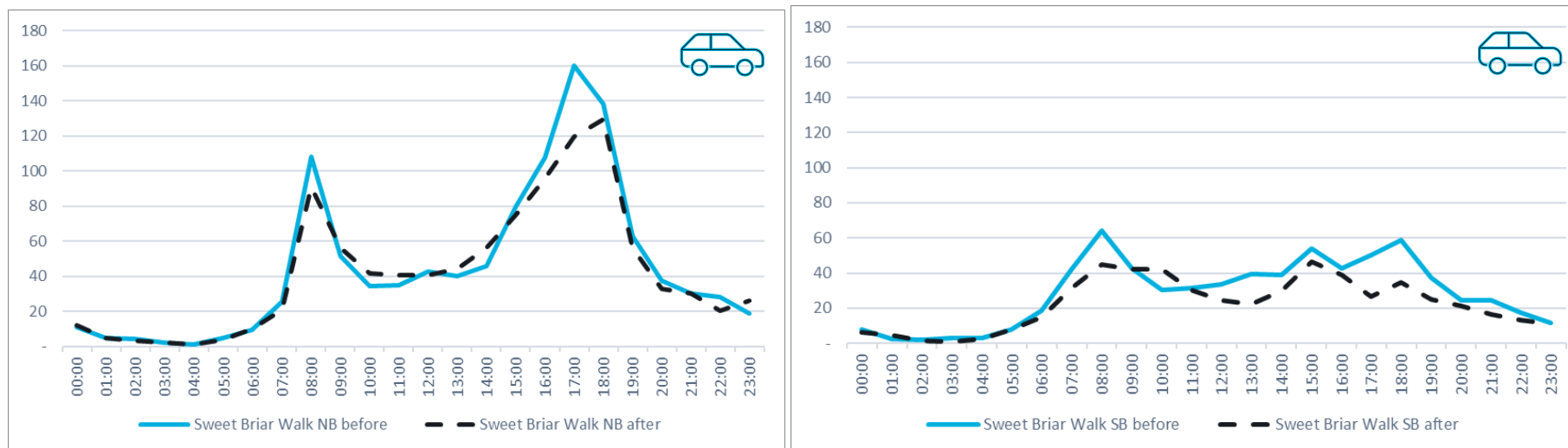
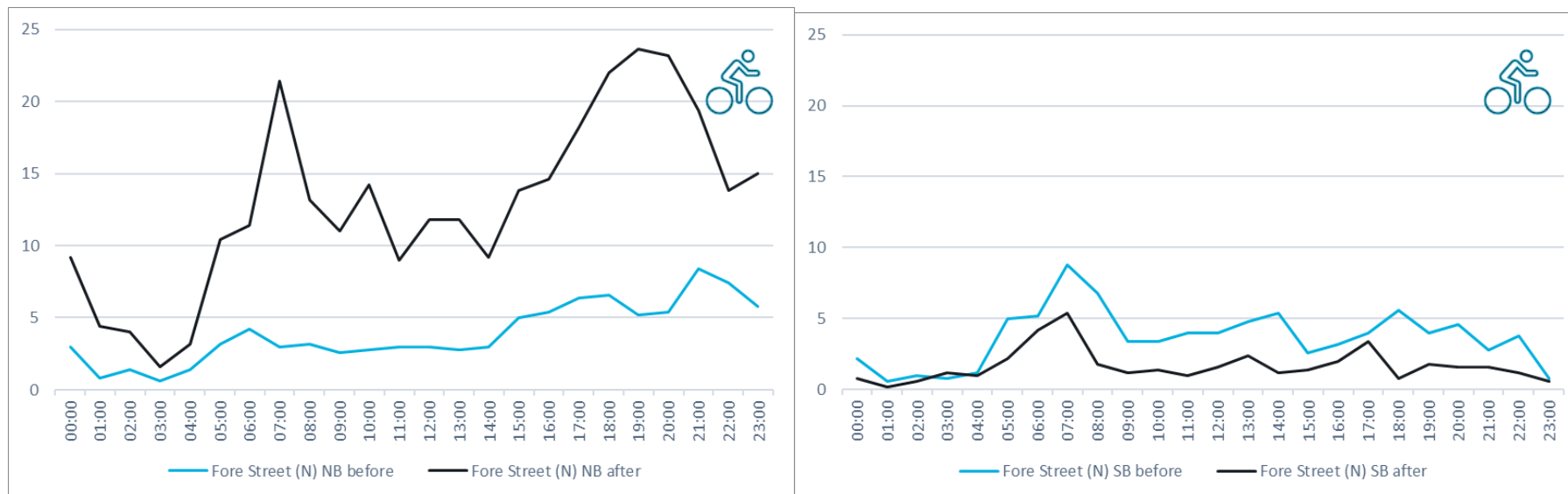


Figure 9: Average weekday flow (bicycles) comparison for ATC 01 (Fore Street North of Park Road) for Northbound (left) and Southbound (right)



Source ATC is as shown in Table 1.

Figure 10: Average weekday flow (bicycles) comparison for ATC 02 (Fore Street South of Park Road) for Northbound (left) and Southbound (right)

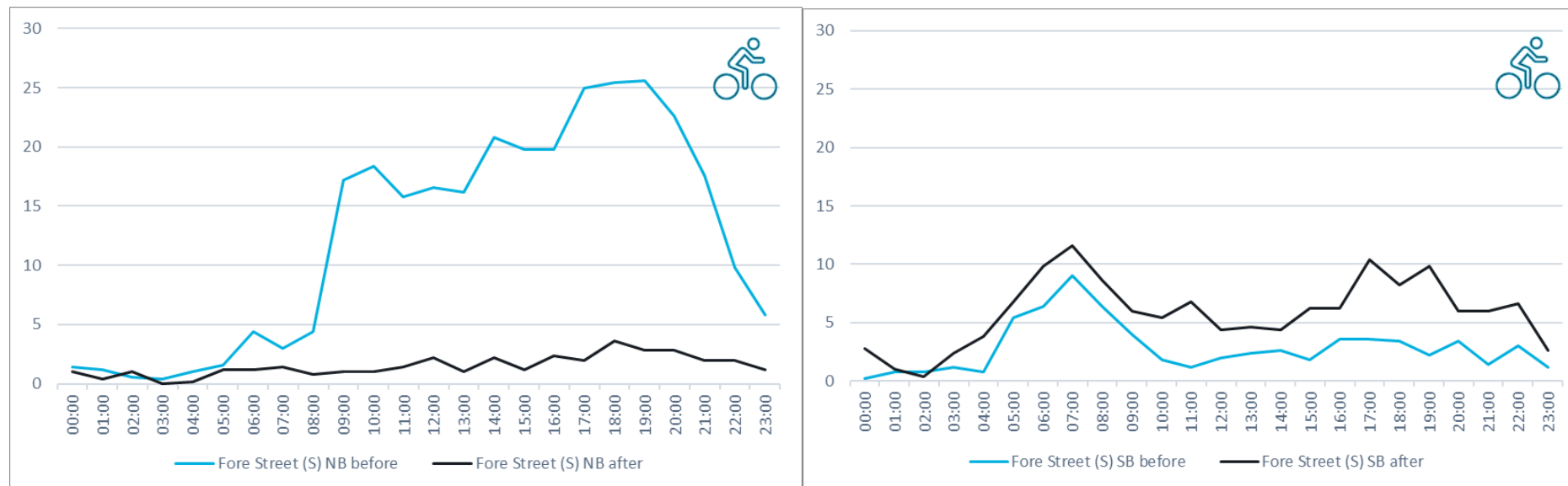
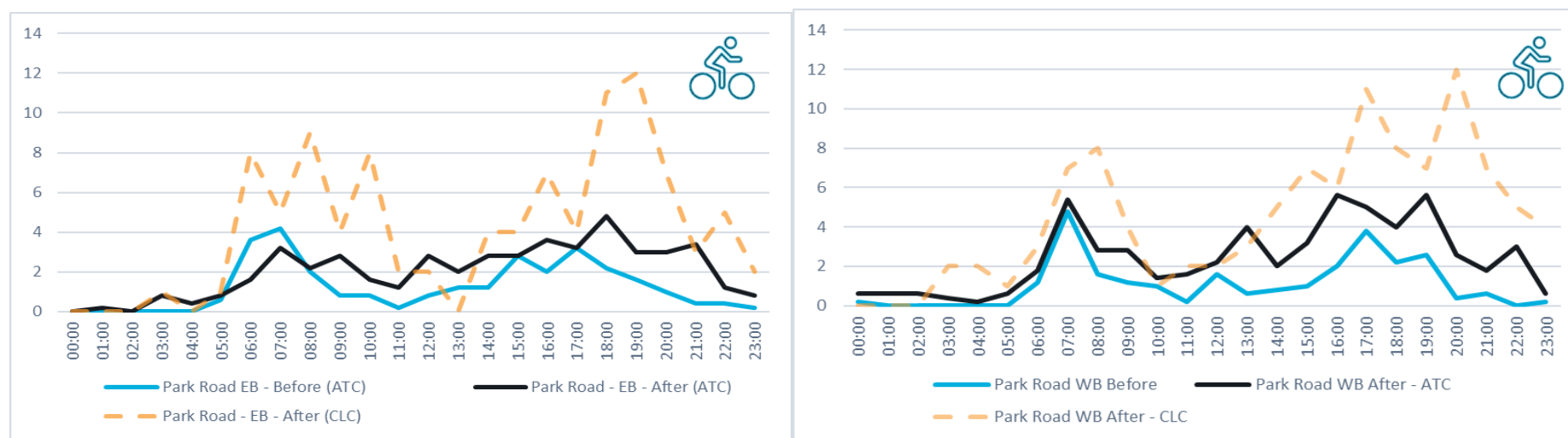
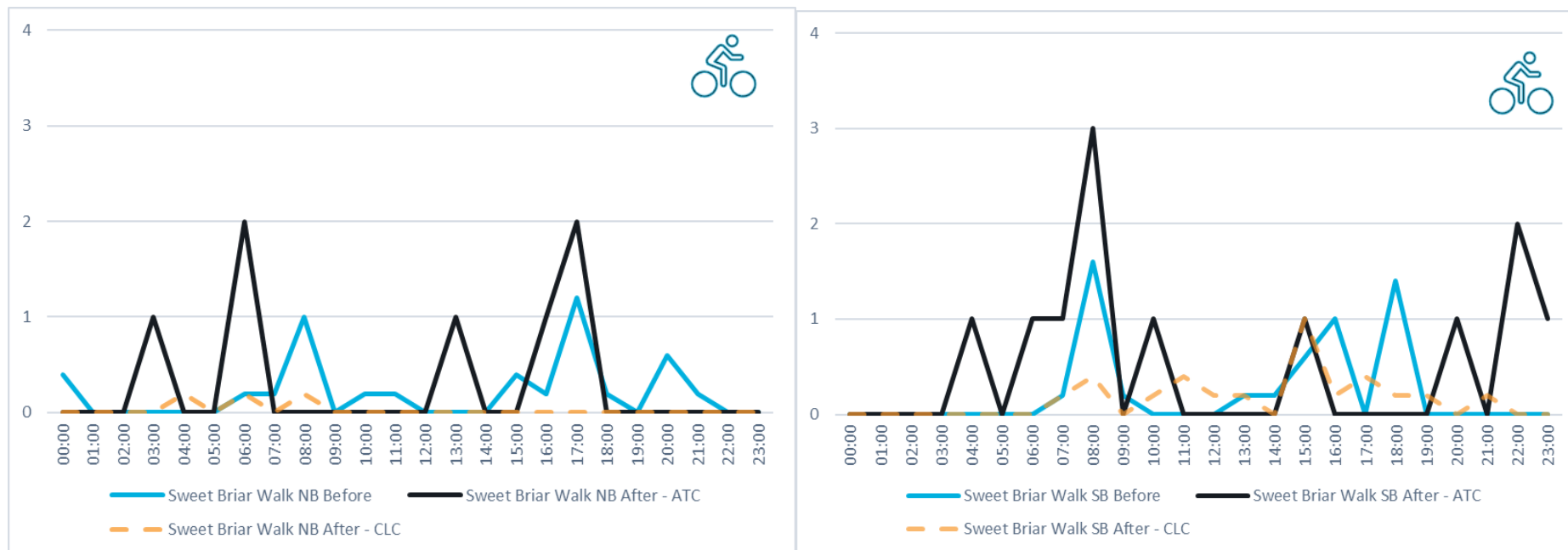


Figure 11: Average weekday flow (bicycles) comparison for ATC 03 (Park Road) for Northbound (left) and Southbound (right)



Source ATC is as shown in Table 1. as well as Classified Link Counts (CLC) on Park Road taken on 27/05/21

Figure 12: Average weekday flow (bicycles) comparison for ATC 05 (Sweet Briar Walk) for Northbound (left) and Southbound (right)



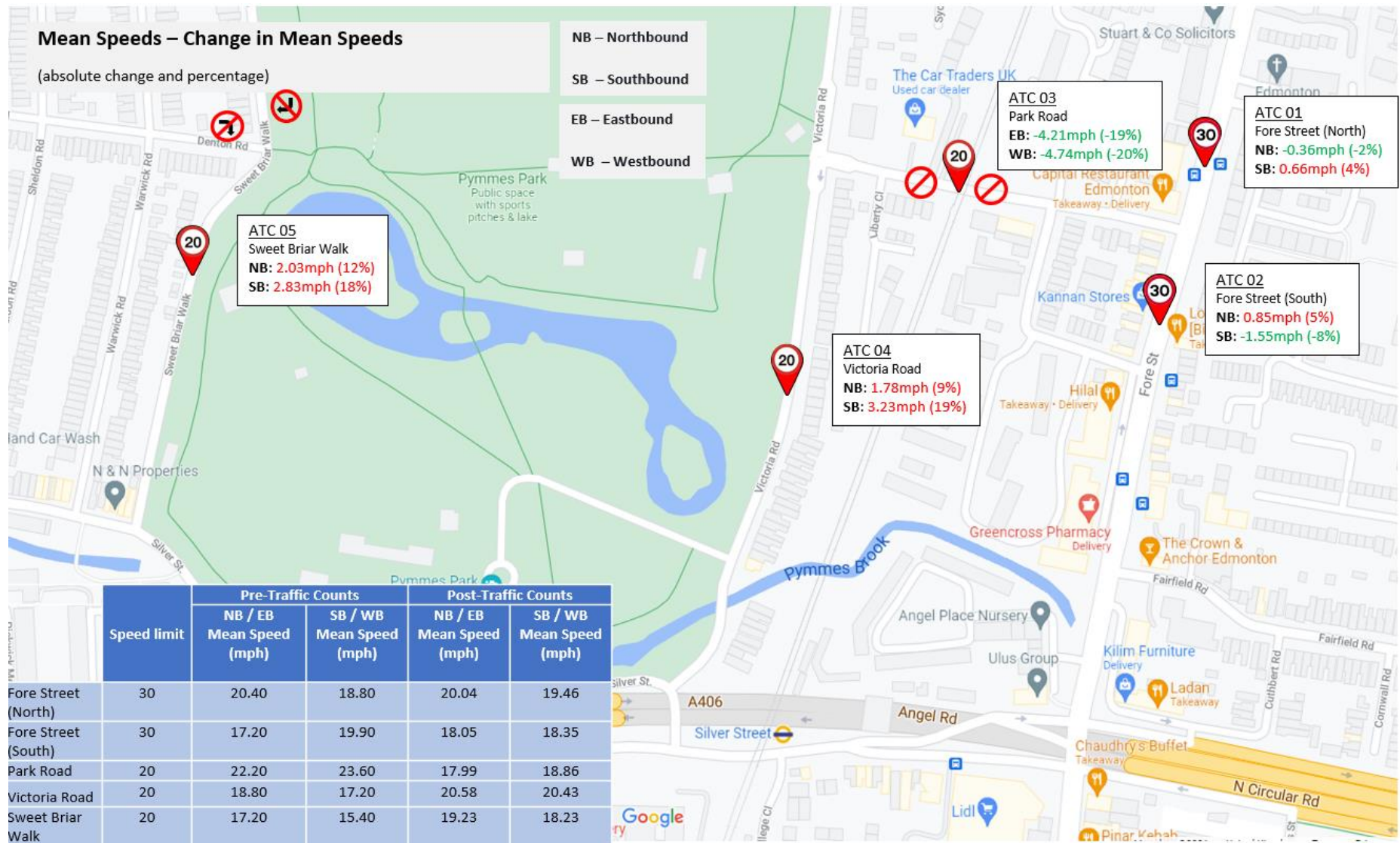
Source ATC is as shown in Table 1 as well as Classified Link Counts (CLC) on Sweet Briar Walk taken on 27/05/21.

17. As noted above, the two sites on **Fore Street** show a significant reduction in traffic throughout the day, with traffic flows consistently around 20% lower than the pre-scheme levels in the southbound direction.
18. **Northbound cycle flows on Fore Street** have increased north of Park Road and decreased south of Park Road. Interestingly **southbound cycle flows** show the opposite trend with an increase south of Park Road and a decrease north of Park Road. This could indicate cyclists are joining Fore Street at the Park Road junction.
19. **Park Road** shows a significant drop in traffic levels, consistent with the closure of the road to all motor vehicles. Cycle trips have approximately doubled on Park Road which equates to an additional 47 cycles daily, as shown by the ATC data. The CLC data shows the cycle numbers may be larger, however there is no before CLC data to compare it to.
20. On **Victoria Road**, although the total amount of daily traffic did not vary significantly, the graphs show that the spread of traffic throughout the day has changed considerably, with both directions showing more peaks and troughs in demand in the post-scheme data. Whether this can be attributed to the scheme or to wider changes in traffic patterns is unclear.
21. Traffic flows on **Sweet Briar Walk** show a reduction in traffic flows throughout the day, particularly in the southbound direction. As noted above, this may be due to the closure of two right turn movements at the nearby junction.
22. The data shows **cycling trips on Sweet Briar Walk** have remained at a low level in both the before and after data.

Traffic Speed Data

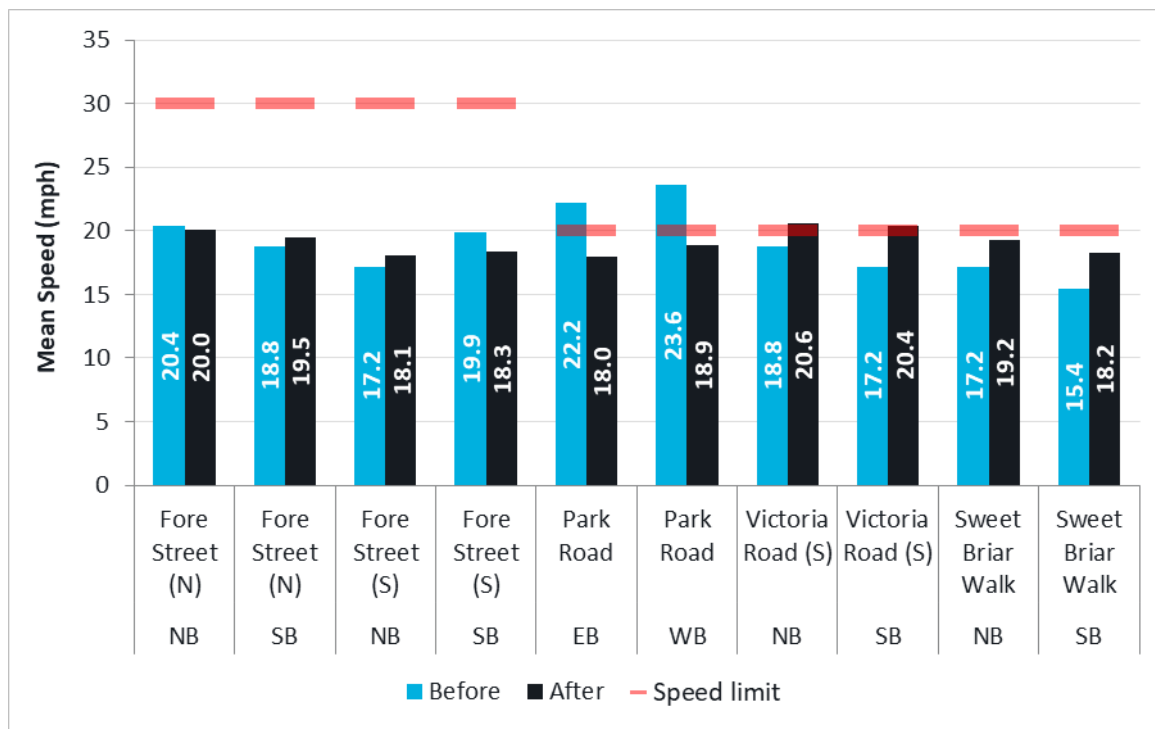
23. Figure 13 below shows the impact on average speed at each of the ATC sites:

Figure 13: Changes to mean traffic speeds on roads near A1010S to North Middlesex Hospital Cycle Route



Base map: Google Maps. Source ATC is as shown in Table 1.

Figure 14: Average (7-day) Speed data compared to speed limits



Source ATC is as shown in Table 1.

24. The results for Fore Street show only small changes, with only Fore Street South of Park Road in the southbound direction shows a change in speed of more than 1mph, suggesting the changes in speed on this road is likely caused by random variations rather than a direct impact of the interventions.
25. There was an additional speed survey at the site of Fore Street North of Park Road which occurred in March 2019. This showed an average northbound speed of 22.3 mph and an average southbound speed of 22.7 mph which has been included here for completeness. This shows a similar trend of speed reduction on Fore Street since the introduction of the intervention.
26. Park Road shows a 20% reduction in speed in both directions, suggesting that the scheme has had an impact in this location. This is in line with expectations as Park Road has been closed to all traffic except cyclists and emergency services between Liberty Close and Park Avenue (under the railway bridge).
27. Victoria Road shows a notable increase in traffic speeds in both directions, although the reason for this change not readily apparent. It is possible the speed increase may be linked to the decreasing volumes on this road (as detailed above in the traffic volume section) as it is common for average speeds to increase with less congestion.
28. Sweet Briar Walk also shows increases in average speed, possibly due to the removal of turning movements at nearby junctions allowing a smoother flow of traffic. As noted above, there is also a significant reduction in traffic on this road, which may also be a significant contributor to the increase in speeds. However, both before and after average speeds remain below the 20mph speed limit.

Bus journey times

29. iBus is a GPS system which tracks all of London's buses in real-time. This location data is stored by TfL, and can therefore be used to provide actual bus journey times.
30. This bus journey time data covers date ranges for 'before' and 'after' the introduction of the various schemes that form part of Enfield's A1010S to North Middlesex Hospital Cycle Route.
 - The 'before' data range was captured over the month of February 2020.

- The 'after' data range was captured over the period after the schemes were introduced and after COVID-19 travel restrictions were lifted. To align with the traffic survey data, the data range was captured over the month of May 2021.

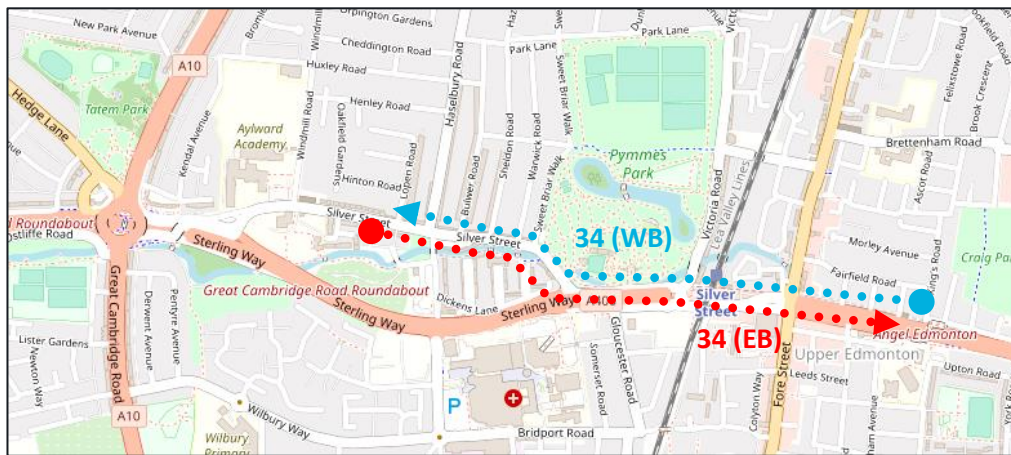
31. For each date range the data is supplied by TfL aggregated into the following time periods:

- Hour-by-hour average journey times for weekdays between 05:00 to 00:00.
- Hour-by-hour average journey times for Saturdays between 05:00 to 00:00.
- Hour-by-hour average journey times for Sundays between 05:00 to 00:00.

Routes between North Middlesex Hospital and Angel Corner (Route 34)

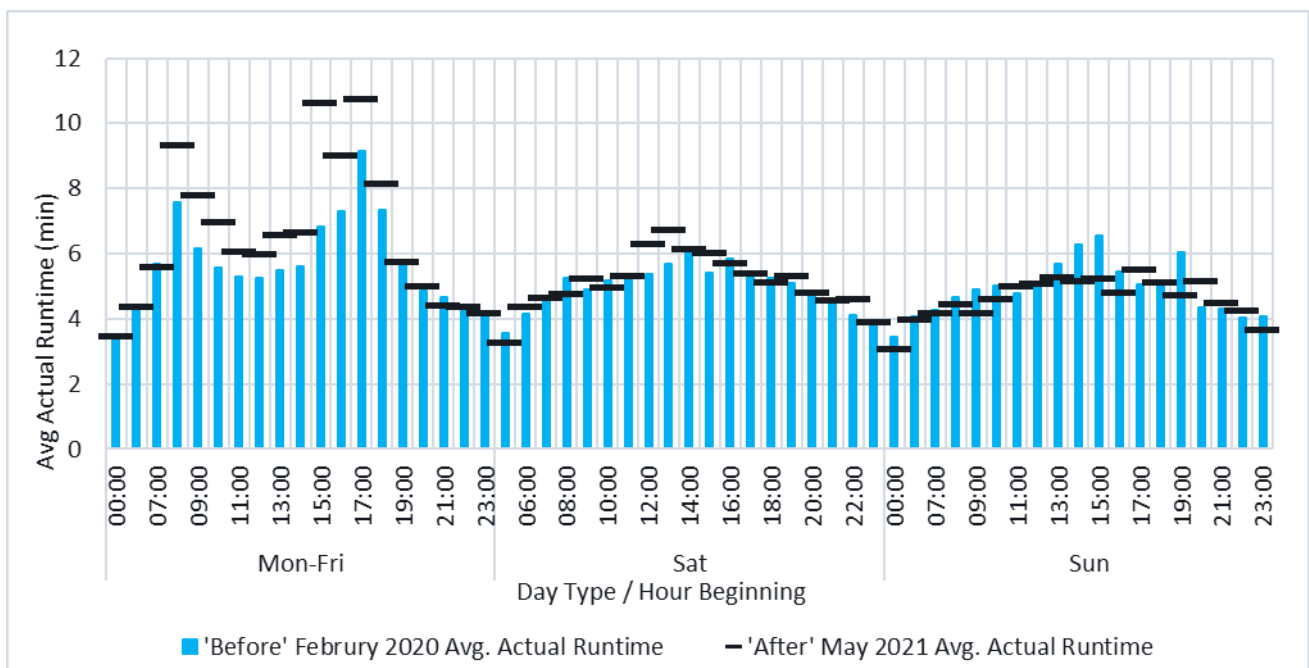
32. Figure 15 shows a map of the assessed sections of bus route 34, marked in red and blue.

Figure 15: Map of route that data has been collected for route 34 between North Middlesex Hospital and Angel Corner



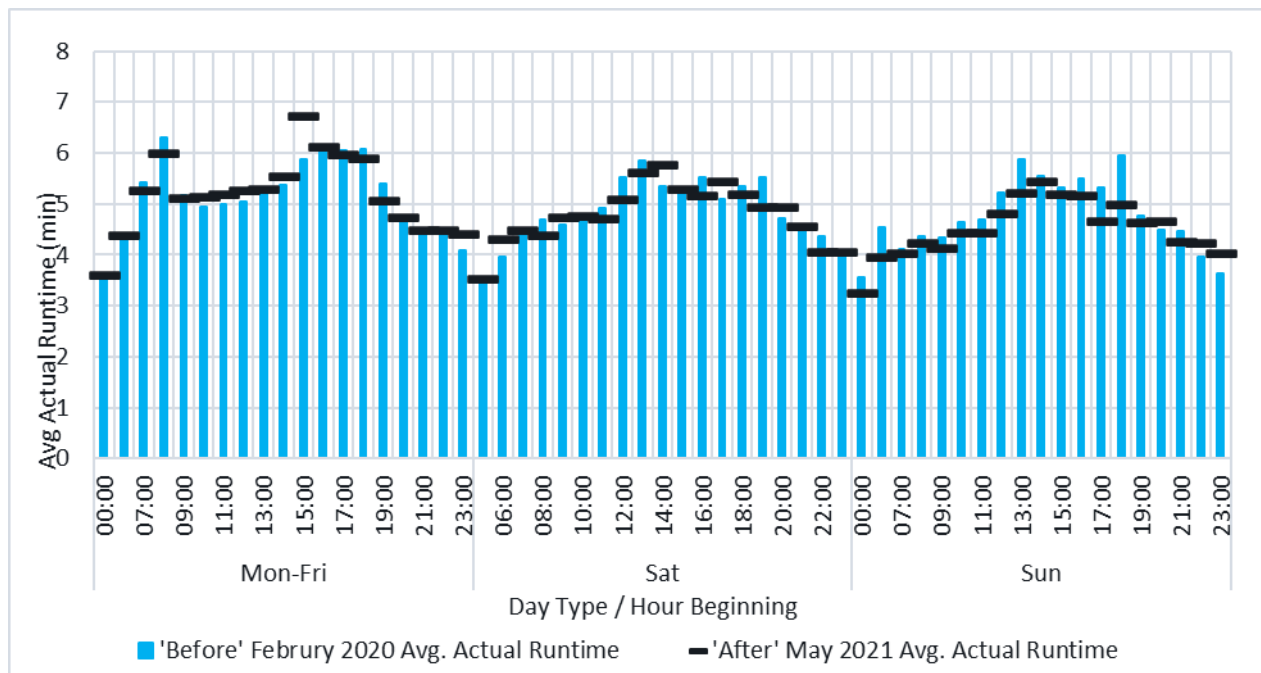
33. Figure 16 and Figure 17 show the change in bus journey times for Route 34. In the eastbound direction, bus journey times have increased between 2020 and 2021 during the weekday AM and PM peaks. During the weekend, eastbound journey times have remained unchanged with the exception of slight decreases during Sunday afternoon. There is less variation in the westbound direction where the bus journey times show little significant change between 2020 and 2021.

Figure 16: Route 34 eastbound average journey times from North Middlesex Hospital to Angel Corner



Source: TfL iBus data, 01/02/2020-28/02/2020; and 01/05/2021 31/05/2021

Figure 17: Route 34 westbound average journey times from Angel Corner to North Middlesex Hospital

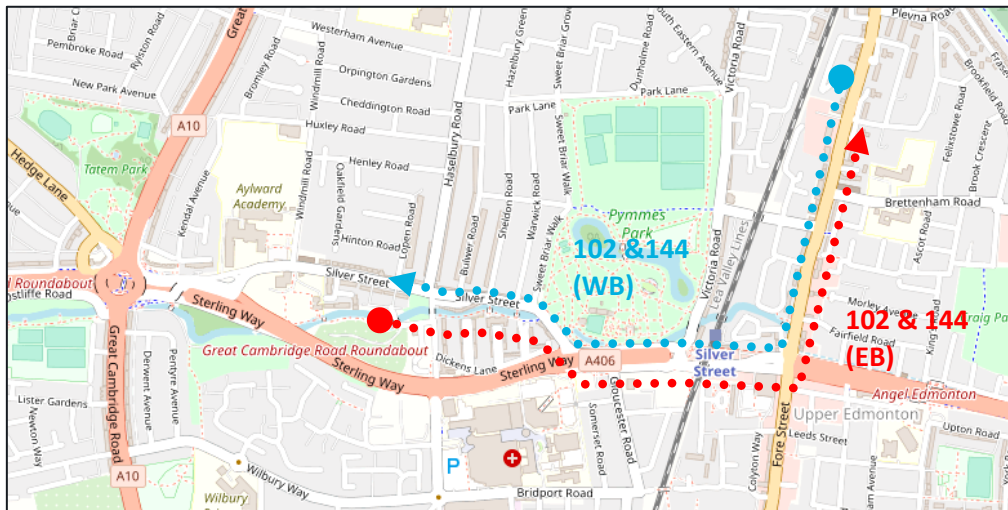


Source: TfL iBus data, 01/02/2020-28/02/2020; and 01/05/2021 31/05/2021

Routes between North Middlesex hospital and Shrubbery Road (Routes 102 and 144)

34. Figure 18 shows a map of the assessed sections of bus routes, marked in red and blue.

Figure 18: Map of route that data has been collected for route 102 and 144 between North Middlesex Hospital and Angel Corner

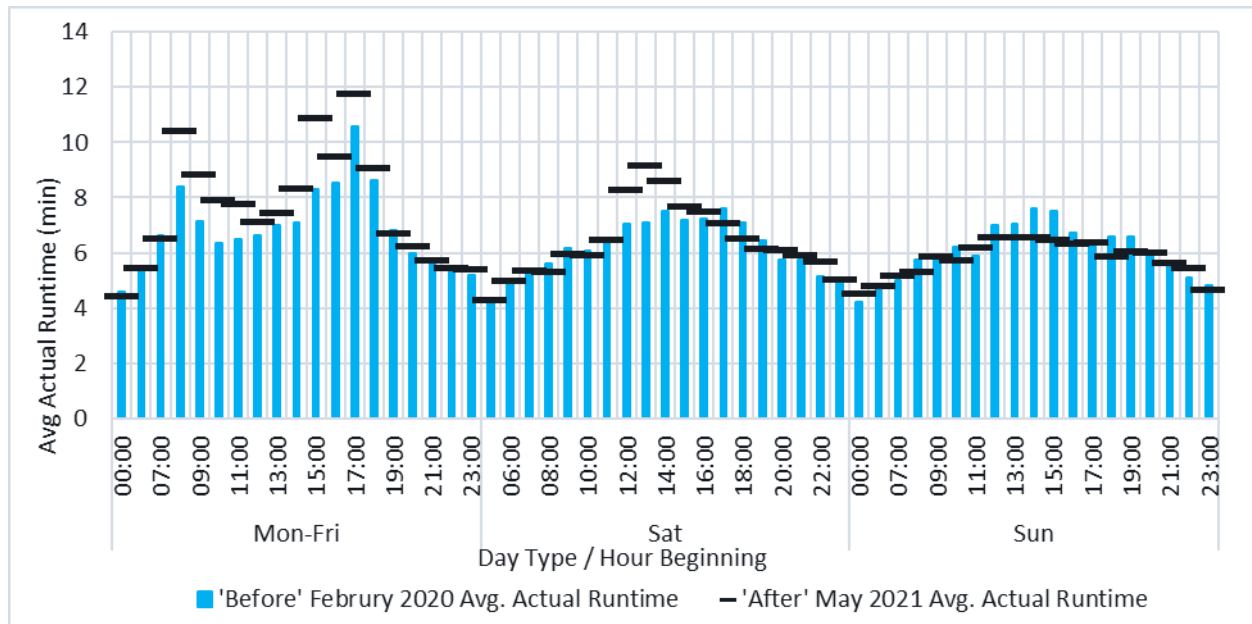


Route 102

35. Figure 19 and Figure 20 shows the change in bus journey times for Route 102. In the eastbound direction, bus journey times have increased during the weekday AM and PM peaks compared to data from 2020. During the weekend, eastbound journey times have remained unchanged with the exception of slight increases during midday Saturday and slight decreases during midday Sunday. In the westbound direction

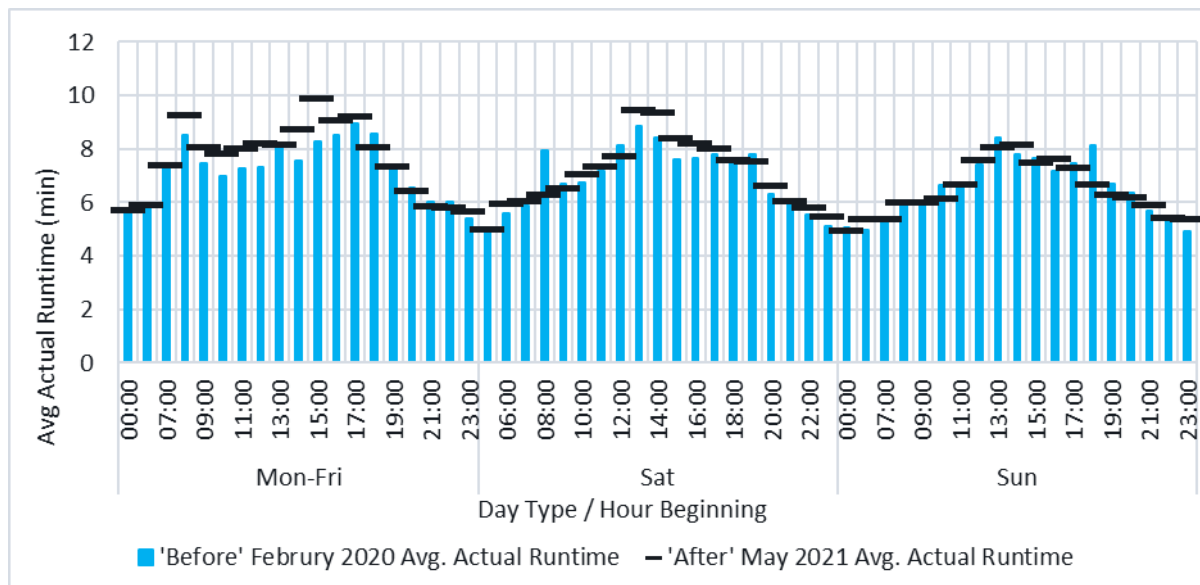
there is less variation, the bus journey times show little change between 2020 and 2021, except for a slight increase during the day on weekdays (08:00 to 17:00).

Figure 19: Route 102 eastbound average journey times from North Middlesex Hospital to Shrubbery Road



Source: TfL iBus data, 01/02/2020-28/02/2020; and 01/05/2021 31/05/2021

Figure 20: Route 102 westbound average journey times from Shrubbery Road to North Middlesex Hospital

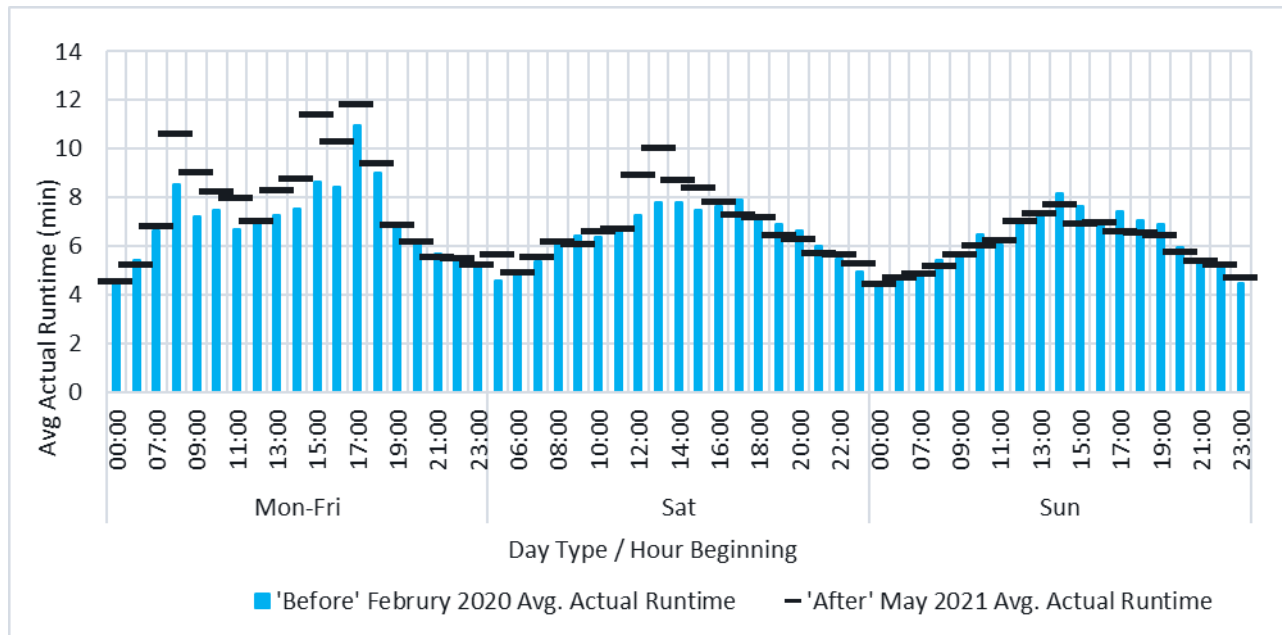


Source: TfL iBus data, 01/02/2020-28/02/2020; and 01/05/2021 31/05/2021

Route 144

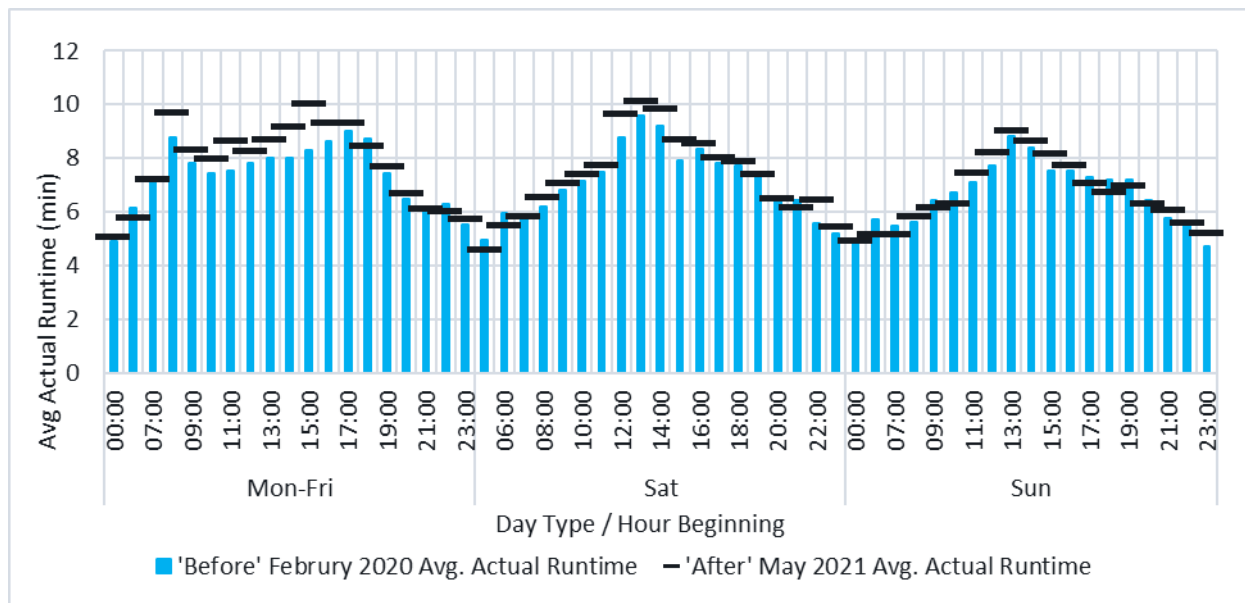
36. Figure 21 and Figure 22 shows the change in bus journey times for Route 144. As route 144 follows the same route as route 102 presented above, the findings are similar. In the eastbound direction, bus journey times have increased during the weekday AM and PM peaks since 2020, with increases also apparent around the middle of the day on Saturdays. Westbound journey times have experienced little change, however the weekday journey times are slightly longer during the day from 12:00 to 17:00.

Figure 21: Route 144 eastbound average journey times from North Middlesex Hospital to Shrubbery Road



Source: TfL iBus data, 01/02/2020-28/02/2020; and 01/05/2021 31/05/2021

Figure 22: Route 144 westbound average journey times from Shrubbery Road to North Middlesex Hospital



Source: TfL iBus data, 01/02/2020-28/02/2020; and 01/05/2021 31/05/2021

Collision Data

37. A review of collision data has been undertaken for the scheme, this encompasses the three years leading up to the introduction of the scheme (2018-2020) to provide a baseline for comparison and the period after implementation.
38. The 2020 results omit 2 collisions in December, as that is when the scheme was being implemented.
39. At time of reporting, TfL have only released provisional data for January to March 2021, meaning there is only limited data available after the introduction of the scheme, and it may not be possible to draw any solid conclusions at this stage.
40. The collision records provided by TfL have been filtered to identify incidents logged as occurring inside the boundary shown in the figure below:

Figure 23: Area of Study for the Accident Assessment

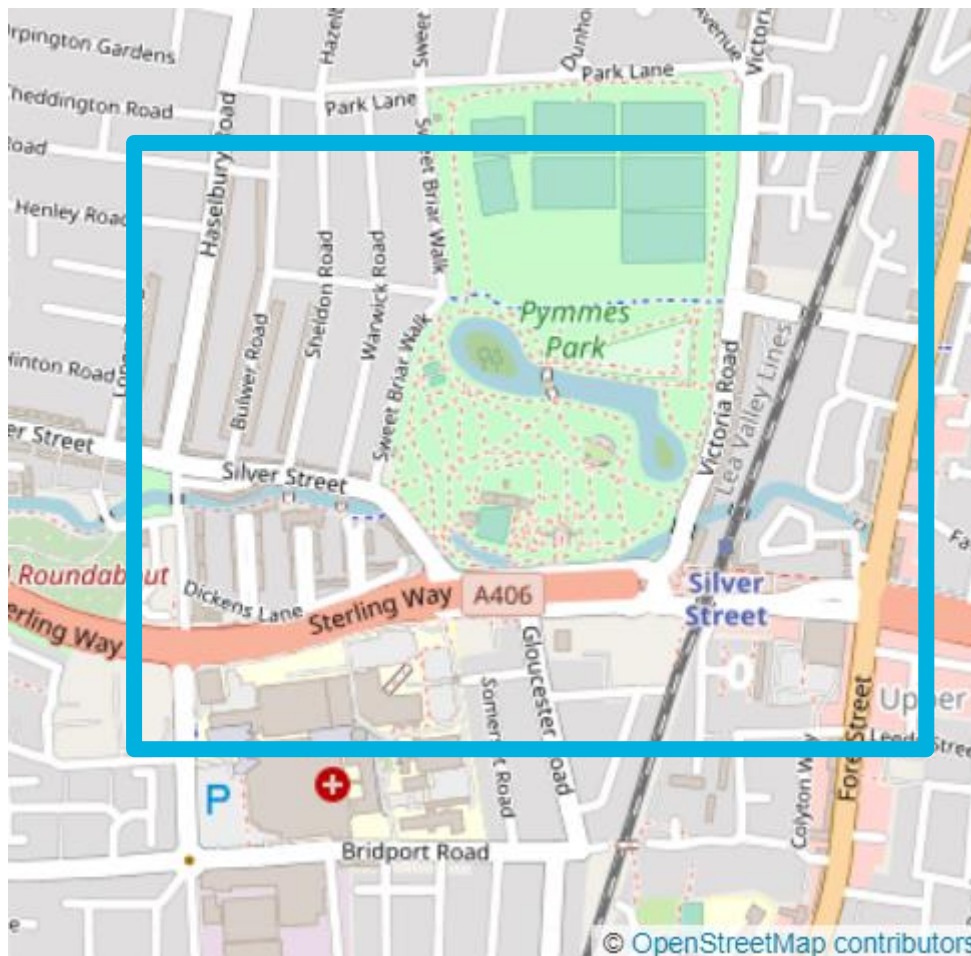


Table 4 Collisions reported per year

Severity	2018	2019	2020*	2021**
Slight	41	40	23	6
Serious	4	7	4	0
Fatal	0	0	1	0
Total	45	47	28	6

*Excludes December due to scheme implementation.

**January to March only

41. The 2020 results show a lower number of collisions than the previous years, this is to be expected due to the impacts of COVID-19 lockdowns and the corresponding reduction in traffic levels across London and is consistent with wider trends on the highway network.
42. Due to the limited amount of available post-implementation data, it is not possible to infer a pattern with regards to collision rates for the year, although it should be noted that no serious accidents have occurred since the introduction of the scheme.
43. One of the reported accidents from 2021 occurred on Fore Street, near the junction with Park Avenue, although the available data does not provide enough detail to determine if the changes to the road due to the scheme were a direct cause of the collision.

APPENDIX A – Daily two-way vehicle flow (all modes excluding bicycles) (7-day average)

	Two-way Fore Street (N) Before	Two-way Fore Street (N) After	Two-way Fore Street (S) Before	Two-way Fore Street (S) After	Two- way Park Road Before	Two- way Park Road After	Two-way Sweet Briar Walk Before	Two-way Sweet Briar Walk After
00:00	579	479	649	480	101	10	18	19
01:00	349	314	407	313	53	4	7	10
02:00	261	192	277	193	36	3	6	4
03:00	198	152	206	153	26	1	5	3
04:00	259	220	238	223	36	2	4	4
05:00	476	387	416	386	71	4	12	11
06:00	787	733	674	740	135	8	28	24
07:00	1403	1115	1200	1116	413	17	68	52
08:00	1479	980	1348	1051	848	55	170	135
09:00	1477	1098	1299	1101	577	58	94	99
10:00	1352	1153	1238	1162	399	42	64	84
11:00	1349	1196	1249	1182	390	52	66	71
12:00	1384	1197	1289	1207	463	54	77	65
13:00	1412	1166	1215	1135	456	54	79	66
14:00	1427	1107	1341	1104	519	60	84	86
15:00	1513	1101	1330	1055	747	74	132	121
16:00	1477	1067	1370	1057	779	79	149	134
17:00	1469	1140	1357	1137	858	87	209	146
18:00	1514	1238	1376	1213	739	96	195	164
19:00	1114	1164	1301	1176	570	53	100	81
20:00	1215	1076	1204	1082	374	34	61	54
21:00	1131	930	1117	949	274	35	54	46
22:00	1021	889	1070	895	207	22	46	34
23:00	832	701	873	697	152	20	30	37
TOTAL	25478	20798	24043	20806	9223	926	1761	1548

Source ATC is as shown in Table 1.

APPENDIX B – Daily two-way cycle flow (bicycles) (7-day average)

	Two-way Fore Street (N) Before	Two-way Fore Street (N) After	Two-way Fore Street (S) Before	Two-way Fore Street (S) After	Two- way Park Road Before	Two- way Park Road After	Two-way Sweet Briar Walk Before	Two-way Sweet Briar Walk After
00:00	5	10	2	4	0	1	0	0
01:00	1	5	2	1	0	1	0	0
02:00	2	5	1	1	0	1	0	0
03:00	1	3	2	2	0	1	0	0
04:00	3	4	2	4	0	1	0	0
05:00	8	13	7	8	1	1	0	0
06:00	9	16	11	11	5	3	0	0
07:00	12	27	12	13	9	9	0	0
08:00	10	15	11	9	4	5	3	1
09:00	6	12	21	7	2	6	0	0
10:00	6	16	20	6	2	3	0	0
11:00	7	10	17	8	0	3	0	0
12:00	7	13	19	7	2	5	0	0
13:00	8	14	19	6	2	6	0	0
14:00	8	10	23	7	2	5	0	0
15:00	8	15	22	7	4	6	1	1
16:00	9	17	23	9	4	9	1	0
17:00	10	22	29	12	7	8	1	0
18:00	12	23	29	12	4	9	2	0
19:00	9	25	28	13	4	9	0	0
20:00	10	25	26	9	1	6	1	0
21:00	11	21	19	8	1	5	0	0
22:00	11	15	13	9	0	4	0	0
23:00	7	16	7	4	0	1	0	0
TOTAL	182	350	363	177	55	107	10	4

Source ATC is as shown in Table 1.

This page is intentionally left blank

A1010S to North Middlesex Hospital Cycle Route

Healthy Street Review Summary

February 2022

London
57 Webber Street
London. SE1 0RF

london@nrpltd.com
+44 (0)207 654 7280

Bristol
NRP, 4 Colston Avenue,
Bristol, BS1 4ST

bristol@nrpltd.com
+44 (0)117 387 8910

www.nrpltd.com

CIHT
Corporate Partner

Introduction

TfL have developed a spreadsheet tool to support designers to ensure that a proposed scheme delivers improvements. The spreadsheet tool is called the 'Healthy Streets check for designers'. The tool is based on TfL's Healthy Streets Approach, which was the framework used to develop the Mayor's Transport Strategy.

The Healthy Street Approach is based on 10 Healthy Streets Indicators which focus on the experience of people using streets, with an overarching aim to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play and do business.

The Check holds no formal status in guidance and decision making but advises designers and decision makers on the alignment of a project with the Healthy Streets Approach.

The A1010S to North Middlesex Hospital Cycle Route has been assessed against the tool, for both internal and external roads, with a summary provided on the following slides. The roads that have been assessed are as follows:

- Fore Street
- Park Road
- Victoria Road
- Sweet Briar Walk

Traffic surveys before and after the scheme was implemented, recording traffic volumes and speeds, have been used to assess the scheme, along with a qualitative and quantitative assessment of the characteristics of the roads, such as cycle and pedestrian provision and the amount of greening and seating.

A1010S to North Middlesex Hospital Cycle Route Healthy Streets Review Summary

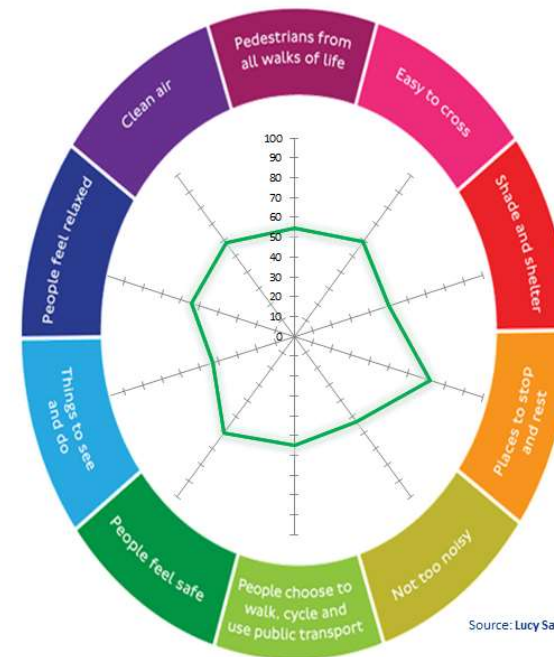
Fore Street – Healthy Streets Score

The graphic below shows the scores for Fore Street prior to the scheme (Pre-implementation) against the layout following implementation (Post-implementation).

Healthy Streets Indicators' scores (%)

(Results will only display once all metrics have been scored)

	Existing layout	Proposed layout
Pedestrians from all walks of life	55	55
Easy to cross	59	59
Shade and shelter	50	50
Places to stop and rest	72	72
Not too noisy	53	53
People choose to walk, cycle and use public transport	55	55
People feel safe	60	60
Things to see and do	43	43
People feel relaxed	54	54
Clean Air	58	58
Overall Healthy Streets Check score	56	56



	Existing layout	Proposed layout	% point change
Overall Healthy Streets Check score	56	56	0

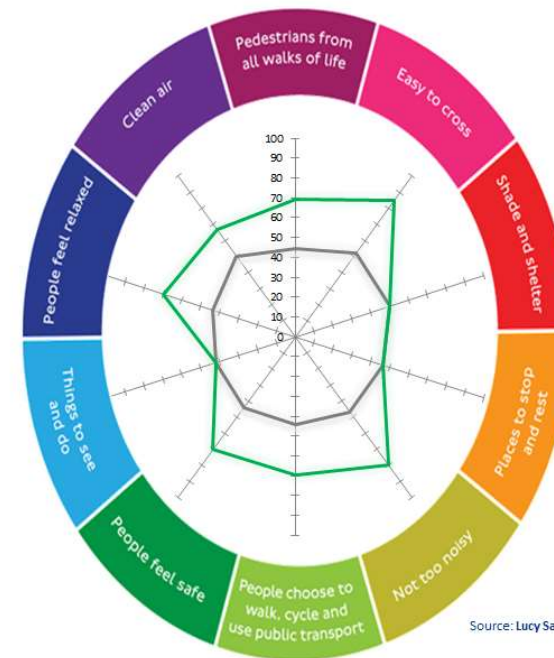
Park Road – Healthy Streets Score

The graphic below shows the scores for Park Road prior to the scheme (Pre-implementation) against the layout following implementation (Post-implementation).

Healthy Streets Indicators' scores (%)

(Results will only display once all metrics have been scored)

	Existing layout	Proposed layout
Pedestrians from all walks of life	44	69
Easy to cross	52	85
Shade and shelter	50	50
Places to stop and rest	47	47
Not too noisy	47	80
People choose to walk, cycle and use public transport	44	69
People feel safe	44	70
Things to see and do	42	42
People feel relaxed	43	70
Clean Air	50	67
Overall Healthy Streets Check score	45	69



	Existing layout	Proposed layout	% point change
Overall Healthy Streets Check score	45	69	24

A1010S to North Middlesex Hospital Cycle Route Healthy Streets Review Summary

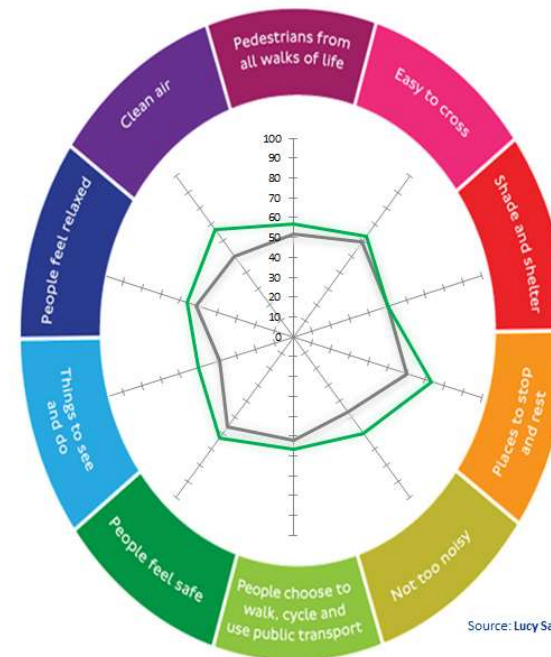
Victoria Road – Healthy Streets Score

The graphic below shows the scores for Victoria Road prior to the scheme (Pre-implementation) against the layout following implementation (Post-implementation).

Healthy Streets Indicators' scores (%)

(Results will only display once all metrics have been scored)

	Existing layout	Proposed layout
Pedestrians from all walks of life	52	57
Easy to cross	59	63
Shade and shelter	50	50
Places to stop and rest	60	73
Not too noisy	47	60
People choose to walk, cycle and use public transport	52	57
People feel safe	56	63
Things to see and do	39	50
People feel relaxed	51	56
Clean Air	50	67
Overall Healthy Streets Check score	52	59



	Existing layout	Proposed layout	% point change
Overall Healthy Streets Check score	52	59	6

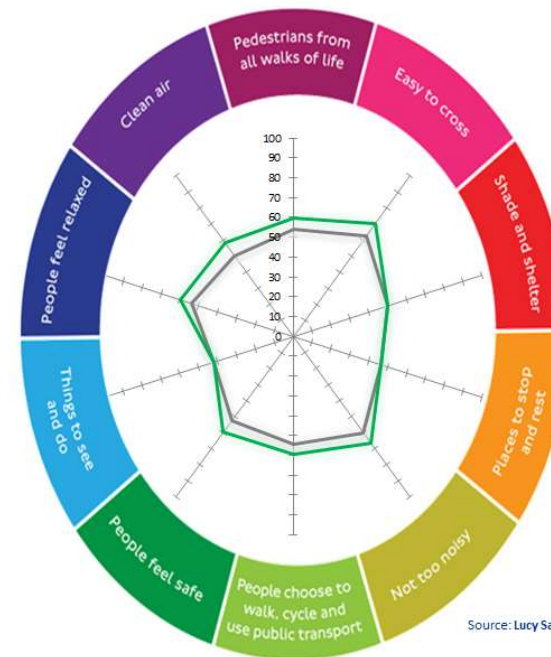
Sweet Briar Walk – Healthy Streets Score

The graphic below shows the scores for Sweet Briar Walk prior to the scheme (Pre-implementation) against the layout following implementation (Post-implementation).

Healthy Streets Indicators' scores (%)

(Results will only display once all metrics have been scored)

	Existing layout	Proposed layout
Pedestrians from all walks of life	54	60
Easy to cross	63	70
Shade and shelter	50	50
Places to stop and rest	47	47
Not too noisy	60	67
People choose to walk, cycle and use public transport	54	60
People feel safe	53	60
Things to see and do	42	42
People feel relaxed	54	59
Clean Air	50	58
Overall Healthy Streets Check score	54	59



	Existing layout	Proposed layout	% point change
Overall Healthy Streets Check score	54	59	6

Overall Healthy Streets Check Summary

Location	Pre-implementation Score	Post-Implementation Score	% point change
Fore Street	56	56	0
Park Road	45	69	24
Victoria Road	52	59	6
Sweet Briar Walk	54	59	6
AVERAGE	51.75	60.75	9

The results of the Healthy Streets Check show that the scheme provides an estimated improvement of 6 – 24 percentage points based on the Healthy Streets scoring tool. The scheme brought about no change on Fore Street.

This page is intentionally left blank

Enfield Equality Impact Assessment (EqIA)

Introduction

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

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

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

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

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

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

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

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

SECTION 1 – Equality Analysis Details

Title of service activity / policy/ strategy/ budget change/ decision that you are assessing	A1010S to North Middlesex Hospital Cycle Route
Lead officer(s) name(s) and contact details	Petros Ximerakis
Team/ Department	Healthy Streets / Place
Executive Director	Sarah Cary
Cabinet Member	Deputy Leader Cllr Ian Barnes
Date of EqIA Commencement	October 2020
Last Updated	1st March 2022

SECTION 2 – Summary of Proposal

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

Please summarise briefly:

What is the proposed decision or change?

What are the reasons for the decision or change?

What outcomes are you hoping to achieve from this change?

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

Enfield Council introduced the 'A1010S to North Middlesex Hospital Cycle Route' by means of Experimental Traffic Orders (ETOs) in Winter 2020/2021. The current trial cycle route extends for approximately 1.4km between Park Road N18 and the A406 North Circular Road underpass at Bull Lane. This strategic cycle route provides a continuation of Cycleway 1 (southern end of the A1010 South project on Fore Street), a connection to North Middlesex University Hospital (NNUH), and a future connection with Cycle Superhighway 1 (CS1) in Haringey via the proposed active travel route along Bull Lane N18.

The interventions introduced as part of the trial featured:

- A camera-enforced modal filter (motor traffic restriction to through access) at Park Road N18 under the railway bridge.
- Provision of a 20mph speed limit on Park Road N18 between its junction with Victoria Road N18 and its junction with Solomon Avenue N18.
- Conversion of the junction between Park Road N18 and Victoria Road N18 from mini roundabout to priority junction.
- Temporary footway buildouts, an additional pedestrian crossing, and a cycle crossing at the junction of Park Road N18 with Victoria Road N18.
- Banned right turn from the southbound direction of Sweet Briar Walk N18 into Denton Road N18.
- Mandatory left turn from the eastbound direction of Denton Road N18 into Sweet Briar Walk N18.
- A protected cycle right turn pocket at Sweet Briar Walk N18 at its junction with Denton Road N18.
- A resurfaced shared use path at the alleyway which connects Silver Street N18 with Dorrit Mews N18.
- A footway buildout and removal of a number of controlled parking spaces at Tanners End Lane N18 outside the entrance to the A406 North Circular Road underpass.
- Temporary cycle wayfinding signage and markings.

The A1010S to North Middlesex Hospital Cycle Route project was delivered in the context of local, regional and national policies and strategies that seek to respond to the climate emergency, reduce traffic congestion and increase levels of physical activity, and post-pandemic, to enable a green recovery. Nationally the government has committed to achieving net zero carbon emissions by 2050 and is supporting local authorities to encourage sustainable transport through its Active Travel Fund and the 2020 national walking and cycling strategy, Gear Change.

Across London, the 2018 Mayor's Transport Strategy (MTS) sets the overall direction and citywide objectives for transport. The MTS set a target for 80% of all trips to be made on foot, by bicycle or by public transport by 2041. The Healthy Streets indicators adopted in the MTS provide the basis for Enfield's Healthy Streets programme, which is delivering schemes to enable walking and cycling across Enfield. Major components of the programme include the creation of high-quality routes for cycling, connecting neighbourhoods that feel safe for walking and cycling along with school streets and a range of community events and activities.

The A1010S to North Middlesex Hospital Cycle Route forms part of the Enfield Healthy Streets programme, providing a key connecting link for Cycleway 1.

The project sought to address a number of issues in the area where the project is located as follows:

- Lack of cycle connection with Pymmes Park and North Middlesex Hospital from the North through Cycleway 1.

- Lack of infrastructure suitable for all active travel modes.
- Insufficient and unsuitable crossing facilities for all active travel users.
- High motor traffic volume on Park Road, a residential street, used as a cut-through route.

Taking all the above into account, the following objectives have been set for this project:

- Improve walking & cycling access to North Middlesex Hospital and Pymmes Park.
- Contribute towards a long-term increase in the levels of active travel, both along the route and as part of a wider borough network.

The interventions were introduced to support the above objectives and bring about the following benefits:

- Closing of the gap in cycling infrastructure, thus resulting in more cycle trips taken along all of Cycleway 1.
- Use of the recently delivered cycle parking facilities at North Middlesex Hospital to their full capacity.
- Improvement to the reported parking and traffic issues in the area through a shift of some private car journeys to other sustainable means of transport for key workers and visitors travelling to North Middlesex University Hospital.
- Support of the needs of vulnerable users, pedestrians, and people who cycle through reduction of the dominance of motor traffic in the area.

A conscious decision has been made to trial the proposals experimentally. Experimental traffic orders allow for schemes to be implemented and a consultation to take place whilst they are live. This allows a true consultation to take place in respect of the actual impact. During the experiment, changes can be made to the measures in place. The law requires further consultation following changes before any scheme can be converted to a permanent scheme. The effects of the implementation are being monitored throughout the experimental phase. The authority does not currently have data for people passing through the scheme area and any protected characteristics they may have. Therefore, the profiles for the Edmonton Green and Haselbury wards have been used as the basis for demographic data.

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

A range of road users may be positively or negatively impacted by this scheme. Listed below are some specific groups who may be affected:

- Residents and visitors travelling to, from and through the area
- Users who live and/or work on or around this location

- Pedestrians, people who cycle, and people who use other active travel modes
- Private vehicle drivers including taxis and passengers, Dial-a-Ride vehicles and private cars
- Local businesses
- Visitors of Enfield

SECTION 3 – Equality Analysis

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

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

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

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

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

Please consider how the proposed change will affect staff, service users or members of the wider community who share one of the following protected characteristics.

Age

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

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

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

Evidence base

The mean age of Enfield's wards tends to vary by location within the borough. The southern and eastern wards have some of the lowest mean ages in Enfield.

Table 1 presents the age distribution across the two area wards which cover the project area. This shows the area wards generally follow the trend outlined above across Enfield with notable differences in the percentages of residents in the 5-14 age bracket higher than the Borough average for Edmonton Green, and the percentages of residents in the 65-74 and 75+ age bracket significantly lower than the Borough average for both wards.

Table 1: Age distribution (2020) for study area and Borough average

Age distribution-2019	Edmonton Green (%)	Haselbury (%)	Borough of Enfield (%)
0-4	8.1	7.3	7.2
5-14	16.3	15.3	14.4
15-24	12.9	13.2	11.5
25-44	29.7	29.7	29.1
45-64	23.5	24.1	24.6
65-74	5.4	5.8	7.0
75+	4.1	4.7	6.4

Source: [ONS mid-year estimate 2020](#)

Figure 1 represents the spatial distribution of the mean age across Enfield's wards. The trend outlined above is evident in the figure below, Haselbury and Edmonton Green, located in the east of Enfield, have some of the youngest mean ages in the borough.

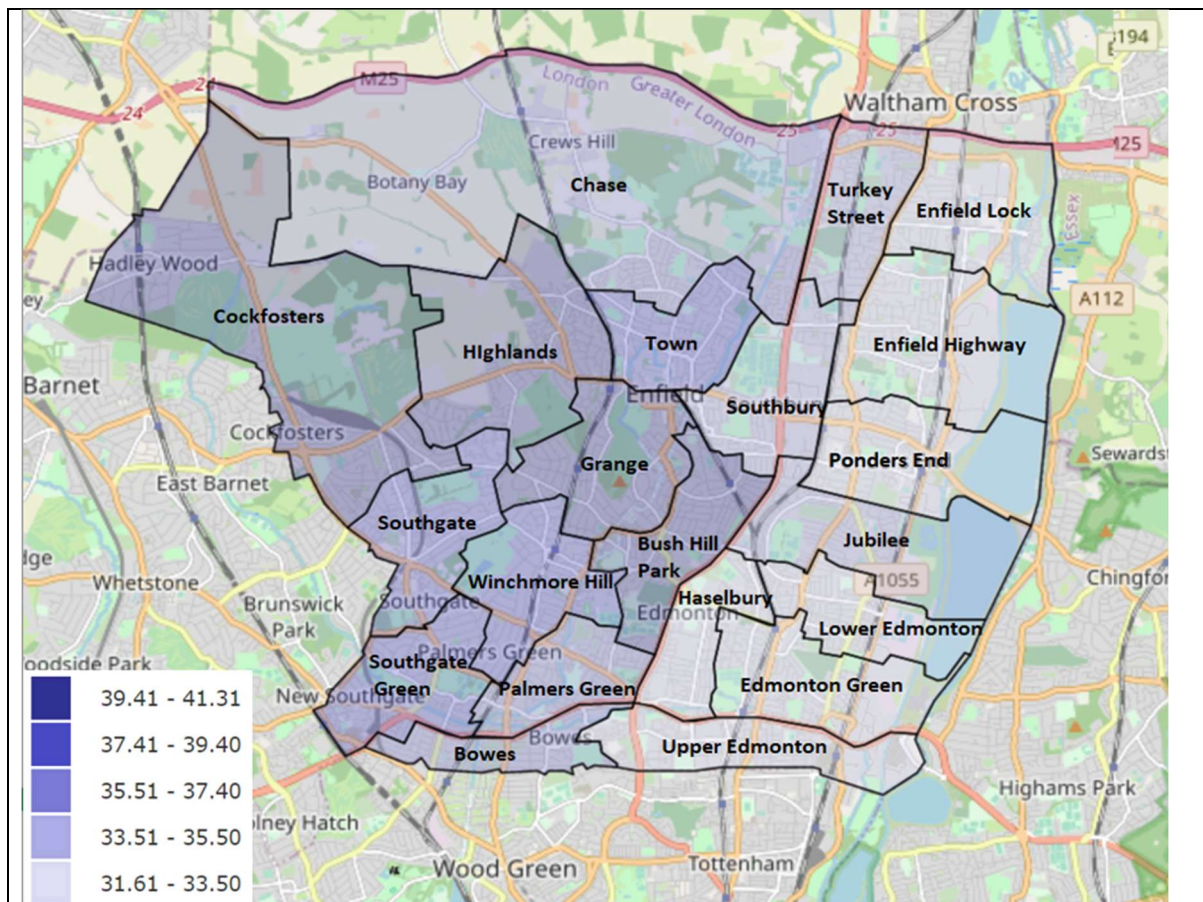


Figure 1: Mean age by ward in Enfield

Source: UK Census 2011

Figure 2 represents London Travel Demand Survey (LTDS) data on how people travel around Enfield within each age category.

In general, younger people in Enfield walk and cycle more, and drive less than their older counterparts. The highest percentages of walking and cycling can be seen in those aged under 16, with 37 percent of all trips made on foot or by bike. Those aged 65 and over have the lowest levels of walking and cycling, with 27 percent of all trips, but the highest percentage of trips driven (or as a passenger in a car or van) at 52 percent. Public transport use is disproportionately higher in 16 to 19-year-old group, making up 37 percent of all journeys. This is 15 percent higher than the nearest age group (those aged under 16).

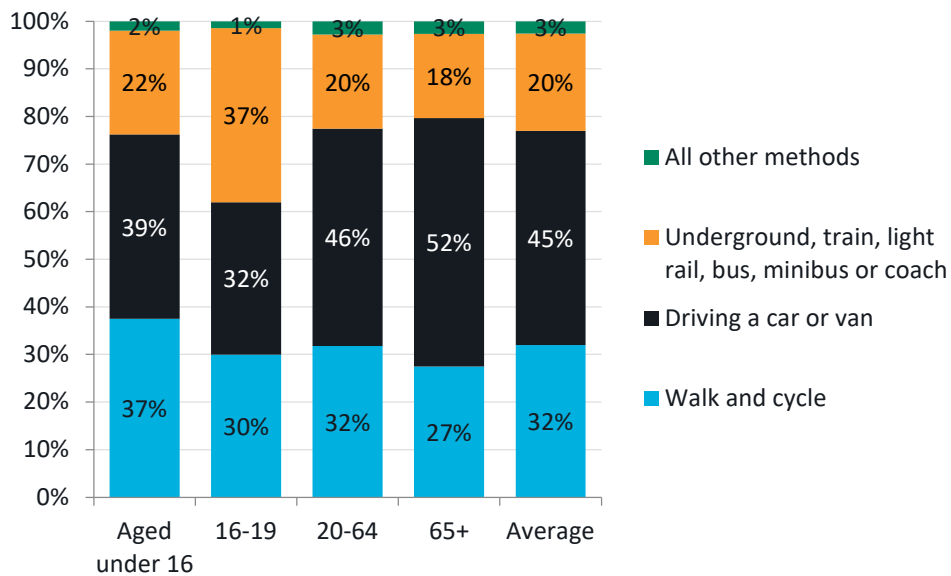


Figure 2: Mode share by Age in Enfield

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

The proportion of Killed or Seriously Injured (KSIs) and Slightly Injured casualties per age category is shown in Figure 3. KSIs are higher than average for those age 60 and over (19 percent) and those aged Under 16 (14 percent). As such, this indicates that these age groups are disproportionately more likely to suffer more severe consequences if they are a casualty in a collision.

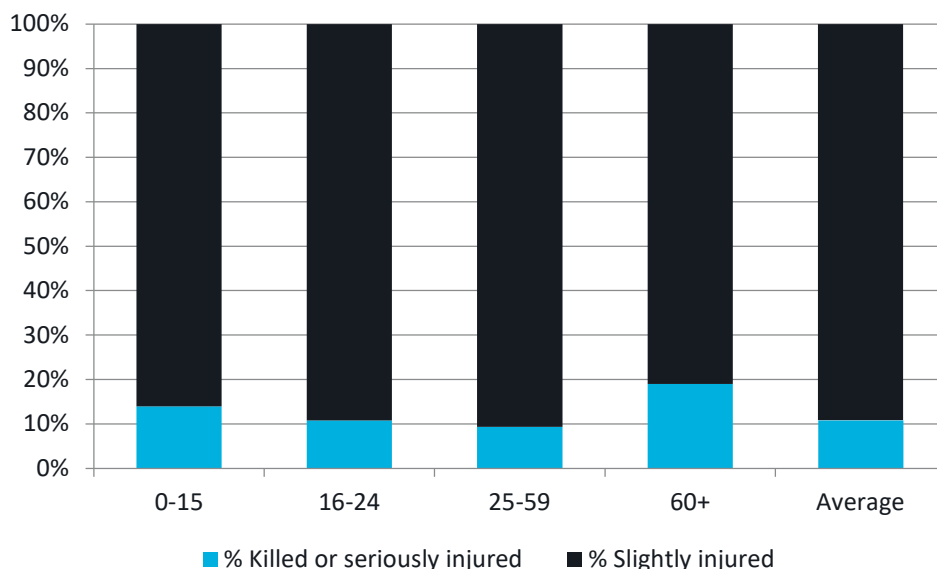


Figure 3: Percentage killed or seriously injured by Age in Enfield

Source: DfT Road traffic statistics (2019)

Differential impact assessment

People of young and old age are more vulnerable to poor air quality¹, and Edmonton Green and Haselbury have some of the youngest mean ages in Enfield. For young children negative air quality can lead to reduced lung development and for the elderly this can lead to a range of long-term health problems, therefore the delivery of a high-quality cycle route will enable mode shift, ultimately reducing emissions from private vehicle use and increasing active modes of travel, benefitting these age groups through improved air quality.

Younger people in Enfield are less likely to drive than older people in the borough and are more likely to travel via active modes or multi modal travel where for example part of a journey is by train and another part is cycled. Improvements to the cycling facilities will benefit those who already cycle and are likely to benefit those who do not currently cycle by providing safer and more attractive conditions to do so. This may allow for a selection of residents which is more evenly dispersed across the age groups to partake in active travel modes – and reaping the health benefits associated with a more active lifestyle. Therefore, while the changes may initially disproportionately benefit younger people, over time there may be longer term benefits across the age groups that rectify this initial imbalance.

Older people are more likely to suffer from slight mobility impairments due to aging, which do not fall under the disability protected characteristic group. This can include slower movement and reaction time, and some may use mobility aids for walking. A reduction in motor vehicle traffic, due to a shift to alternative active modes of travel is likely to be particularly beneficial for those who require extra time to cross the street due to physical or visual impairments. The new pedestrian crossing at Victoria Road and the shortened crossing distance of the existing crossing at Park Road, are likely to be particularly beneficial for those who require extra time to safely cross the street due to physical or visual impairments.

To accommodate safe on-carriageway cycling, Park Road was filtered under the railway bridge to reduce the volume of motor traffic. In Enfield, people aged under 15 and over 60 are disproportionately killed or seriously injured by drivers. The changes to Park Road will reduce the volume of motor traffic, and therefore the likelihood of collisions leading to fatalities or serious injuries. Improvements to cyclist safety will predominantly benefit those aged under 16.

Increases in cycling trips through Pymmes Park may cause elderly pedestrians to feel confused or worried about collisions on shared use paths.

One of the project objectives is to contribute towards a long-term increase in the levels of active travel. This will in turn reduce the volumes of traffic over time, therefore reducing the threat caused by motor traffic. While these improvements are likely to benefit all ages groups, as those aged under 16 and over 60 are disproportionally killed or seriously injured by motor traffic, they are likely to benefit the most from the changes.

¹ https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf

While these measures are likely to create safer, healthier streets for residents of Enfield, they may lead to longer journey times for people who rely on private cars, taxis or Dial-a-Ride. The scheme may also lead to short- or medium-term delays to motor traffic on Fore Street and surrounding roads as traffic is unable to cut through Park Road. Private cars, taxis or Dial-a-Ride are particularly popular for people aged 65 and over. Travelling can also be uncomfortable for some people, particularly for the elderly, therefore extended journey times could exacerbate this issue.

It is noted that some people may be more likely to use a private car as travel patterns and preferences change due to the pandemic. This may lead to increased journey times who rely on private cars, taxis or Dial-a-Ride.

Mitigating actions to be taken

Consider improvements to the section of the route through Pymmes Park to mitigate any potential conflicts or pinch points.

Monitor traffic volumes and bus journey times and consider mitigation measures if there is an impact that is caused directly by the scheme.

Disability

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

This could include:

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

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

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

Evidence base

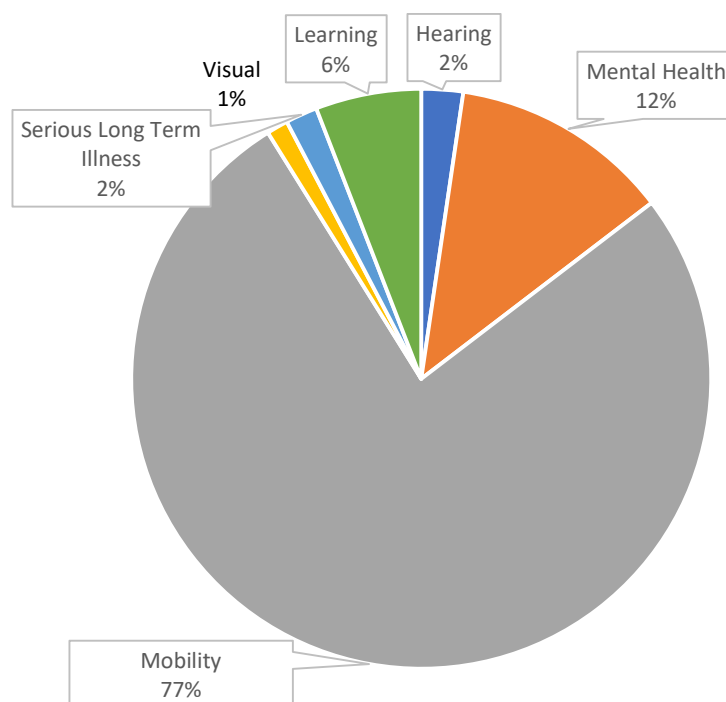
Census 2011 data shows that Enfield has a slightly higher percent of residents with a long-term health problem/ disability compared to that across London. The Edmonton Green and Haselbury wards reflect similar percentages, although slightly higher than those in Enfield and significantly higher than the London average for the Edmonton Green ward. This data is presented in Table 2.

Table 2: Persons with a long-term health problem/ disability in Enfield and project area wards

Persons with long-term health problem/ disability (2011)	Edmonton Green (%)	Haselbury (%)	Borough of Enfield (%)	London (%)
Limiting a lot	7.9	7.1	7.3	6.7
Limiting a little	8.7	8.1	8.1	7.4

Source: Census 2011

Disability types stated by those who have a disability affecting daily travel (including old age) is shown in Figure 5 below. Mobility impairment represents the highest proportion (77 percent) followed by impairment due to mental health (12 percent). It should be noted that this data is based on a small sample, therefore results should be taken as a general indication only. It is important to note that various physical and mental disabilities can lead to travel limitations.


Figure 4: Disability types stated by those with a disability affecting travel

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

Focusing solely on cyclists who have a disability, the Wheels for Wellbeing annual survey² shows that 72 percent of disabled cyclists use their bike as a mobility aid, and 75 percent found cycling easier than walking. Survey results also show that 24 percent of disabled cyclists' bike for work or to commute to work and many found that cycling improves their mental and physical health. Inaccessible cycle infrastructure was found to be the biggest barrier to cycling.

Mode split for people with a physical or mental disability is shown in Figure 5. When compared to the LTDS mode split of trips made by all people, car use for those with disabilities is lower (42.6 percent compared to 45 percent), bus use is greater (17.5 percent compared to 13.7 percent) and walking is marginally higher (31.1 percent compared to 30.8 percent).

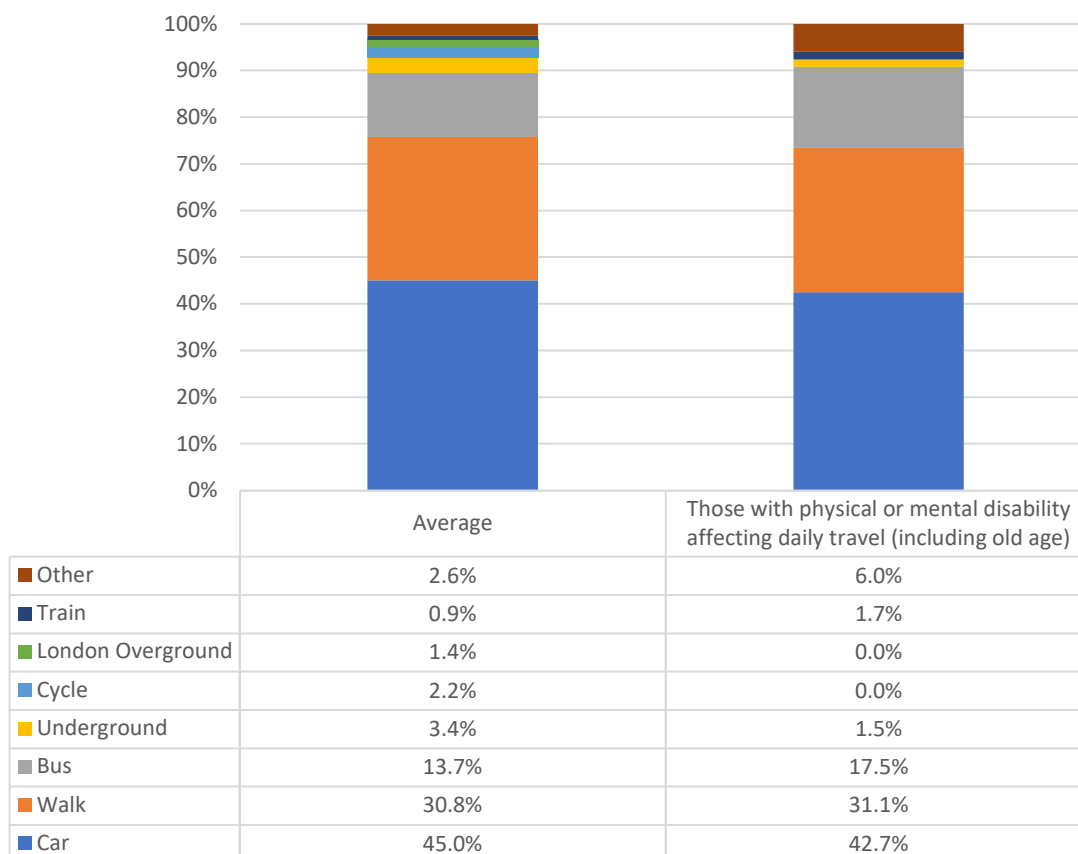


Figure 5: Mode split by those with a physical or mental disability affecting daily travel

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

Differential impact assessment

Improved and new cycle infrastructure will benefit disabled cyclists and could potentially encourage people with disabilities to try cycling, if their disability allows. Some disabled people rely upon cycling as their primary means of mobility.

Reduction to through traffic at Park Road is likely to reduce conflict between different road users overall. This will create a safer environment, particularly those with physical disabilities.

² <https://wheelsforwellbeing.org.uk/wp-content/uploads/2019/04/Survey-report-final.pdf>

Visually impaired people will be pedestrians in the affected area, users of public transport or passengers in other vehicles. Visually impaired people will have varying degrees of ability to see the changes in the environment around them. This will include changes to traffic flows and changes to the junction crossings at the end of Park Road with Victoria Road, and at Sweet Briar Walk. Textured ground surface indicators, in the form of tactile paving, have been used at crossing points and at points where shared spaces begin and end to assist pedestrians who are visually impaired by alerting them of the changes in the surrounding environment.

Although likely to benefit from decreased traffic flows, the shared use active travel route may cause confusion. The increases in cycling trips through Pymmes Park may cause disabled pedestrians to feel confused or worried about collisions on shared use paths.

The new pedestrian crossing at Victoria Road and the shortened crossing distance of the existing crossing at Park Road will also be beneficial for those with visual or mobility issues, as they provide additional and safer crossing points.

The restriction to motor traffic at Park Road under the railway bridge will increase the space available for walking, which was previously very narrow. This will benefit disabled people, who are more likely to be pedestrians, and particularly wheelchair and mobility scooter users who require additional space as well as visually impaired people who may find it challenging to navigate around tight spaces.

The scheme may negatively impact on journey times for those with mobility impairments who may find it more difficult to walk or cycle, and therefore prefer the use of door-to-door transport services such as private cars, taxis, or Dial a Ride.

Mitigating actions to be taken

Ensure that the design of the cycle facilities is suitable for use by those on adapted or non-standard cycles which are often used as mobility aids for disabled people. Both LTN 1/20 and the London Cycle Design Standards (LCDS) contain guidance on accessible designs.

Consider improvements to the section of the route through Pymmes Park to mitigate any potential conflicts or pinch points.

Monitor traffic volumes and bus journey times and consider mitigation measures if there is an impact that is caused directly by the scheme.

If any changes to the scheme or its removal is recommended, consideration should be given to residents who may have challenges adapting to changes in their surroundings.

Gender Reassignment

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

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

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

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

There were no specific issues raised by transgender people in the consultation responses.

Mitigating actions to be taken

N/A

Marriage and Civil Partnership

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

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

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

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

No issues were raised in the consultation relating to marriage or civil partnership.

Mitigating actions to be taken

N/A

Pregnancy and maternity

Pregnancy refers to the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth and is linked to maternity leave in the

employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding.

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

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

Evidence base

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

Differential impact assessment

Reduction to traffic at Park Road and improvements to cycling infrastructure are likely to reduce conflict between different road users on the whole. In addition to the better walking provisions as a result of the new/improved crossings, this traffic reduction will create a safer environment, particularly for pregnant and parents with infants and/or young children. This will also provide benefits to pedestrians travelling with prams who require additional time to navigate curbs when crossing the street. Quieter streets also mean that those traveling with prams are able to use the carriageway to circumvent blockages across the pavement (e.g., if the pavement is too narrow to navigate due to bins). It is also noted that advice from the Royal College of Midwives highlights the importance of physical activity during pregnancy, such as brisk walking.³

Improvements in air quality over time as people make the shift to active travel modes of transport are likely to disproportionately benefit infants and children who are more vulnerable to breathing in polluted air than adults due to their airways being in development, and their breathing being more rapid than adults. Maternal exposure to PM during pregnancy is particularly harmful to children's health since this is a phase of rapid human growth and development.⁴

Expectant mothers and mothers who have recently given birth may have increased numbers of medical appointments. Where this journey, which is approximately half a mile to the nearest maternity unit, is made by car it may take slightly longer than

³ <https://www.rcm.org.uk/media-releases/2019/september/rcm-comments-on-new-cmo-s-guideline-for-physical-activity-during-pregnancy/>

⁴ <https://environhealthprevmed.biomedcentral.com/articles/10.1186/s12199-021-00995-5>

prior to the project, but where the journey is walked or cycled through the area, it is likely to be less polluted and have reduced volumes of traffic.

The scheme may negatively impact on journey times by motor vehicle for a portion of those who are pregnant and with parents with infants and/ or young children who may find it more difficult to walk or cycle, and prefer the use of door-to-door transport services such as private cars, taxis or Dial-a-Ride.

Mitigating actions to be taken

Monitor traffic volumes and bus journey times and consider mitigation measures if there is an impact that is caused directly by the scheme.

Race

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

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

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

Evidence base

Table 3 presents the population of Edmonton Green and Haselbury wards by ethnicity. Based on Census 2011 data, 'White British' is the most common ethnicity for both wards, albeit at a significantly lower percentage compared to the Enfield percentage. This is followed by 'Turkish' ethnicity for both, which appears at a higher percentage than the Enfield percentage. The third most common is 'Other Black African' for Edmonton Green, and 'White Other' for Haselbury.

Table 3: Population of study area by ethnicity versus Borough

Ethnicity (2019)	Edmonton Green (%)	Haselbury (%)	Borough of Enfield (%)
White British	15.7	17.6	38.3
White Irish	0.9	1.4	1.9
Greek	0.3	0.9	1.2
Greek Cypriot	1.5	4.0	4.7
Turkish	13.4	11.7	7.6

Turkish Cypriot	1.5	2.4	1.8
Kurdish	2.1	2.5	1.2
White Other	7.4	9.3	6.7
White& Black Caribbean	1.5	1.5	1.3
White and Asian	1.0	1.0	1.1
White and Black African	1.1	0.8	0.7
Other mixed	1.9	1.9	2.0
Indian	2.5	3.6	3.3
Pakistani	0.6	0.6	0.7
Bangladeshi	3.6	2.6	1.8
Chinese	0.6	0.6	0.7
Other Asian	4.8	5.6	3.6
Somali	8.0	5.9	2.7
Other Black African	12.5	8.8	7.5
Black Caribbean	9.0	8.8	5.2
Other Black	5.1	4.1	2.5
Other Ethnic Group	5.1	4.6	3.7

Source: Census 2011

The 2011 Census indicates that Enfield has the largest proportion of Greek and Turkish speaking people in the country⁵. The top five non-English languages are shown in Table 4 and shown by wards in Table 5.

Table 4: Top five non-English languages within Enfield-2020

Top 5 non-English languages	Enfield (%)
Turkish	6.2
Polish	2
Greek	1.6
Somali	1.1
Bengali (with Sylheti and Chatgaya)	0.9

Source: [Enfield Borough profile 2020, Enfield Council](#)

⁵ [Enfield Borough Profile, 2020](#)

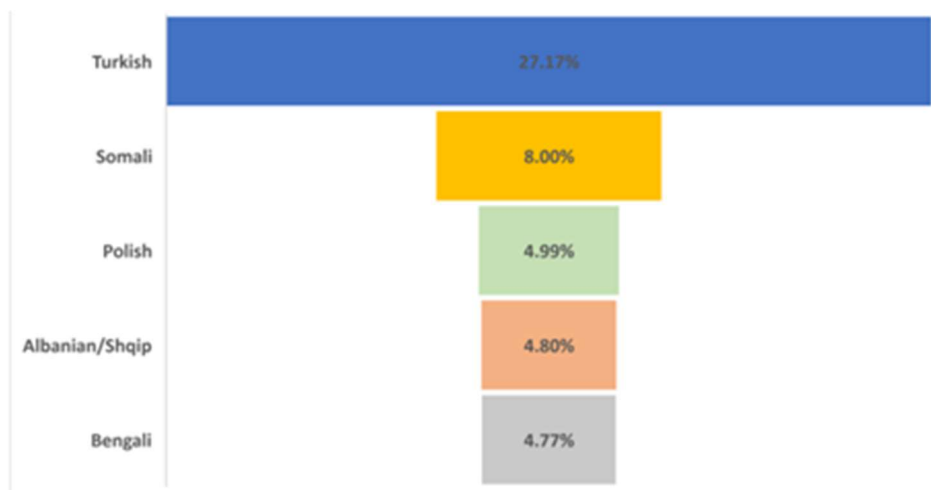
Table 5: Main languages of residents within study area

Main languages of residents	Edmonton Green (%)	Haselbury (%)
English	67	67
Turkish	11	10
Somali	3	3
Polish	2	3
Bengali	2	
Greek		2

Source: Census 2011

The most popular languages for which Enfield Council receives translation and interpreting requests are Turkish, Polish, Albanian, Somali, Bulgarian, British Sign Language and Romanian.

The Spring 2020 School Census records 195 languages or dialects being spoken by pupils who live in Enfield. As of Spring 2020, the top five non-English languages spoken by Enfield school pupils are shown in Figure 6.


Figure 6: Top five non-English languages spoken by Enfield school pupils

Source: Spring 2020 Enfield School Census

Based on average travel modes from the LTDS data presented in Figure 7, in Enfield all ethnic groups except for 'Other Ethnic Group' are more than likely to drive or be driven in a car or van than use any other mode. 'Other Ethnic Group', 'Asian or Asian British' and 'Mixed or multiple ethnic groups' are most likely to walk and cycle than the average, with a mode share of between 35 and 43 percent. 'Black or Black

British' and 'Other Ethnic Group' are more likely to use public transport than the average.

It is important to note that the sample size of LTDS data is small, therefore these percentages may not accurately reflect the travel behaviours of each ethnic group.

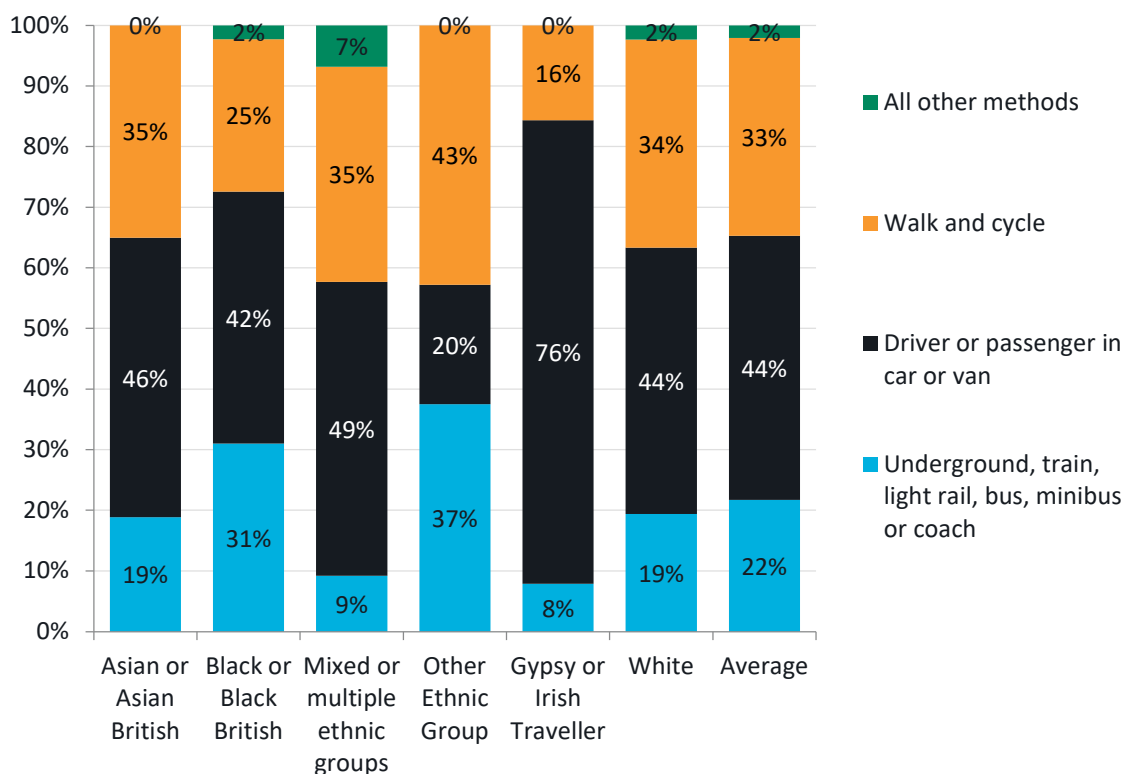


Figure 7: Mode share by ethnicity in Enfield

Source: LTDS (2018/19)

Differential impact assessment

The proposed measures are likely to improve conditions for pedestrians and cyclists, by reducing conflicts with motorised vehicles. This will disproportionately benefit ethnic groups who are disproportionately likely to walk ('Asian or Asian British', 'Mixed or multiple ethnic groups' and 'Other Ethnic Groups'), as well as 'Black and Black British' and 'Other Ethnic Groups' who are disproportionately likely to use public transport (as every public transport journey starts or ends on foot or cycle).

On the contrary, this scheme may cause increased congestion in the short to medium term on Fore Street as traffic is unable to cut through Park Road. As such, these impacts may disproportionately impact 'Black and Black British' and 'Other Ethnic Groups' who are disproportionately likely to use public transport.

With the exception of 'Other Ethnic Groups', car usage in Enfield is high. This means that longer journey times have some financial impacts such as increased cost of travel and increased commuting times. However, the delivery of this scheme has

the potential to offer genuine alternatives to car journeys and reduce the reliance on cars within these ethnic groups.

It is important to note that reducing car dominance and car usage is a key aspect of Enfield's broader transport strategy, and as such it is acknowledged that this disproportionate impact is necessary to facilitate a shift across Enfield to more sustainable, healthy and equitable modes.

Mitigating actions to be taken

There is often poor awareness of local walking and cycling schemes amongst those who rarely walk, cycle or travel outside their immediate area, particularly in those who do not speak English at all, or it is not their first language. As such, all consultation and engagement communications should aim to ensure that these groups are reached, for example by offering materials in appropriate languages and/or engaging through relevant community organisations.

Monitor traffic volumes and bus journey times and consider mitigation measures if there is an impact that is caused directly by the scheme.

Religion and belief

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

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

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

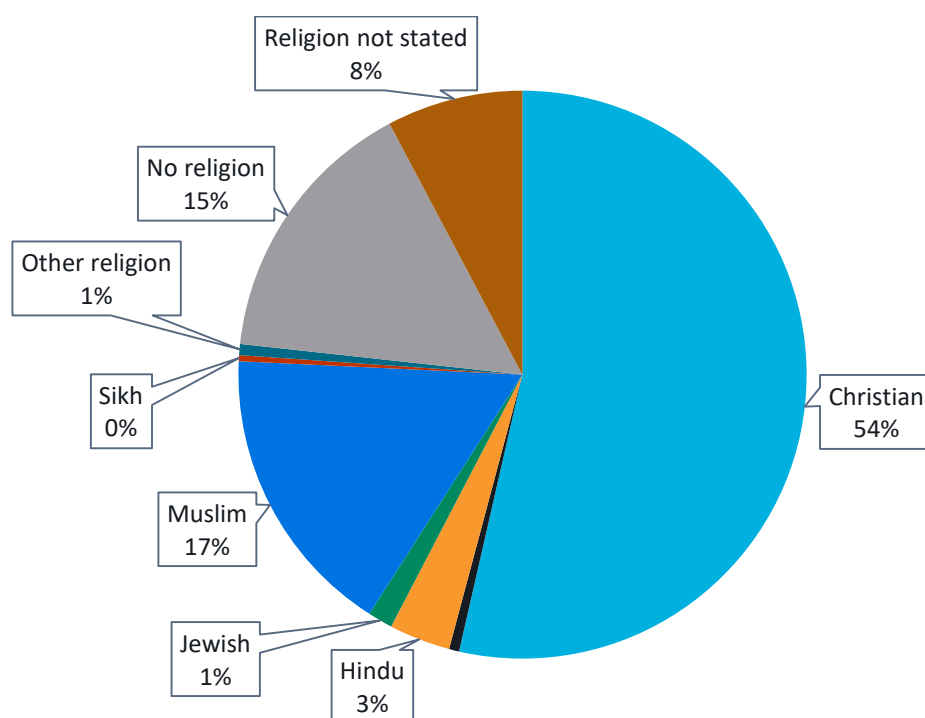
Evidence base

Table 6 presents the population of the Edmonton Green and Haselbury wards by religion, and Figure 8 presents Census 2011 data on religion and belief in Enfield. The Edmonton Green, Haselbury, and Enfield overall are predominantly Christian, with a slightly higher proportion of the population identifying as Christian when compared to the London average. Muslim is the second most common religion or belief identified in the study area, with a significantly higher proportion than both the Enfield and London average. The proportion of the population identifying as 'other' or 'none' or did not state their religion in the study area is lower than those of Enfield and London. Both wards and Enfield are also home to smaller proportions of residents compared to the other faiths including Buddhist, Hindu, Jewish and Sikh.

Table 6: Religion composition of the study area compared to London and Borough

Religion	Edmonton Green (%)	Haselbury (%)	Borough of Enfield (%)	London (%)
Christian	48.3	49.4	53.6	48.4
Buddhist	0.4	0.4	0.6	1.0
Hindu	3.5	4.8	3.5	5.0
Jewish	0.1	0.3	1.4	1.8
Muslim	29.1	25.7	16.7	12.4
Sikh	0.3	0.4	0.3	1.5
Other/ none/ not stated	18.3	18.9	23.8	29.8

Source: Census 2011


Figure 8: Breakdown of Religion and Beliefs in Enfield

Source: UK Census 2011

Differential impact assessment

On certain dates and at certain times of the day, religious services and observances can have an impact on travel patterns. Places of worship and faith-based schools are major destinations for large populations from different groups. There is one place of worship located near the cycle route, which has been identified and outlined below. There are also a number of places of worship further north along the A1010. This scheme is likely to benefit worshipers who currently walk or cycle to places of worship and create a more welcoming environment for those who do not currently

cycle. As restrictions to motorised traffic are limited, it is not anticipated that this scheme will disproportionately impact people from any particular faith.

Tanners End Free Church

Attendees accessing this location by motor vehicle will continue to be able to do that as previously. In addition, the cycle route will enable another mode of travel to access this place of worship. The scheme is not likely to have made the parking situation materially worse for attendees, particularly as only two parking spaces were removed at the southern part of Tanners End Lane whereas Tanners End Free Church is located on Statham Grove.

Religious commitments can sometimes leave little time for sporting activities. For example, a report published in 2011 by TfL mentions that young Muslims that attend mosque after school may not have as much leisure time as those from non-religious backgrounds⁶. Therefore, creating environments that enable and encourage people to cycle more often can lead to exercise being built into their day, rather than having to go out of their way to achieve it.

Mitigating actions to be taken

N/A

Sex

Sex refers to whether you are a man or woman.

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

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

Evidence base

Table 7 presents the sex composition of the Edmonton Green and Haselbury wards.

Table 7: Sex composition of the study area wards

Distribution by sex 2019	Edmonton Green (%)	Haselbury (%)	Borough of Enfield (%)
Male	49.2	49.3	49.1
Female	50.8	50.7	50.9

Source: [ONS mid-year estimate 2020](https://www.ons.gov.uk/peoplepopulationandcommunity/ethnicityandnationality/datasets/mid-year-estimate-2020)

⁶ <http://content.tfl.gov.uk/barriers-to-cycling-for-ethnic-minorities-and-deprived-groups-summary.pdf>

According to the Office for National Statistics (ONS) population estimates, in Enfield 49.1 percent of residents identify as male and 50.9 percent as female. This is very similar to the percentage split for the study area and London as a whole (49 percent male, 51 percent male).

Figure 9 presents the mode share by sex in Enfield. Walking is more commonly used as transport by females, making up 33 percent of all trips. This is 5 percent higher than males. On average, females drive slightly less than males, making up 44 percent of trips versus 46 percent with males. Females are also use the bus more than males (15 percent vs 13 percent).

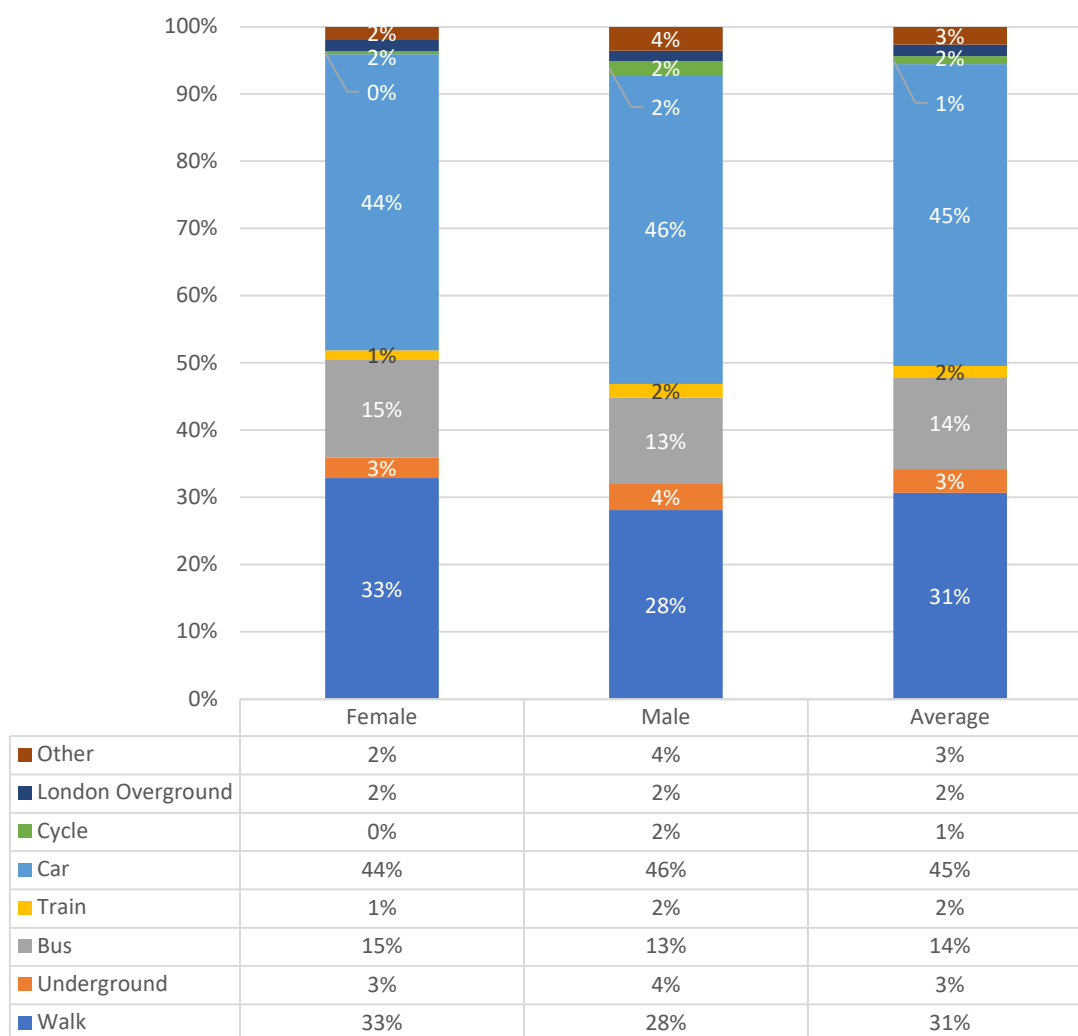


Figure 9: Mode share by sex in Enfield

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

Across Greater London, research undertaken by TfL shows walking is the most commonly used type of transport by females (95 percent walk at least once a week). Females are also more likely to use buses than males (62 percent compared with

56 percent) but are less likely to use other types of transport including the Tube (38 percent women compared with 43 percent males).

Female Londoners take more trips on a weekday than male Londoners, 2.5 compared to 2.3⁷. This pattern however is reversed amongst older adults, with older female Londoners taking fewer weekday trips than older male Londoners, 2.0 compared to 2.2. It is important to recognise that females are more likely than males to be travelling with buggies and/or shopping, and this can affect transport choices.

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

79 percent of females in London report being able to ride a bike, compared with 91 percent of males⁸.

The number of female cyclists nationally rose by 50% in 2020 according to DfT statistics⁹.

Differential impact assessment

Females are less likely to drive in Enfield and are more likely to walk than males. They are also less likely to cycle. Improvements made to the safety and convenience of cycling infrastructure are likely to reduce the barriers to cycling disproportionately faced by females and increase the percentage of females choosing to cycle.

Females are more likely to use the bus than males. As every public transport journey starts or ends on foot (or using a mobility aid), improvements in safety and convenience to these networks will improve their access to public transport services. However, this scheme may cause increased congestion in the short to medium term on Fore Street and other surrounding roads as traffic is unable to cut through Park Road. As such, these impacts may disproportionately impact females who use buses more often than males.

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

Mitigating actions to be taken

⁷ <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

⁸ <http://content.tfl.gov.uk/attitudes-to-cycling-2014-report.pdf>

⁹ <https://www.gov.uk/government/statistics/walking-and-cycling-statistics-england-2020>

Monitor traffic volumes and bus journey times and consider mitigation measures if there is an impact that is caused directly by the scheme.

Sexual Orientation

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

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

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

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

No matters were raised in consultation responses relating to sexual orientation.

Mitigating actions to be taken

N/A

Socio-economic deprivation

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

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

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

Evidence base

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

Figure 10 presents a visual representative of deprivation across Enfield. It can be seen that the eastern and southern sections of the borough are the most deprived, with the west and north-western sections being the least deprived. Some of the neighbourhoods in the east of the borough are amongst the most deprived in England, including Edmonton Green one of the project wards.

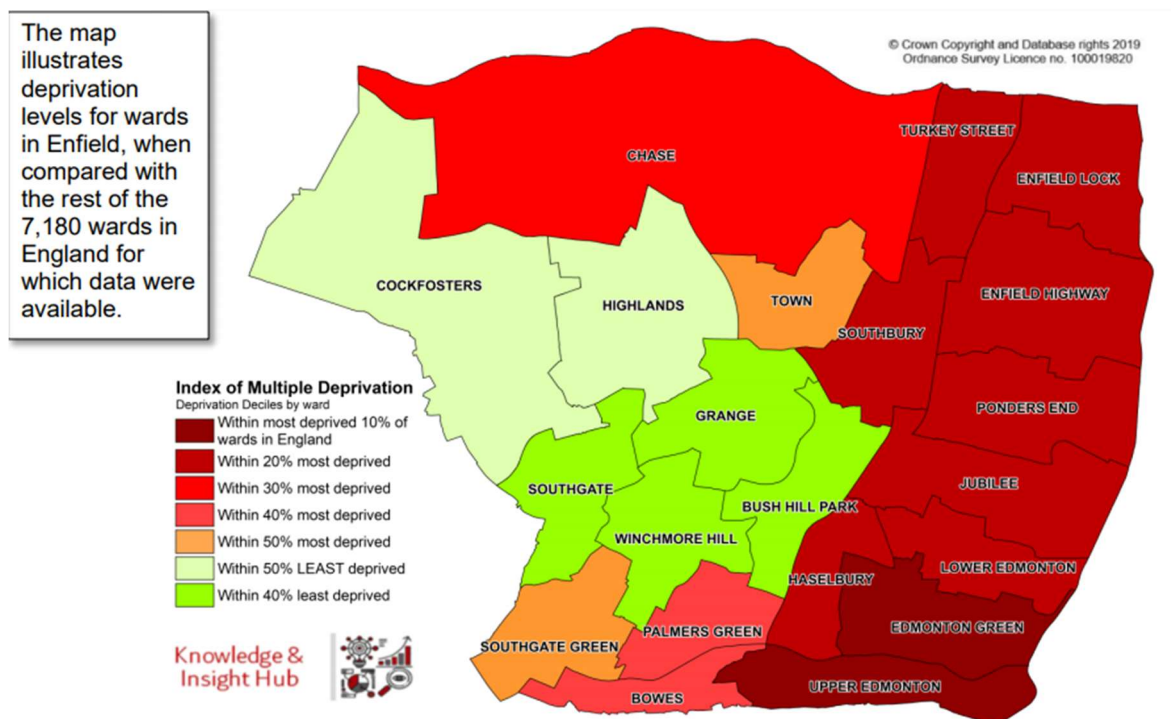


Figure 10: Deprivation in Enfield

Data source: Department for Communities and Local Government 2019

Table 8 presents the percentage cars in Enfield households. Areas without access to a car broadly mirror the most deprived sections seen in Figure 10, with the east of the borough having some of the highest percentages without access to a car, and the west having the least. Edmonton Green and Haselbury, located in the east of the borough, have one of the highest percentages without access to a car in Enfield.

Table 8: Percentage of cars in Enfield households

Cars in households (2011)	Edmonton Green (%)	Haselbury (%)	Borough of Enfield (%)
0 cars	53.5	40.5	32.5
1 car	35.9	40.0	43.3
2+ cars	10.5	19.5	24.3

Data source: UK Census 2011

TfL research shows that low-income Londoners also tend to travel less frequently than Londoners overall – 2.2 trips per weekday on average compared to 2.4 among all Londoners. Among this group, a greater proportion of journeys are completed for

the purposes of shopping and personal business: 31 percent for Londoners with household income of less than £20,000 compared with 22 percent all Londoners (in line with 31 percent and 22 percent observed in 2013/14)¹⁰.

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

Table 9 presents Edmonton Green and Haselbury wards having significantly higher proportions of households with incomes less than £15,000 and claiming Universal Credit than the borough average.

Table 9: Enfield and Project area wards income, 2020

Income (2020)	Edmonton Green (%)	Haselbury (%)	Borough of Enfield (%)
Proportion of households with an income of less than £15,000	28.1	17.7	15.6
Households claiming Universal Credit (May 2020)	45	45.7	23.7

Data source: Ward Profiles 2020, Enfield Council

Differential impact assessment

In Enfield, there is a very clear correlation between deprivation and access to car ownership, with more deprived parts of the borough such as Edmonton Green and Haselbury having greatly reduced access to car ownership. Cycling presents a low-cost form of transport and can connect people safely and quickly to local centres, as well as to stations as part of multi-modal longer distance journeys (e.g. into inner London). As such, the improvements to cycling conditions are likely to disproportionately benefit those without access to cars.

The rate of car ownership increases as income increases and so people who are on lower incomes are less likely to be adversely affected by reassigned traffic.

People on lower incomes are less likely to be able to afford to adapt to the measures (e.g. buying a new bike), therefore may not experience the full benefits of the scheme compared to those from higher income backgrounds. This may mean that those on higher incomes may disproportionately benefit from the scheme.

Buses are likely to be used by people on lower incomes and where buses are delayed by any increased traffic this is likely to affect this group.

Mitigating actions to be taken.

¹⁰ <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

Monitor traffic volumes and bus journey times and consider mitigation measures if there is an impact that is caused directly by the scheme.

Encourage lower income households to make use of free bike repair services, such as Dr Bike, and opportunities to access affordable cycles, such as second-hand bike markets.

SECTION 4 – Monitoring and Review

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

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

On balance, this scheme is likely to promote equalities through the improvement of conditions for those walking, cycling, and wheeling. Not only will the scheme improve the experience for those already using these modes, but it will also help to make non-car transport options more attractive by making them safer, more accessible, and more convenient.

It is acknowledged that the improvements may come at an ongoing inconvenience to drivers. The altering of traffic flow may add some level of complication to trips and may slightly increase the length of some car journeys made through the study area. However, access to all properties and locations is maintained. This impact will be felt disproportionately by individuals who rely upon cars as their primary or only mode of transport, which is common for elderly or disabled people and certain ethnic groups. However, this scheme will make walking and cycling a more attractive and accessible option for people, offering genuine alternative to car use which will benefit a wide range of residents and visitors.

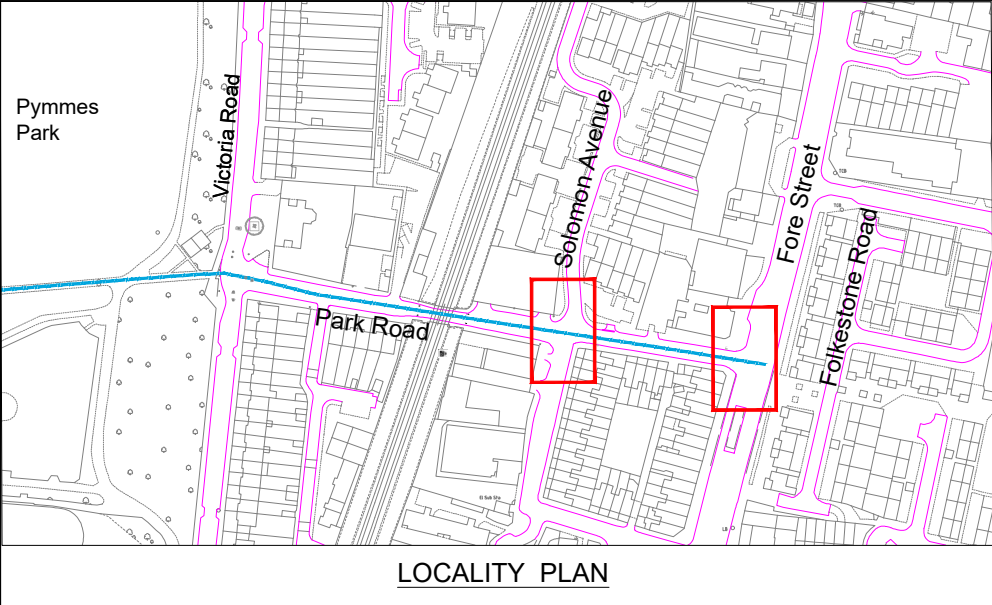
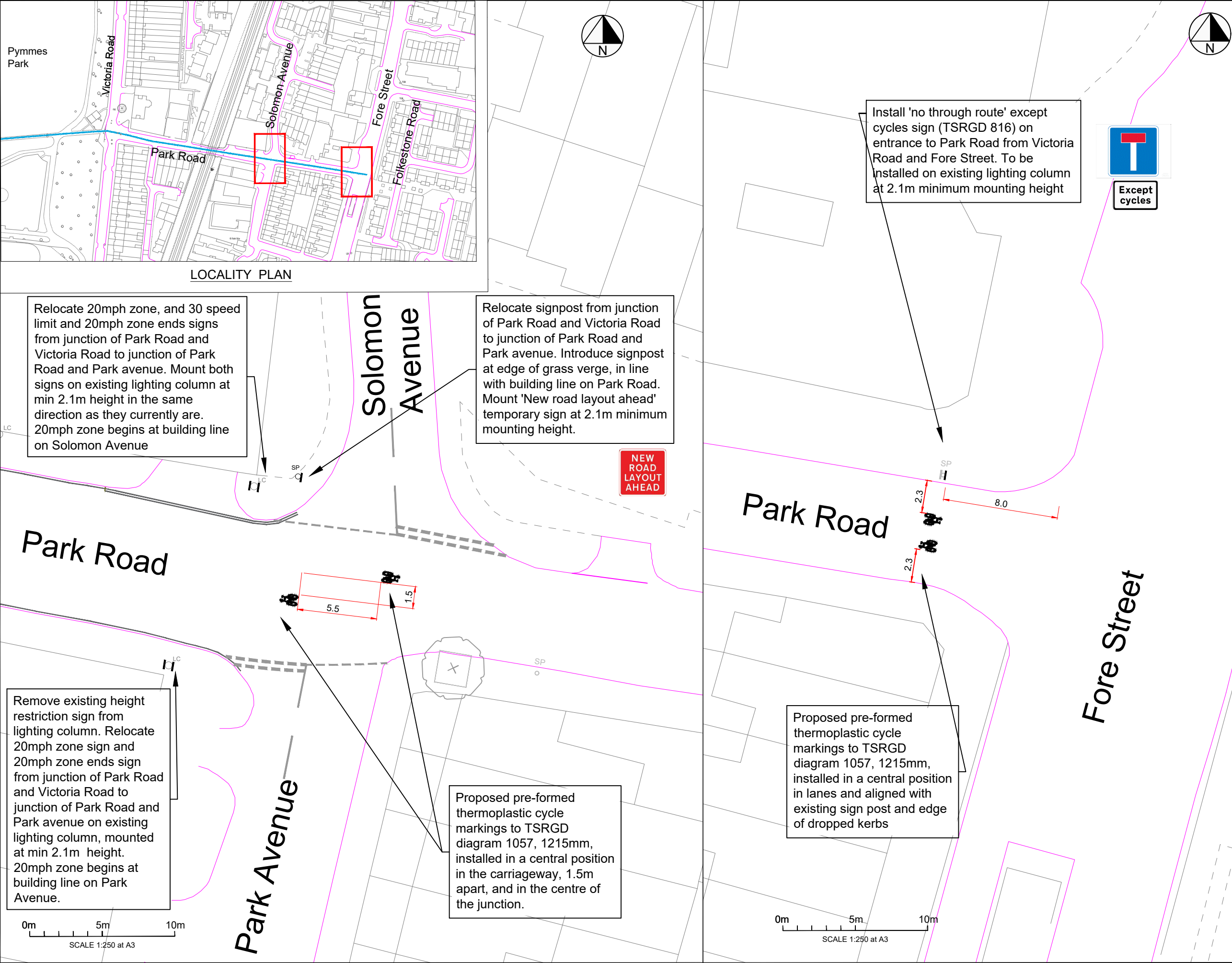
This EqIA is not a static document and will continue to be developed during the course of this project. Monitoring and evaluation will determine whether the scheme has been successful in achieving the objectives and in identifying, and if possible, mitigating the potential inequalities raised in this EqIA.

SECTION 5 – Action Plan for Mitigating Actions.

Protected Characteristic	Identified Issue	Action Required/Comments	Lead officer	Timescale/By When	Costs	Review Date/ Comments
Age, Disability	Confusion or worries about collisions on shared use paths.	Consider improvements to the section of the route through Pymmes Park to mitigate any potential conflicts or pinch points.	Petros Ximerakis	Subsequently to the decision as to whether the scheme will be made permanent or removed.	Funded by existing and future grants	Will be reviewed following decision.
Age, Disability, Pregnancy and maternity, Race	Longer journey times for people who rely on private cars, taxis or Dial-a-Ride.	Monitor traffic volumes and bus journey times and consider mitigation measures if there is an impact that is caused directly by the scheme.	Petros Ximerakis	During scheme monitoring	Included within scheme budget	01/03/2022 Included in monitoring report
Disability, Sex	Confusion or worries about collisions on shared use paths.	Ensure that the design of the cycle facilities is suitable for use by those on adapted or non-standard cycles which are often used as mobility aids for disabled people. Both LTN 1/20 and the London Cycle Design Standards (LCDS) contain guidance on accessible designs.	Petros Ximerakis	During scheme design stages	Included within scheme budget	01/03/2022 Design was designed in line with LTN 1/20 and LCDS guidance

Disability	Changes or removal of the scheme may be present challenges for people with certain disabilities	If any changes to the scheme or its removal is recommended, consideration should be given to residents who may have challenges adapting to changes in their surroundings.	Petros Ximerakis	Following scheme monitoring	Included within scheme budget	01/03/2022 To be reviewed after consideration of approval report
Race	Poor awareness of local walking and cycling schemes amongst those who do not speak English at all, or it is not their first language	Consultation and engagement communications should aim to ensure that these groups are reached, for example by offering materials in appropriate languages and/or engaging through relevant community organisations	Petros Ximerakis	During community engagement & consultation period	Included within scheme budget	01/03/2022 All materials included instructions in a number of different languages for requesting translated copies in alternative languages
Sex, Socio-economic deprivation	Traffic reassignment onto main roads may delay bus services, affecting females in particular and 'Other Ethnic Groups'	Monitor traffic volumes and bus journey times and consider mitigation measures if there is an impact that is caused directly by the scheme.	Petros Ximerakis	During scheme monitoring	Included within scheme budget	01/03/2022 Included in monitoring report

Socio-economic deprivation	People on lower incomes are less likely to be able to afford to adapt to the measures (e.g. buying a new bike).	Encourage lower income households to make use of free bike repair services, such as Dr Bike, and opportunities to access affordable cycles, such as second-hand bike markets.	Tina Uhrynyszcz	Ongoing	Included within Healthy Streets programme budget	01/03/2022 Several Dr Bike sessions took place at North Middlesex University Hospital during and after the consultation period. A number of Second-Hand Bike Markets were held during and after the consultation period.
----------------------------	-----------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------	---------	--------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------



- Key:
- Existing kerb line (OS base)
 - Proposed cycleway route
 - Existing lighting column/sign post
 - Existing line markings
 - Proposed sign mounted on existing lighting column (LC) or sign post (SP)
 - Proposed white line marking
 - Proposed sign post
 - Existing Tree

- Approximate Quantities
- 1x TSRGD 816 sign, 750mm
 - 1x sign post (reuse existing)
 - 2x TSRGD 674 sign (reuse existing)
 - 2x TSRGD 675 A sign (reuse existing)
 - 1x TSRGD 816 sign
 - 1x except cycles plate
 - 1x road layout changed ahead sign

- Notes:
- Drawing based on OS base, all dimensions and street furniture positions to be checked on site and any discrepancies to be reported.
 - Not all existing line markings shown.
 - Proposed cycle markings to be pre-formed thermoplastic.
 - Signs to be attached using anti-rotational fixings.

- General Notes:
- All dimensions in metres, unless otherwise noted.
 - Do not scale off plan.
 - Dimensions are to be checked by the contractor prior to commencement of work. Any discrepancy shall be reported immediately to Sustrans.
 - Drawing based on OS base plan.
 - Co-ordinates based on OS grid.
 - Levels based on OS datum (Newlyn).
 - This drawing is to be read in conjunction with all other relevant drawings and specifications.
 - All work shall be carried out in accordance with LB Enfield statutory authority and health & safety requirements and regulations.
 - The position of services is based on information provided by other parties at the time of design and is for guidance only. It is the responsibility of the Client and Contractor to verify the exact position of any services before commencing works on site.
 - Temporary traffic works must be undertaken in accordance with Chapter 8 parts 1 & 2 of the Traffic Signs Manual, Safety at Street Works and Road Works Code of Practice 2013 and any other relevant H&S legislation.
 - These drawings have been produced under the CDM 2015 Regulations. The client is directed to their duties under Regulation 4 of CDM 2015.
 - The delivery of this drawing in electronic format shall not be construed to provide any authorisation or right of the recipient or any other person to rely upon, alter or otherwise use the information provided. Any use of this information is at the sole risk and liability of the user and Sustrans assumes no liability for unauthorised use or alteration of the information contained herein.
 - To ensure the most up to date drawings are being used the project drawing register should be referred to.
 - For further information on drawing and design revisions, see decision log or contact Sustrans project manager.
 - This drawing has been produced to be read in colour, for the sheet size specified below. Printing or copying in black and white, or on a different sheet size may lead to misinterpretation of the design.

A	Enfield Changes	ZH	GF	GF	29/09/2020
---	-----------------	----	----	----	------------



JOIN THE MOVEMENT

244-254 Cambridge Heath Rd, London E2 9DA
020 7017 2350 www.sustrans.org.uk

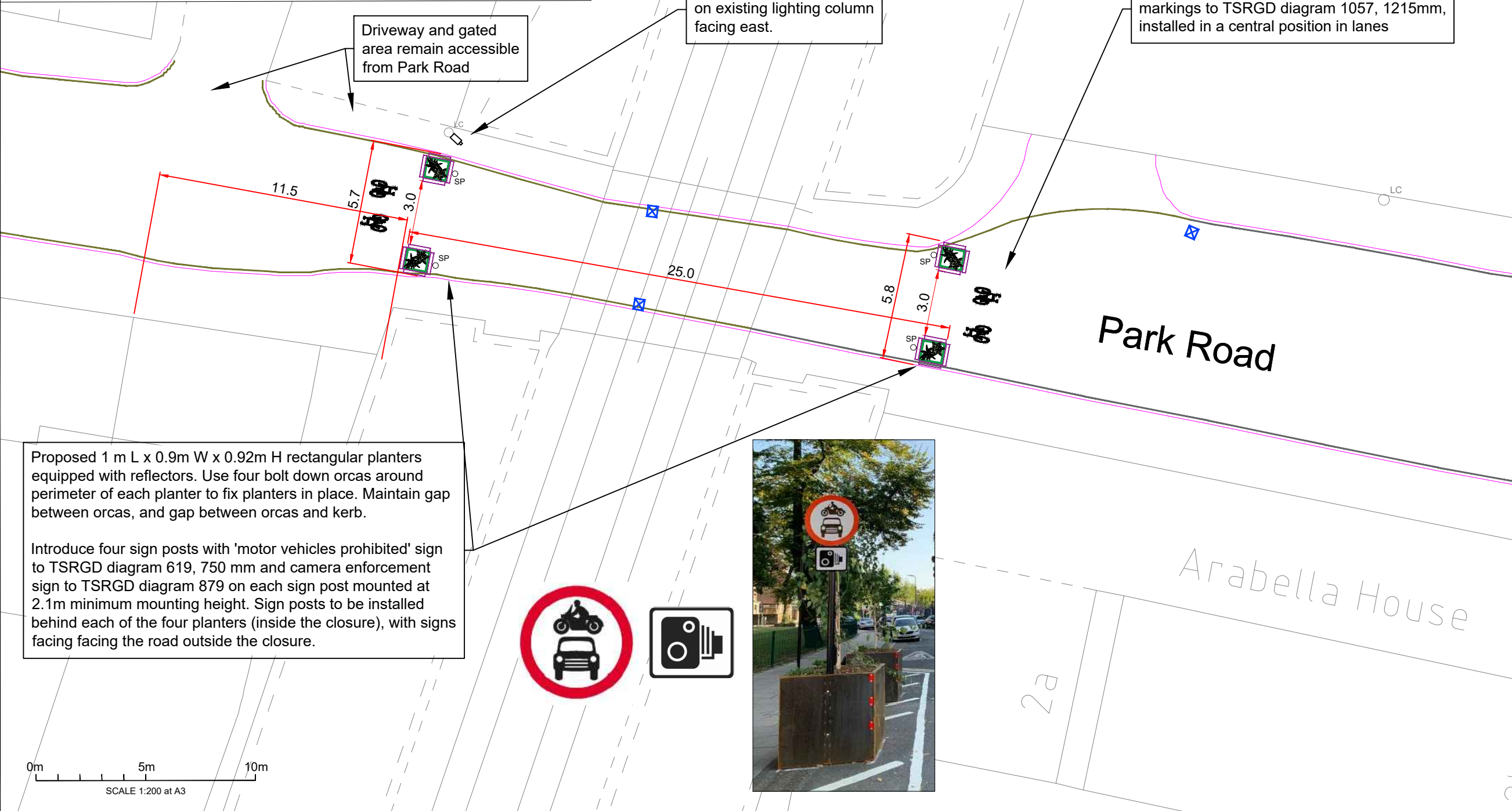
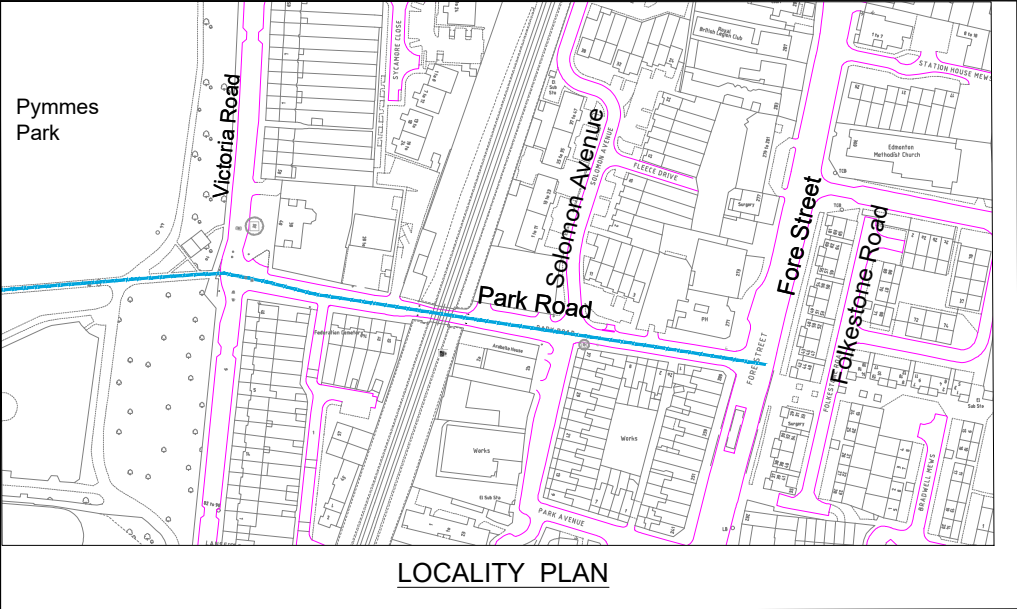
Project:
A1010 South to North Middlesex Hospital

Title:
Park Road Filter
General Arrangement
Sheet 2 of 2

Drawn: Check: Appr: Date: Scale at A3:
ZH GF GF 22/07/2020 1:250

Status:
CONCEPT

Drawing No: A1010NMH-C-01-01-02 Revision: A



Key:

- Existing kerb line (OS base)
- Proposed cycleway route
- Existing lighting column
- Existing yellow line marking
- Existing post
- Existing Gully
- Proposed sign post
- Proposed white line marking
- Proposed rectangular wooden planter with reflector 1.0m L x 0.9m W x 0.92m H
- Proposed rectangular bolt down orca - 1.0m L x 0.15m W x 0.1m H
- Proposed ANPR camera

Approximate Quantities

4x planters with reflectors 1m x 0.9m x 0.92m
16x bolt down orcas 1.0m L x 0.15m W x 0.125m H
4x signs to TSRGD 619, 750mm
4x signs to TSRGD 879
4x sign posts
1x ANPR camera

Notes:

- Drawing based on OS base, all dimensions and street furniture positions to be checked on site and any discrepancies to be reported.
- Allow small gap between kerb and planter for drainage
- Use bolt down orcas to fix planters in place. Allow gaps between orcas, and gaps between orcas and kerb for drainag.
- Proposed cycle markings to be pre-formed thermoplastic.
- Signs to be attached using anti-rotational fixings.
- LBE to determine final location of ANPR camera.

General Notes:

- All dimensions in metres, unless otherwise noted.
- Do not scale off plan.
- Dimensions are to be checked by the contractor prior to commencement of work. Any discrepancy shall be reported immediately to Sustrans.
- Drawing based on OS base plan.
- Co-ordinates based on OS grid.
- Levels based on OS datum (Newlyn).
- This drawing is to be read in conjunction with all other relevant drawings and specifications.
- All work shall be carried out in accordance with LB Enfield statutory authority and health & safety requirements and regulations.
- The position of services is based on information provided by other parties at the time of design and is for guidance only. It is the responsibility of the Client and Contractor to verify the exact position of any services before commencing works on site.
- Temporary traffic works must be undertaken in accordance with Chapter 8 parts 1 & 2 of the Traffic Signs Manual, Safety at Street Works and Road Works Code of Practice 2013 and any other relevant H&S legislation.
- These drawings have been produced under the CDM 2015 Regulations. The client is directed to their duties under Regulation 4 of CDM 2015.
- The delivery of this drawing in electronic format shall not be construed to provide any authorisation or right of the recipient or any other person to rely upon, alter or otherwise use the information provided. Any use of this information is at the sole risk and liability of the user and Sustrans assumes no liability for unauthorised use or alteration of the information contained herein.
- To ensure the most up to date drawings are being used the project drawing register should be referred to.
- For further information on drawing and design revisions, see decision log or contact Sustrans project manager.
- This drawing has been produced to be read in colour, for the sheet size specified below. Printing or copying in black and white, or on a different sheet size may lead to misinterpretation of the design.

C	Enfield Changes	ZH	GF	GF	30/09/2020
B	Enfield Changes	ZH	GF	GF	04/09/2020
A	Following RSA & SR	ZH	GF	GF	23/07/2020

JOIN THE MOVEMENT
244-254 Cambridge Heath Rd, London E2 9DA
020 7017 2350 www.sustrans.org.uk

Project:
A1010 South to North Middlesex Hospital

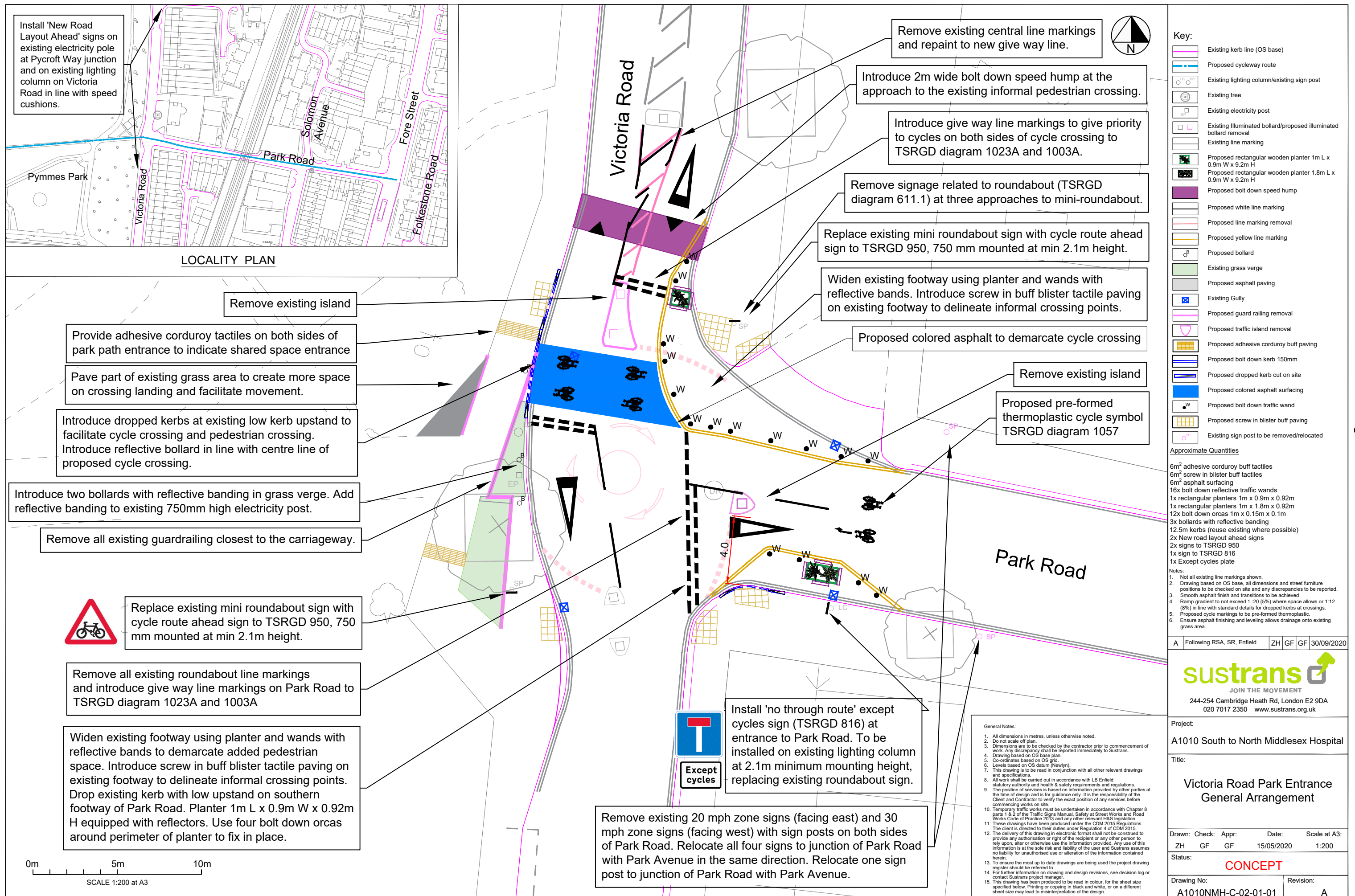
Title:
Park Road Filter
General Arrangement
Sheet 1 of 2

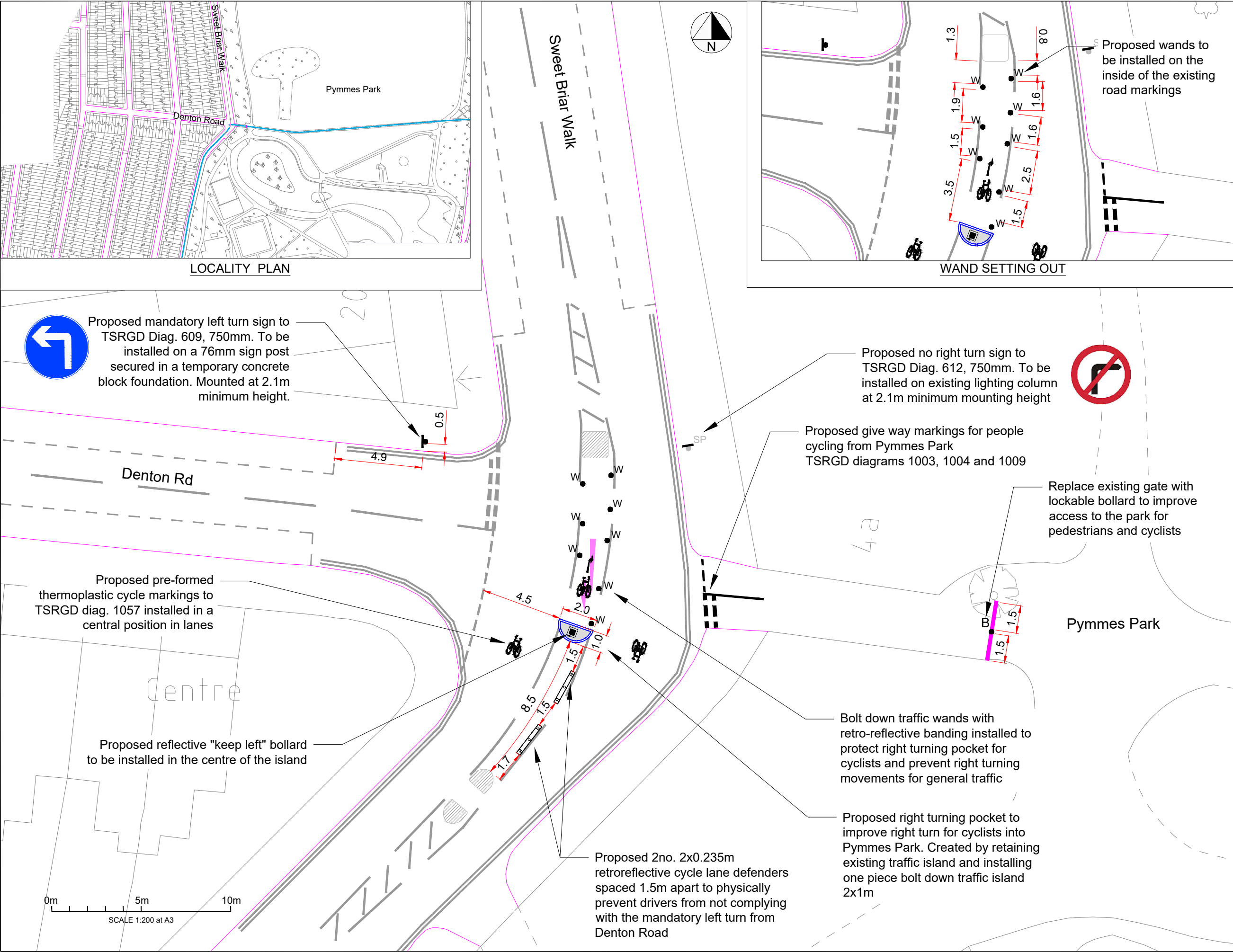
Drawn:	Check:	Appr:	Date:	Scale at A3:
ZH	GF	GF	15/05/2020	1:200

Status:
CONCEPT

Drawing No: A1010NMH-C-01-01-01	Revision: C
-------------------------------------------	-----------------------

Page 120





A	Following RSA & SR	GF	ZH	JG	22/07/2020
---	--------------------	----	----	----	------------

JOIN THE MOVEMENT

244-254 Cambridge Heath Rd, London E2 9DA
020 7017 2350 www.sustrans.org.uk

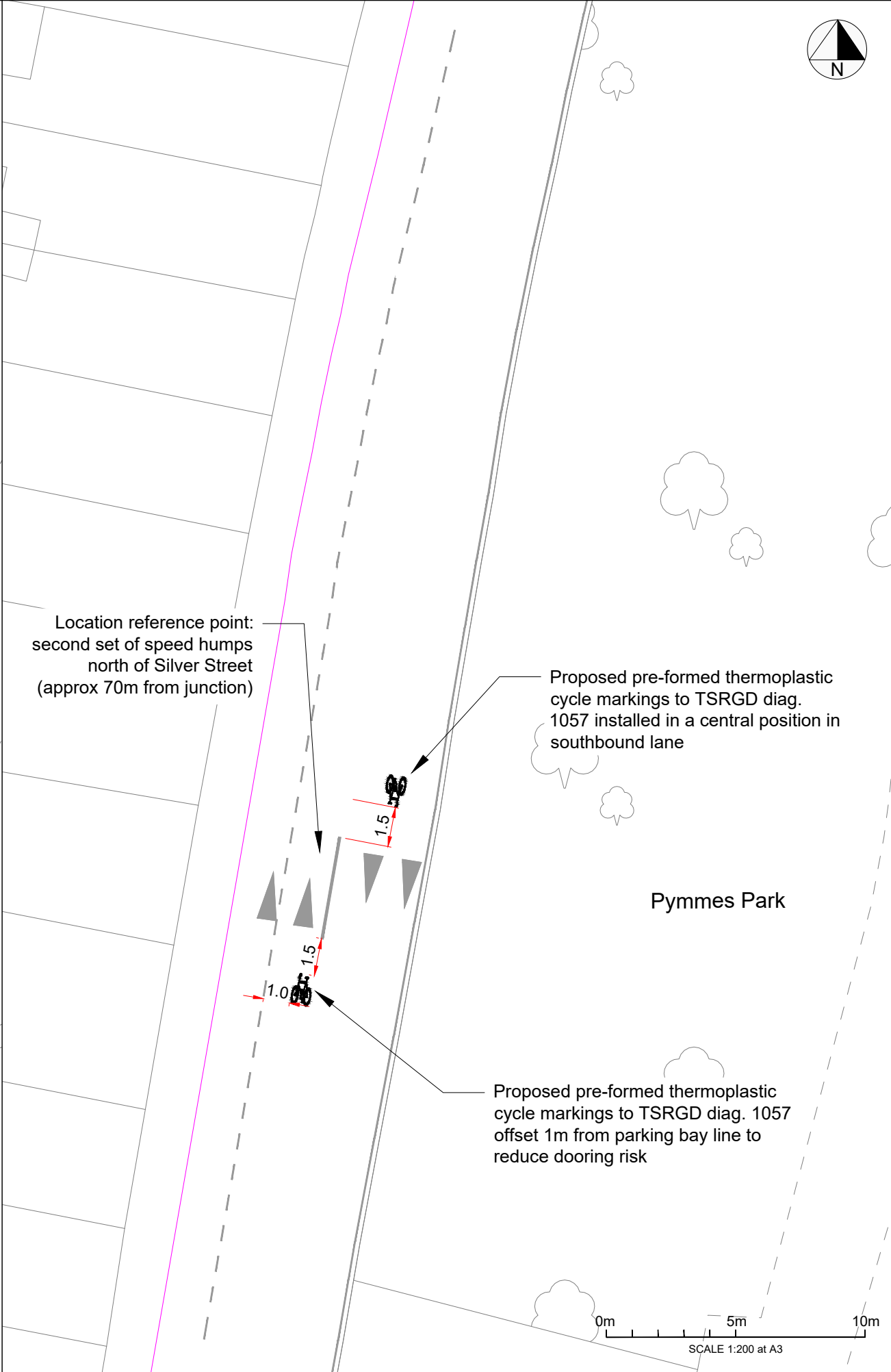
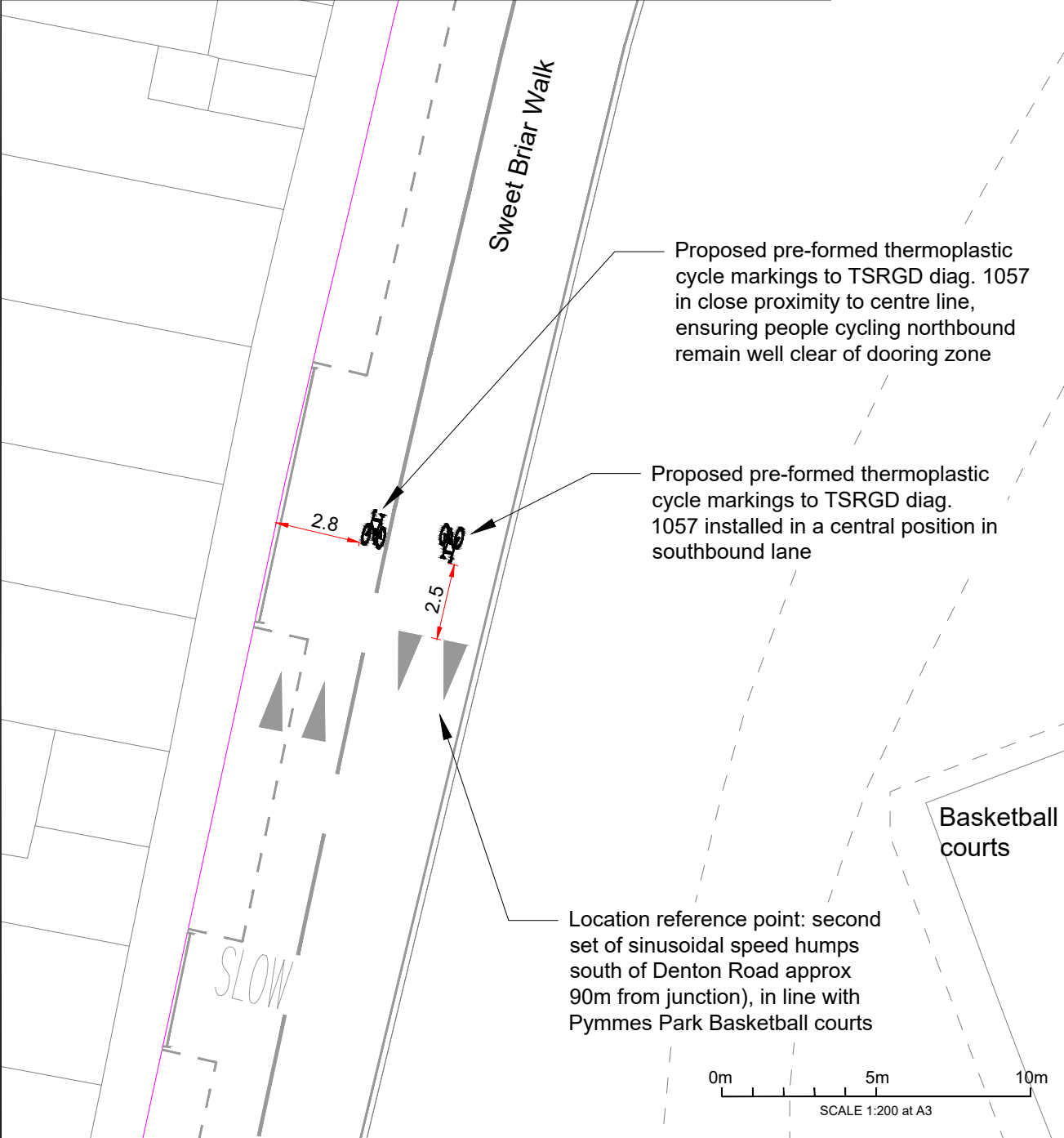
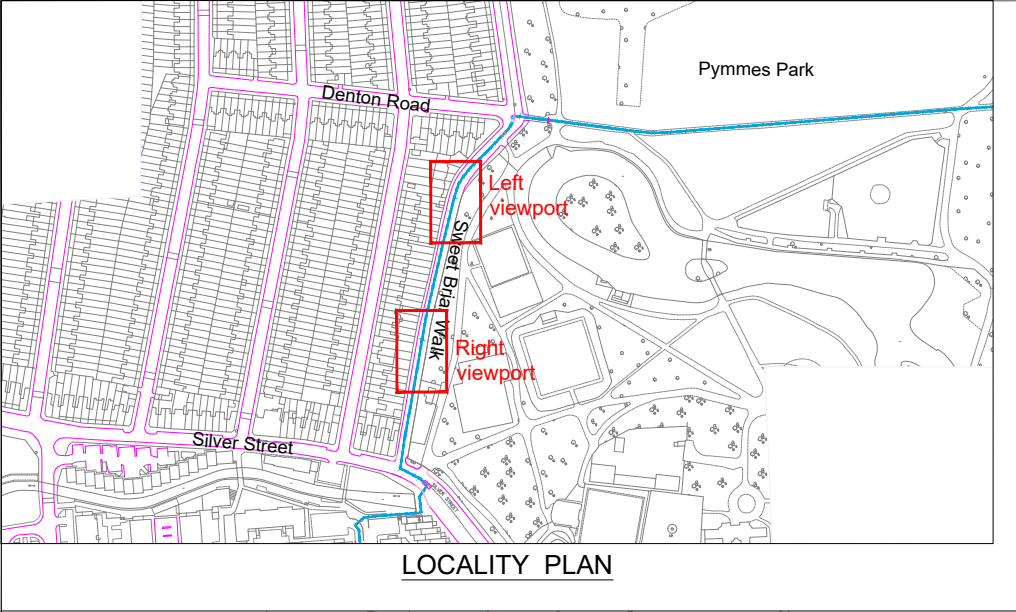
Project:
A1010 South to North Middlesex Hospital

Title:
Sweet Briar Walk
General Arrangement
Sheet 1 of 2

Drawn:	Check:	Appr:	Date:	Scale at A3:
JG	ZH	GF	21/05/2020	1:200

Status:
CONCEPT

Drawing No:	Revision:
A1010NMH-C-03-01-01	A



Key:

- Existing line marking
- Proposed white line marking
- Existing kerb line (OS base)

Notes:

- Drawing based on OS base, all dimensions and street furniture positions to be checked on site and any discrepancies to be reported.
- Proposed cycle markings to be pre-formed thermoplastic.

General Notes:

- All dimensions in metres, unless otherwise noted.
- Do not scale off plan.
- Dimensions are to be checked by the contractor prior to commencement of work. Any discrepancy shall be reported immediately to Sustrans.
- Drawing based on OS base plan.
- Co-ordinates based on OS grid.
- Levels based on OS datum (Newlyn).
- This drawing is to be read in conjunction with all other relevant drawings and specifications.
- All work shall be carried out in accordance with LB Enfield statutory authority and health & safety requirements and regulations.
- The position of services is based on information provided by other parties at the time of design and is for guidance only. It is the responsibility of the Client and Contractor to verify the exact position of any services before commencing works on site.
- Temporary traffic works must be undertaken in accordance with Chapter 8 parts 1 & 2 of the Traffic Signs Manual, Safety at Street Works and Road Works Code of Practice 2013 and any other relevant H&S legislation.
- These drawings have been produced under the CDM 2015 Regulations. The client is directed to their duties under Regulation 4 of CDM 2015.
- The delivery of this drawing in electronic format shall not be construed to provide any authorisation or right of the recipient or any other person to rely upon, alter or otherwise use the information provided. Any use of this information is at the sole risk and liability of the user and Sustrans assumes no liability for unauthorised use or alteration of the information contained herein.
- To ensure the most up to date drawings are being used the project drawing register should be referred to.
- For further information on drawing and design revisions, see decision log or contact Sustrans project manager.
- This drawing has been produced to be read in colour, for the sheet size specified below. Printing or copying in black and white, or on a different sheet size may lead to misinterpretation of the design.

sustrans
JOIN THE MOVEMENT
244-254 Cambridge Heath Rd, London E2 9DA
020 7017 2350 www.sustrans.org.uk

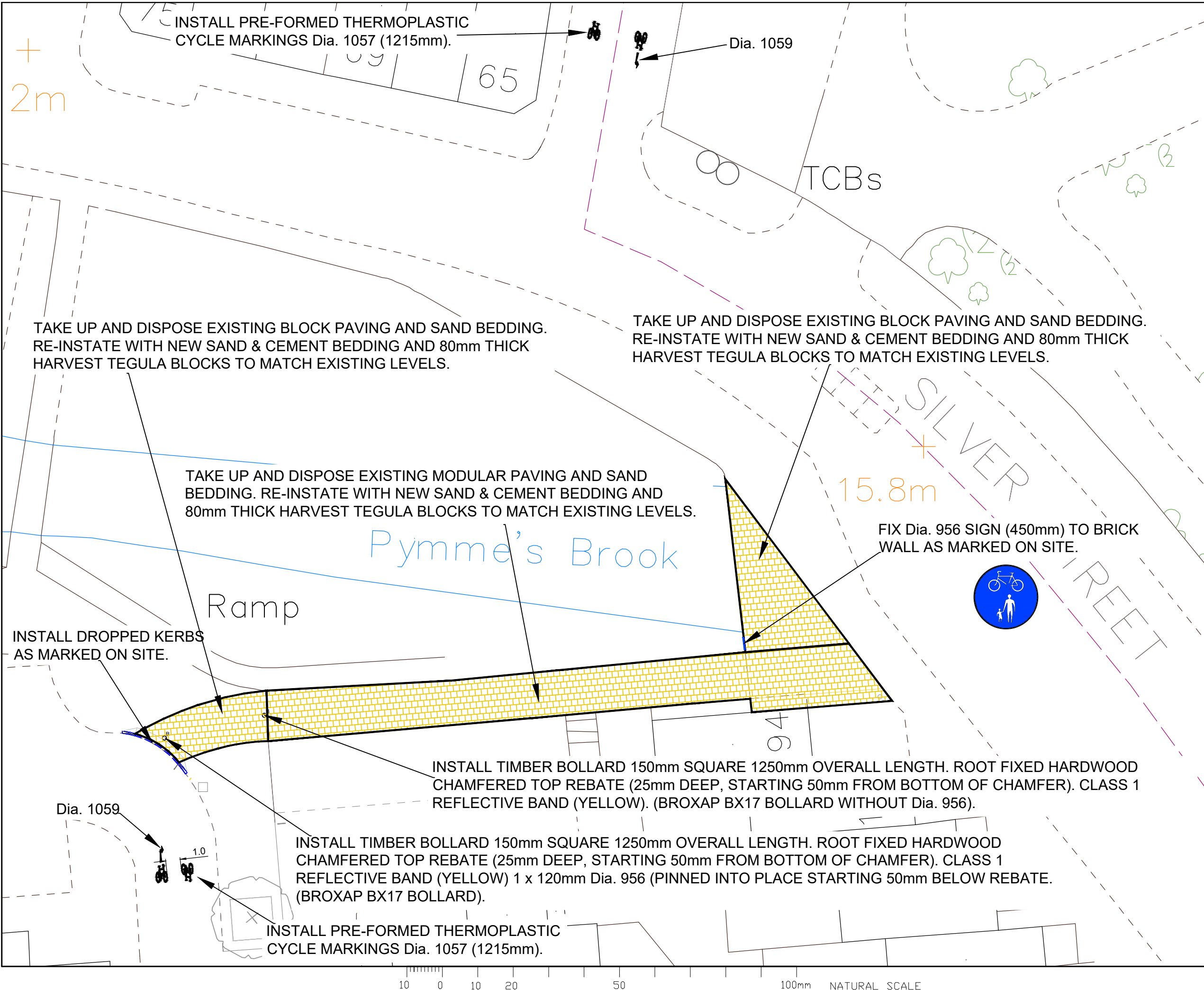
Project: A1010 South to North Middlesex Hospital

Title: Sweet Briar Walk
General Arrangement
Sheet 2 of 2

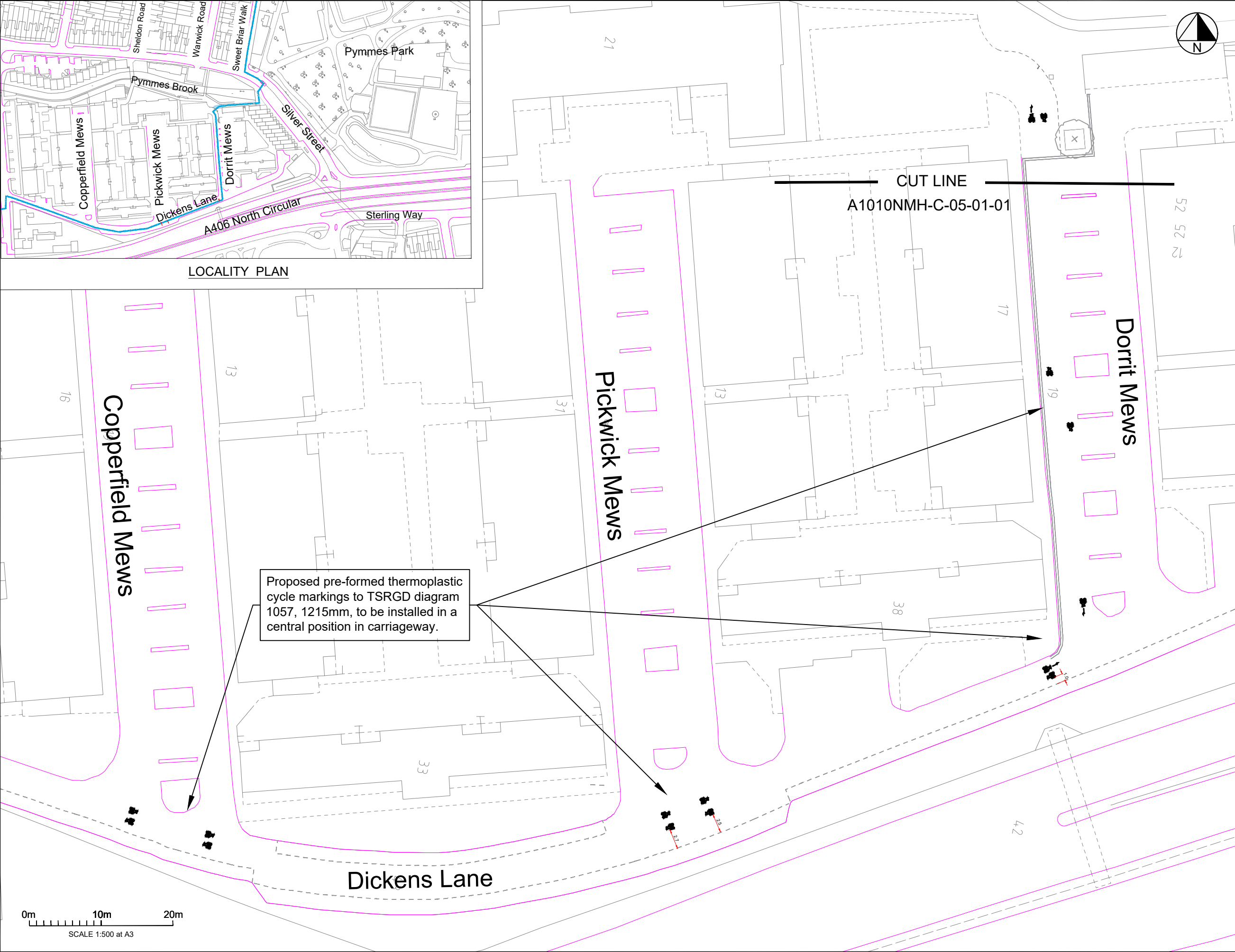
Drawn: Check: Appr: Date: Scale at A3:
GF ZH JG 21/07/2020 1:200

Status: **CONCEPT**

Drawing No: A1010NMH-C-03-01-02 Revision: -



NOTES		
1. DO NOT SCALE FROM THIS DRAWING.		
2. ANY ERRORS OR OMISSIONS TO BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY FOUND.		
3. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SHOWN.		
4. ALL LEVELS ARE IN METRES AND RELATE TO ORDNANCE DATUM LEVEL UNLESS NOTED OTHERWISE.		
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS IN THE SAME SERIES.		



Key:

- Existing kerb line (OS base)
- Proposed cycleway route
- Existing line marking
- Proposed white line marking

Notes:

- Drawing based on OS base, all dimensions and street furniture positions to be checked on site and any discrepancies to be reported.
- Proposed cycle markings to be pre-formed thermoplastic.

General Notes:

- All dimensions in metres, unless otherwise noted.
- Do not scale off plan.
- Dimensions are to be checked by the contractor prior to commencement of work. Any discrepancy shall be reported immediately to Sustrans.
- Drawing based on OS base plan.
- Co-ordinates based on OS grid.
- Levels based on OS datum (Newlyn).
- This drawing is to be read in conjunction with all other relevant drawings and specifications.
- All work shall be carried out in accordance with LB Enfield statutory authority and health & safety requirements and regulations.
- The position of services is based on information provided by other parties at the time of design and is for guidance only. It is the responsibility of the Client and Contractor to verify the exact position of any services before commencing works on site.
- Temporary traffic works must be undertaken in accordance with Chapter 8 parts 1 & 2 of the Traffic Signs Manual, Safety at Street Works and Road Works Code of Practice 2013 and any other relevant H&S legislation.
- These drawings have been produced under the CDM 2015 Regulations. The client is directed to their duties under Regulation 4 of CDM 2015.
- The delivery of this drawing in electronic format shall not be construed to provide any authorisation or right of the recipient or any other person to rely upon, alter or otherwise use the information provided. Any use of this information is at the sole risk and liability of the user and Sustrans assumes no liability for unauthorised use or alteration of the information contained herein.
- To ensure the most up to date drawings are being used the project drawing register should be referred to.
- For further information on drawing and design revisions, see decision log or contact Sustrans project manager.
- This drawing has been produced to be read in colour, for the sheet size specified below. Printing or copying in black and white, or on a different sheet size may lead to misinterpretation of the design.

sustrans
JOIN THE MOVEMENT
244-254 Cambridge Heath Rd, London E2 9DA
020 7017 2350 www.sustrans.org.uk

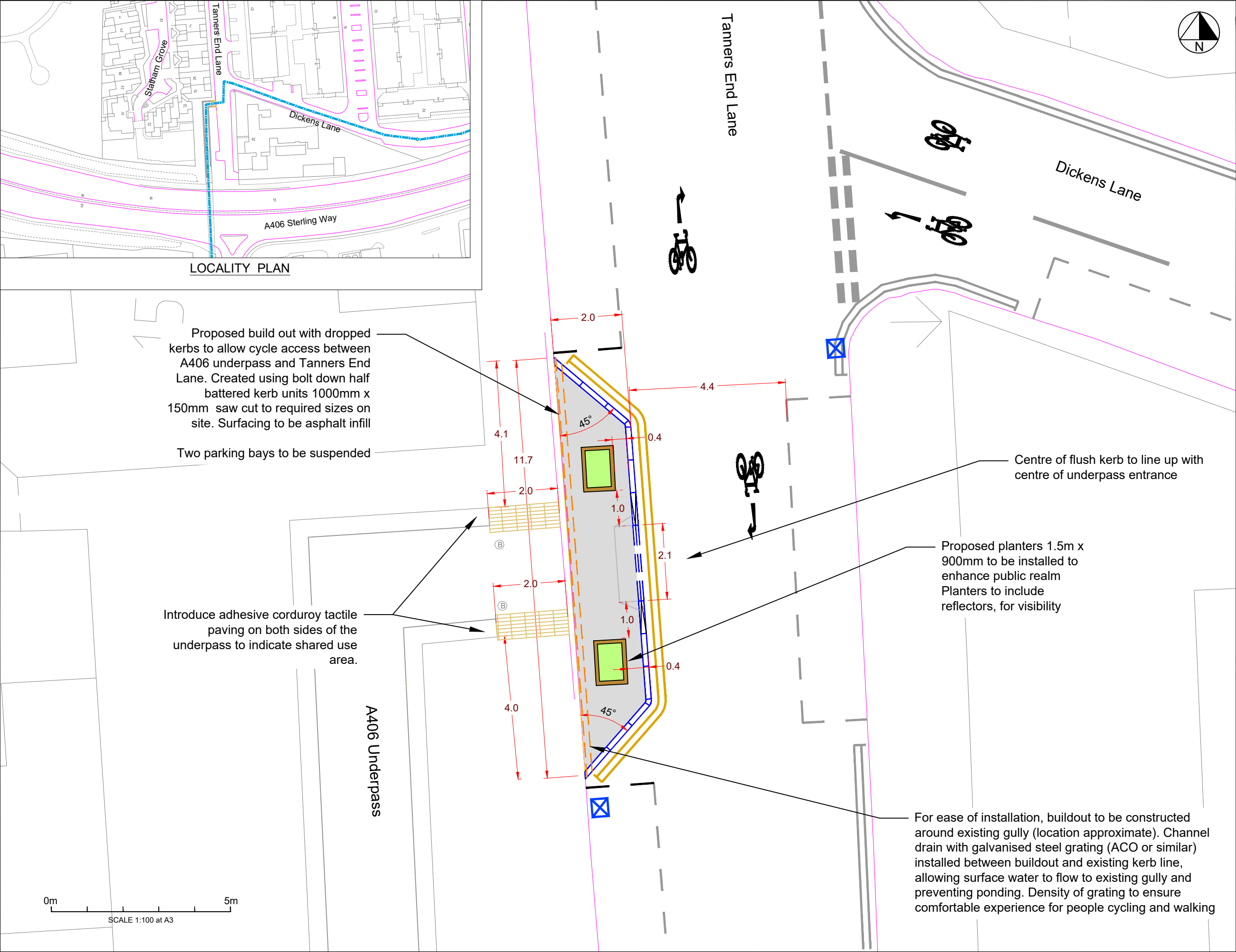
Project:
A1010 South to North Middlesex Hospital

Title:
Dorrit Mews and Dickens Lane
General Arrangement

Drawn:	Check:	Appr:	Date:	Scale at A3:
ZH	GF	GF	01/07/2020	1:500

Status:
CONCEPT

Drawing No: A1010NMH-C-06-01-01	Revision: -
-------------------------------------------	-----------------------



Key:

- Proposed asphalt footway
- Proposed bolt down kerb 150mm
- Proposed dropped kerb cut on site
- Proposed kerb to be laid flush
- Proposed bolt down kerb corner section 150mm
- Proposed yellow line marking
- Proposed white line marking
- Existing line marking
- Existing gully
- Proposed channel drain with steel grating
- Proposed wooden planter
- Proposed cycleway route
- Existing kerb line (OS base)
- Existing bollard
- Proposed adhesive corduroy buff paving

Notes:

- Kerbs to be bolt down half battered sections 1000mm x 150mm cut to required lengths on site.
- Kerb corner section to be cut to desired section shape on site to achieve angled connection.
- Drawing based on OS base, all dimensions and street furniture positions to be checked on site and any discrepancies to be reported.
- Smooth asphalt finish to be achieved in order to create a smooth transition in line with the proposed dropper kerbs.
- Dropper kerbs to be saw cut on site to achieve proposed gradient.
- Proposed cycle markings to be pre-formed thermoplastic.

Approximate quantities

- 14m bolt down kerb hb
- 2x bolt down kerb corner units
- 2x planter 1.5m x 900mm
- 12m channel drain with grating
- 18m² Asphalt surfacing
- 3.2m² Adhesive corduroy paving

General Notes:

- All dimensions in metres, unless otherwise noted.
- Do not scale off plan.
- Dimensions are to be checked by the contractor prior to commencement of work. Any discrepancy shall be reported immediately to Sustrans.
- Drawing based on OS base plan.
- Co-ordinates based on OS grid.
- Levels based on OS datum (Newlyn).
- This drawing is to be read in conjunction with all other relevant drawings and specifications.
- All work shall be carried out in accordance with LB Enfield statutory authority and health & safety requirements and regulations.
- The position of services is based on information provided by other parties at the time of design and is for guidance only. It is the responsibility of the Client and Contractor to verify the exact position of any services before commencing works on site.
- Temporary traffic works must be undertaken in accordance with Chapter 8 parts 1 & 2 of the Traffic Signs Manual, Safety at Street Works and Road Works Code of Practice 2013 and any other relevant H&S legislation.
- These drawings have been produced under the CDM 2015 Regulations. The client is directed to their duties under Regulation 4 of CDM 2015.
- The delivery of this drawing in electronic format shall not be construed to provide any authorisation or right of the recipient or any other person to rely upon, alter or otherwise use the information provided. Any use of this information is at the sole risk and liability of the user and Sustrans assumes no liability for unauthorised use or alteration of the information contained herein.
- To ensure the most up to date drawings are being used the project drawing register should be referred to.
- For further information on drawing and design revisions, see decision log or contact Sustrans project manager.
- This drawing has been produced to be read in colour, for the sheet size specified below. Printing or copying in black and white, or on a different sheet size may lead to misinterpretation of the design.

B	RSA v2	ZH	GF	GF	25/09/2020
A	Following RSA & SR	GF	ZH	JG	22/07/2020

sustrans

JOIN THE MOVEMENT

244-254 Cambridge Heath Rd, London E2 9DA
020 7017 2350 www.sustrans.org.uk

Project:

A1010 South to North Middlesex Hospital

Title:

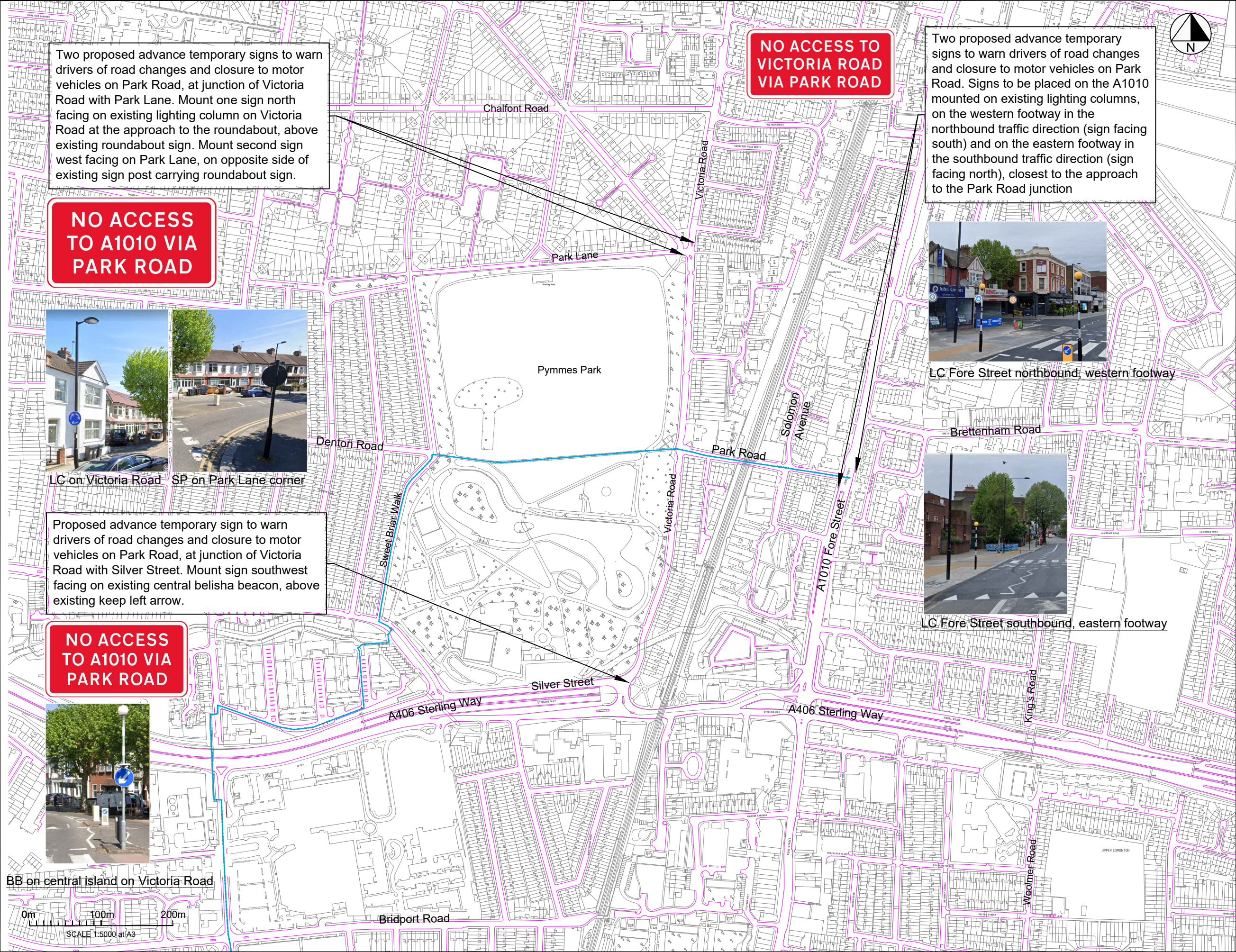
Tanners End Lane
General Arrangement

Drawn:	Check:	Appr:	Date:	Scale at A3:
JG	ZH	GF	21/05/2020	1:100

Status:

CONCEPT

Drawing No:	Revision:
A1010NMH-C-04-01-01	B



NO ACCESS TO VICTORIA ROAD VIA PARK ROAD

Two proposed advance temporary signs to warn drivers of road changes and closure to motor vehicles on Park Road, at junction of Victoria Road with Park Lane. Mount one sign north facing on existing lighting column on Victoria Road at the approach to the roundabout, above existing roundabout sign. Mount second sign west facing on Park Lane, on opposite side of existing sign post carrying roundabout sign.

NO ACCESS TO A1010 VIA PARK ROAD



LC on Victoria Road SP on Park Lane corner

Proposed advance temporary sign to warn drivers of road changes and closure to motor vehicles on Park Road, at junction of Victoria Road with Silver Street. Mount sign southwest facing on existing central belisha beacon, above existing keep left arrow.

NO ACCESS TO A1010 VIA PARK ROAD



BB on central island on Victoria Road

Two proposed advance temporary signs to warn drivers of road changes and closure to motor vehicles on Park Road. Signs to be placed on the A1010 mounted on existing lighting columns, on the western footway in the northbound traffic direction (sign facing south) and on the eastern footway in the southbound traffic direction (sign facing north), closest to the approach to the Park Road junction



LC Fore Street northbound, western footway



LC Fore Street southbound, eastern footway



Key:

- Existing Kerbline
- Proposed cycle way

Approximate Quantities
3x custom signs Park Road
2x custom signs Victoria Road

- Notes:
- Signs to be attached using anti-rotational fixings.

- General Notes:
- All dimensions in metres, unless otherwise noted.
 - Do not scale off plan.
 - Dimensions are to be checked by the contractor prior to commencement of work. Any discrepancy shall be reported immediately to Sustrans.
 - Drawing based on OS base plan.
 - Co-ordinates based on OS grid.
 - Levels based on OS datum (Newlyn).
 - This drawing is to be read in conjunction with all other relevant drawings and specifications.
 - All work shall be carried out in accordance with LB Enfield statutory authority and health & safety requirements and regulations.
 - The position of services is based on information provided by other parties at the time of design and is for guidance only. It is the responsibility of the Client and Contractor to verify the exact position of any services before commencing works on site.
 - Temporary traffic works must be undertaken in accordance with Chapter 8 parts 1 & 2 of the Traffic Signs Manual, Safety at Street Works and Road Works Code of Practice 2013 and any other relevant H&S legislation.
 - These drawings have been produced under the CDM 2015 Regulations. The client is directed to their duties under Regulation 4 of CDM 2015.
 - The delivery of this drawing in electronic format shall not be construed to provide any authorisation or right of the recipient or any other person to rely upon, alter or otherwise use the information provided. Any use of this information is at the sole risk and liability of the user and Sustrans assumes no liability for unauthorised use or alteration of the information contained herein.
 - To ensure the most up to date drawings are being used the project drawing register should be referred to.
 - For further information on drawing and design revisions, see decision log or contact Sustrans project manager.
 - This drawing has been produced to be read in colour, for the sheet size specified below. Printing or copying in black and white, or on a different sheet size may lead to misinterpretation of the design.

sustrans
JOIN THE MOVEMENT
244-254 Cambridge Heath Rd, London E2 9DA
020 7017 2350 www.sustrans.org.uk

Project:
A1010 South to North Middlesex Hospital

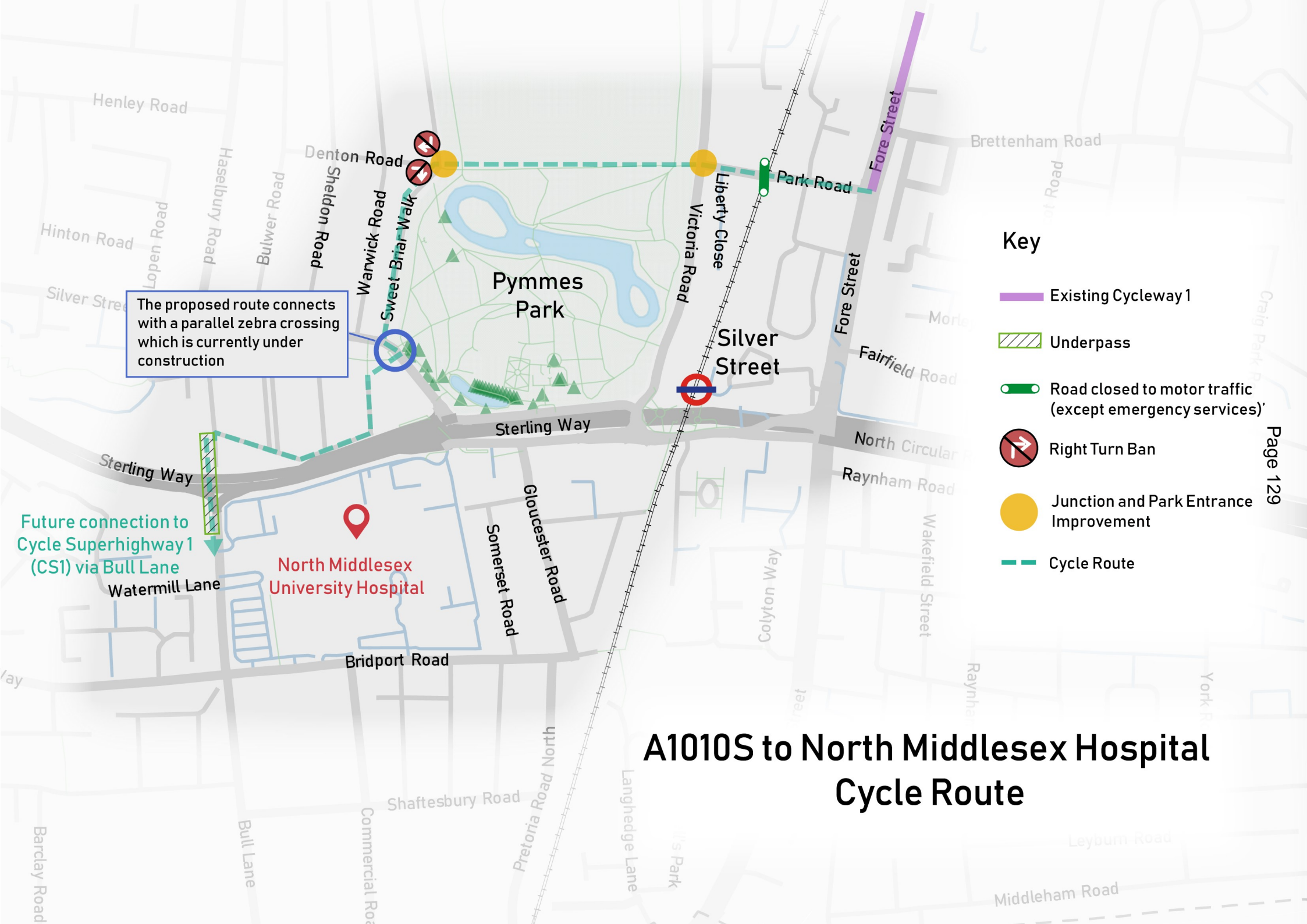
Title:
Temporary Signage

Drawn: Check: Appr: Date: Scale at A3:
ZH GF GF 02/10/2020 1:5000

Status:
CONCEPT

Drawing No: A1010NMH-C-TS-01-01-01 Revision: -

This page is intentionally left blank



A1010S to North Middlesex Hospital Cycle Route

This page is intentionally left blank

London Borough of Enfield

Annex 3: Consultation and engagement findings

A1010S to North Middlesex Hospital Cycle Route

February 2022

Annex 3: Consultation and engagement findings

Table 1: Full combined code frame from statutory consultation and engagement survey

Code Theme	Code	Number	Combined percentage of all respondents
Traffic	Concern that the scheme is reassigning traffic to nearby roads and causing congestion	14	34%
Cyclists	Concern that the number of cyclists in the area is not sufficient to justify the changes in the scheme	12	29%
Traffic	Concern that the scheme is causing longer journeys due to the need for detours	11	27%
Pollution	Concern that the scheme reduces air quality / causes excess pollution	10	24%
Consultation	Concern about lack of consultation / undemocratic method for consultation	9	22%
Consultation	Concern about quality/lack of information provided (i.e., past/existing data collection) / suggest more information should be provided (e.g. via email, post, website, social media)	7	17%
General	Concern that the scheme is a money-making tool for the Council	6	15%
Accessibility	Concern that the scheme reduces accessibility for residents	4	10%
Cyclists	Concern that cyclists do not use dedicated cycle infrastructure and continue to use pavements/roads	3	7%
General	Oppose scheme - general, no further detail provided	3	7%
Car Parking	Concern that the scheme has made parking/loading more difficult for residents	3	7%
Traffic	Concern that the signage is unclear	3	7%
General	Concern that the scheme has not achieved the stated objectives (i.e., Increasing cycling journeys)	3	7%
Consultation	Concern about phrasing of question / question unclear / leading questions	2	5%
Accessibility	Concern that the scheme reduces accessibility for emergency vehicles	2	5%
Accessibility	Suggestion that residents should continue to have access	2	5%
Amendment Requests	Suggestion to amend one-way system	2	5%
General	Concern that the scheme is unnecessary (e.g., not a congestion / safety issue in the scheme's area)	2	5%
General	Concern that the scheme / changes are confusing	2	5%
Equality - Disadvantage	Concern that the scheme disadvantages older people	2	5%
General	Concern about time of implementation during the pandemic (e.g., due to inaccurate data, low traffic levels, added stress)	2	5%
General	Concern about the impact of the scheme on local residents (e.g., stress/frustration/anxiety/not specified)	2	5%
Safety	Concern that the scheme reduces safety (non-specific)	2	5%
General	Concern that the scheme is poorly thought out / not responding to the area's problems	1	2%

Annex 3: Consultation and engagement findings

Code Theme	Code	Number	Combined percentage of all respondents
General	Concern that the scheme is not sufficiently enforced (i.e., vehicles contravene restrictions)	1	2%
Accessibility	Concern that the scheme reduces accessibility for health care professionals / carers / to health care facilities, impacting on older and/or disabled people	1	2%
Accessibility	Opposition to the use of cameras	1	2%
Pedestrians	Concern that the scheme makes it difficult for pedestrians to cross the road	1	2%
Traffic	Concern that the scheme is reassigning traffic to unsuitable roads (e.g., residential / narrow roads)	1	2%
Traffic	Concern that the scheme is causing an increase in road rage	1	2%
Equality - Support	Support the scheme due to improvements for older people/young families and/or those with mobility issues who rely on the use of car/taxi	1	2%
Support - Consultation	Effective consultation (method / communication)	1	2%
Other	Comment unclear	1	2%
General	Concern about the cumulative impact of other schemes (e.g., combination with Streetspace schemes, road closures)	1	2%
Consultation	Concern that the scheme is illegal	1	2%
Equality - Disadvantage	Concern that the scheme disadvantages disabled people	1	2%
Accessibility	Concern that the scheme reduces accessibility for visitors, tradespeople, refuse collection	1	2%
Traffic	Concern that the scheme is causing increased congestion in some areas, while other areas benefit from reduced traffic	1	2%
General	Concern about negative impact on local businesses	1	2%

Annex 3: Consultation and engagement findings

Table 2: Full code frame from statutory consultation

Code Theme	Code	Number	Percentage of respondents to statutory consultation
Traffic	Concern that the scheme is causing longer journeys due to the need for detours	9	45%
Pollution	Concern that the scheme reduces air quality / causes excess pollution	6	30%
Traffic	Concern that the scheme is reassigning traffic to nearby roads and causing congestion	5	25%
Consultation	Concern about lack of consultation / undemocratic method for consultation	5	25%
Cyclists	Concern that the number of cyclists in the area is not sufficient to justify the changes in the scheme	4	20%
General	Concern that the scheme is a money-making tool for the council	4	20%
Accessibility	Concern that the scheme reduces accessibility for residents	3	15%
General	Concern that the scheme has not achieved the stated objectives (i.e., Increasing cycling journeys)	3	15%
Traffic	Concern that the signage is unclear	2	10%
General	Concern about time of implementation during the pandemic (e.g., due to inaccurate data, low traffic levels, added stress)	2	10%
General	Concern about the impact of the scheme on local residents (e.g., stress/frustration/anxiety/not specified)	2	10%
Safety	Concern that the scheme reduces safety (non-specific)	2	10%
General	Oppose scheme - general, no further detail provided	1	5%
Car Parking	Concern that the scheme has made parking/loading more difficult for residents	1	5%
General	Concern that the scheme is unnecessary (e.g., not a congestion / safety issue in the scheme's area)	1	5%
General	Concern that the scheme / changes are confusing	1	5%
Equality - Disadvantage	Concern that the scheme disadvantages older people	1	5%
Other	Comment unclear	1	5%
General	Concern about the cumulative impact of other schemes (e.g., combination with Streetspace schemes, road closures)	1	5%
Consultation	Concern that the scheme is illegal	1	5%
Equality - Disadvantage	Concern that the scheme disadvantages disabled people	1	5%
Accessibility	Concern that the scheme reduces accessibility for visitors, tradespeople, refuse collection	1	5%

Annex 3: Consultation and engagement findings

Code Theme	Code	Number	Percentage of respondents to statutory consultation
Traffic	Concern that the scheme is causing increased congestion in some areas, while other areas benefit from reduced traffic	1	5%
General	Concern about negative impact on local businesses	1	5%

Annex 3: Consultation and engagement findings

Table 3: Full code frame from engagement survey

Code Theme	Code	Number	Percentage of respondents to engagement survey
Traffic	Concern that the scheme is reassigning traffic to nearby roads and causing congestion	9	43%
Cyclists	Concern that the number of cyclists in the area is not sufficient to justify the changes in the scheme	8	38%
Consultation	Concern about quality/lack of information provided (i.e., past/existing data collection) / suggest more information should be provided (e.g., via email, post, website, social media)	7	33%
Consultation	Concern about lack of consultation / undemocratic method for consultation	4	19%
Pollution	Concern that the scheme reduces air quality / causes excess pollution	4	19%
Cyclists	Concern that cyclists do not use dedicated cycle infrastructure and continue to use pavements/roads	3	14%
General	Oppose scheme - general, no further detail provided	2	10%
General	Concern that the scheme is a money-making tool for the council	2	10%
Consultation	Concern about phrasing of question / question unclear / leading questions	2	10%
Accessibility	Concern that the scheme reduces accessibility for emergency vehicles	2	10%
Accessibility	Suggestion that residents should continue to have access	2	10%
Traffic	Concern that the scheme is causing longer journeys due to the need for detours	2	10%
Car Parking	Concern that the scheme has made parking/loading more difficult for residents	2	10%
Amendment Requests	Suggestion to amend one-way system	2	10%
General	Concern that the scheme is unnecessary (e.g., not a congestion / safety issue in the scheme's area)	1	5%
General	Concern that the scheme is poorly thought out / not responding to the area's problems	1	5%
General	Concern that the scheme / changes are confusing	1	5%
General	Concern that the scheme is not sufficiently enforced (i.e., vehicles contravene restrictions)	1	5%
Equality - Disadvantage	Concern that the scheme disadvantages older people	1	5%
Accessibility	Concern that the scheme reduces accessibility for residents	1	5%
Accessibility	Concern that the scheme reduces accessibility for health care professionals / carers / to health care facilities, impacting on older and/or disabled people	1	5%
Accessibility	Opposition to the use of cameras	1	5%
Pedestrians	Concern that the scheme makes it difficult for pedestrians to cross the road	1	5%

Annex 3: Consultation and engagement findings

Code Theme	Code	Number	Percentage of respondents to engagement survey
Traffic	Concern that the scheme is reassigning traffic to unsuitable roads (e.g., residential / narrow roads)	1	5%
Traffic	Concern that the signage is unclear	1	5%
Traffic	Concern that the scheme is causing an increase in road rage	1	5%
Equality - Support	Support the scheme due to improvements for older people/young families and/or those with mobility issues who rely on the use of car/taxi	1	5%
Support - Consultation	Effective consultation (method / communication)	1	5%

This page is intentionally left blank

Annex 4

A1010S to North Middlesex Hospital Cycle Route – Responses to Objections

Objections raised

Objections have been taken from all communications throughout the consultation period between 23 November 2020 and 23 May 2021. Whilst not forming part of the statutory consultation and therefore not strictly considered to be objections, the additional feedback received through the engagement survey that took place between 17 May 2021 and 6 June 2021 has also been responded to within this document.

This annex is in addition to the main report and other supporting documents that form part of the report, which should also be considered as they provide an indirect response to many of the themes raised. Objections raised and feedback received broadly fell into the groupings below. Some may fall across more than one category but have only been listed once.

- Motor traffic, traffic related impacts, mobility and access
- Physical and mental health and / or safety
- Equalities
- Process and decision making of the project
- Communications and engagement
- Design and infrastructure
- Miscellaneous

They are listed in each category in no specific order.

1 Motor traffic, traffic related impacts, mobility and access		
Ref	Nature of objection	LBE response
1.1	Objection that the scheme is reassigning traffic to nearby roads and causing congestion	The traffic survey data that has been collected shows that traffic volumes have dropped by an average of 35% (22% if Park Road is excluded) across the project area. Furthermore, all 5 roads that were surveyed demonstrated an individual reduction in traffic between 10% and 89%.
1.2	Objection that the scheme is causing longer journeys due to the need for detours	<p>The Council accept that some individual journeys that continue to be taken by private car may have become slightly longer than the same journeys prior to the implementation of the project. However, as the traffic volumes in the area have dropped since the implementation of the project, any potential increase in journey times is likely to be small.</p> <p>Overall journey times will continue to increase if motor vehicle use continues without enabling other alternative forms of travel. If more people are enabled to walk or cycle for some of their short journeys, then this will free up road capacity for those on longer journeys or those journeys that are not practical for walking / cycling.</p>
1.3	Objection that the scheme reduces accessibility for health care professionals / carers / to health care facilities, impacting on older and/or disabled people	<p>The scheme has only affected motor vehicle journeys that were previously passing through the section of Park Road under the railway bridge. There is a number of alternative routes that can be taken by motor vehicles through the area, which may be different depending on the origin and the destination of the journeys, and include roads better suited for motor traffic.</p> <p>The scheme increased accessibility by enabling trips to be made with additional modes of travel.</p>
1.4	Objection that the scheme is reassigning traffic to unsuitable roads (e.g., residential / narrow roads)	The traffic survey data that has been collected shows that traffic volumes have dropped by an average of 35% (22% if Park Road is excluded) across the project area.

		<p>The roads where any potential motor traffic reassignment could occur are of the same or higher class. Therefore, they are equally or better suited to carrying motor traffic.</p> <p>The Government's guidance on road classification can be found at https://www.gov.uk/government/publications/guidance-on-road-classification-and-the-primary-route-network/guidance-on-road-classification-and-the-primary-route-network.</p>
1.5	Objection that the scheme reduces air quality / causes excess pollution	<p>Nitrogen dioxide (NO2) and particulate matter (PM10 and PM2.5) are generally considered to be the main pollutants of concern and road transport contributes to a significant proportion of these pollutants. The volume and movement of traffic can directly impact air quality. Traffic volume in the area has decreased by an average 35% and no substantial changes in the movement of motor vehicles have taken place since the introduction of the proposed interventions. Therefore, no broad negative impacts on air quality can be anticipated.</p> <p>Small improvements in air quality could occur with an overall increase in cycling mode share and have the potential to increase if a greater mode shift from private motor vehicles to cycling is achieved in the future.</p>
1.6	Objection that the scheme reduces accessibility for emergency vehicles	<p>Engagement took place with the London Fire Brigade, the Metropolitan Police Service, and the London Ambulance Service throughout the development of the proposals for this project to ensure that the project would not impede their ability to carry out their services and responsibilities. None of the emergency services objected to the experimental traffic orders. Engagement and discussion with the emergency services continued post implementation of this project to ensure that there were no significant impacts on their travel time. None of the emergency services have raised any incidents of delayed responses due to the project.</p>
1.7	Objection that the scheme reduces accessibility for residents	<p>The scheme has only affected motor vehicle journeys that were previously passing through the section of Park Road under the railway</p>

		bridge. There is a number of alternative routes that can be taken by motor vehicles through the area, which may be different depending on the origin and the destination of the journeys, and include roads better suited for motor traffic. Residents using private motor vehicles continue to be able to access all properties. The scheme increased accessibility for residents to properties in the area by enabling trips to be made with additional modes of travel.
1.8	Objection based on the view that residents should continue to have access	<p>One of the aims of the project is to enable a longer-term increase in the levels of walking and cycling within and through the scheme area. Allowing residents exemptions from the Park Road modal filter, via ANPR or other means, could restrict the level of changes in travel behaviour by those residents who drive and live within the project area.</p> <p>Furthermore, the additional motor traffic within the area from trips made by residents would 'dilute' the benefits to others and potentially limit the potential for growth in walking and cycling.</p>
1.9	Objection about negative impact on local businesses	<p>All businesses within the area remain accessible by private motor vehicles, whilst the route taken to access a business may be different.</p> <p>As part of the implementation of the project, the Council have invested in technological solutions to ensure that updates are effectively made to commercially available navigation solutions such as Google, TomTom, and Bing.</p>
1.10	Objection that the scheme reduces accessibility for visitors, tradespeople, and refuse collection	<p>The project does not impact journeys by public transport and enables more journeys to take place by active travel modes.</p> <p>For those who will need to access the area by motor vehicle, all properties, including businesses, remain accessible, whilst the route taken to access a property or business may be different.</p> <p>As part of the implementation of the project, the Council have invested in technological solutions to ensure that updates are effectively made to commercially available navigation solutions such as Google, TomTom, and Bing.</p>

1.11	Objection that the scheme is causing increased congestion in some areas, while other areas benefit from reduced traffic	The traffic survey data that has been collected shows that traffic volumes have dropped by an average of 35% (22% if Park Road is excluded) across the project area and its surrounding roads.
------	-------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

2 Physical and mental health and / or safety		
Ref	Nature of objection	LBE response
2.1	Objection based on the scheme impacting local residents' mental health, including feeling stress, frustration, or anxiety	<p>Whilst it is acknowledged that some people may feel this way, the project aims to encourage a shift in modes of travel and therefore reduce the dominance of motor traffic in the area.</p> <p>In addition, the project aims to promote an increase of physical activity, through encouraging walking and/or cycling as a normal, everyday transport mode, thus positively affecting mental health.</p>
2.2	Objection that the scheme reduces safety	Both the designs and the implemented measures have been through a safety assessment process. The collision history does not indicate significant safety concerns.
2.3	Objection that the scheme is causing an increase in road rage	Road users are responsible for their own behaviours and naturally should be driving responsibly and in accordance with the Highway Code.

3 Equalities		
Ref	Nature of objection	LBE response
3.1	Objection based on the view that the scheme disadvantages disabled people	The decision report contains the equality impact assessment where the impact on disability is considered.
3.2	Objection based on the view that the scheme disadvantages older / younger people	The decision report contains the equality impact assessment where the impact on age is considered.

4 Process and decision making of the project		
Ref	Nature of objection	LBE response
4.1	Objection based on the view that the number of cyclists in the area is not sufficient to justify the changes in the scheme	<p>Prior to the implementation of the project and based on data collected in 2017, an average of 48 people cycled every day on Park Road, where the A1010S to North Middlesex Hospital Cycle Route starts. Following the implementation of the trial, the cycle counts that were carried out revealed that 94 people cycled on Park Road per day, exhibiting a 96% increase in volume.</p> <p>The above figures were collected through the ATC surveys, which are better suited to accurately counting motor vehicles and therefore cannot capture 100% of the cycling movements. In fact, a classified link cycle count that was carried out on 27th May 2021 using a camera, revealed that the ATC survey on the same day captured 76% less cycle journeys than the actual number. Therefore, the actual amount of people who cycled in the area before the project was implemented and the increase following implementation are likely to be higher.</p> <p>The delivery of projects such as the A1010S to North Middlesex Hospital Cycle Route cannot be based on the number of cyclists already using a particular route alone. For instance, Park Road was carrying an average of 9,223 motor vehicles per day before the project was implemented. Such high volumes of motor traffic create an unsafe and unwelcoming environment for people to cycle, particularly for those who are less confident.</p> <p>The scheme was delivered in the context of local, regional and national policies and strategies that seek to respond to the climate emergency, reduce traffic congestion and increase levels of physical activity, and post-pandemic response to enable a green recovery. Improving on the current ratio of cars to pedestrians and cyclists, i.e., 'mode share' is key to these policies. An example of this is the Mayor's Transport Strategy which aims</p>

		<p>for 80% of all trips to be made on foot, by bicycle or by public transport by 2041.</p> <p>Indeed, one of the objectives of this project is to contribute towards a long-term increase in the levels of active travel, both along the route and as part of a wider borough network. The increase in cycling that the monitoring data demonstrated, indicate a trend towards the right direction.</p> <p>The provision of safe infrastructure enables more people to make the choice to cycle some of their local journeys. Evidence from other schemes indicates that the number of cycling journeys in the Borough are increasing where good quality infrastructure has been installed. For instance, when assessing the cycling data captured on Cycleway 20 at Palmers Green for the month of April (in order to account for seasonal variation in cycle journeys due to weather) between 2019 and 2021, it can be seen that the number of cycle trips increased by approximately 36%.</p>
4.2	Objection based on the view that the scheme is a money-making tool for the Council	<p>The use of CCTV camera in this project has been at the request of the emergency services to enable their continued access to the area. Enforcement revenue is only generated where motorists fail to comply with the traffic signs that are in place. Accounts from enforcement activity must be kept and any surplus can only be used for prescribed purposes, including supporting public transport and other highway and transport improvements. In previous years surpluses have been used to pay towards the contribution the Council has to make to pay for concessionary travel for qualifying residents.</p>
4.3	Objection that the scheme is unnecessary based on the perception that there are no congestion or safety issues in the area	<p>The project objectives are not solely focussed on traffic or safety issues in the area. Improving provision for modes of active travel strongly aligns with national, regional and local guidance as set out in the main body of the report.</p>
4.4	Objection about the cumulative impact of other schemes (e.g., combination with Streetspace schemes, road closures)	<p>TfL released funding under the Streetspace for London programme for authorities to create an environment that is safe for both walking and cycling. This was to enable people to get around whilst maintaining social distance and helping to avoid overcrowding on public transport. It was also</p>

		<p>an opportunity to embed walking and cycling as part of new long-term commuting habits and reap the associated health, air quality and congestion benefits.</p> <p>The criteria and pace of delivery, set out by the TfL Streetspace for London programme, led to a number of schemes introduced within a short period of time to deliver transport network improvements and support recovery from the COVID-19 emergency.</p> <p>The process required by TfL for changes to the highway which may affect the road network was followed. This process evaluates the impact of such proposals on the road network, bus services, and signalised crossings and junctions, with the prime focus on safety, to avoid any unintended operational impacts, including taking account of other highway authority or traffic authority proposals.</p> <p>After assessing the plans and evaluating the likely impacts, TfL raised no objections and concluded that the proposed scheme would not have an unduly adverse impact on the network.</p>
4.5	Concern about time of implementation during the pandemic (e.g. due to inaccurate data, low traffic levels, added stress)	<p>Several sets of traffic data were used as part of the development of the proposals, including pre-pandemic data. Post-implementation surveys were undertaken in May 2021, when the Step 3 of the Government's Covid-19 response roadmap came into force. This further relaxed the restrictions and allowed all but the most high-risk sectors to reopen. Some monitoring activity in the area will continue to be able to identify any significant changes.</p> <p>It is acknowledged that this trial has been in operation during the pandemic and the increased stress that it may have created.</p>
4.6	Objection that the scheme is illegal	<p>The Council adhered to the process and all that is required when implementing a project using Experimental Traffic Orders, including the conduct of the statutory consultation. In addition to the Council's statutory obligations, the Council provided additional communications as outlined in the main report, including a further opportunity to share feedback in May 2021 through an online engagement survey, and responded to many</p>

		<p>enquiries about the project. The approach of an ETO is that consultation follows implementation, in order for feedback to be received in light of experience of the trial.</p> <p>The decision to make the trial permanent or not lies with elected members. Consultation has been undertaken to seek feedback on the trial. Outcomes of the consultation and Council's responses are presented in the report.</p>
--	--	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

5 Communications and engagement		
Ref	Nature of objection	LBE response
5.1	Objections based on lack of consultation and/or undemocratic method	<p>Communications and engagement activities with the wider community regarding the project included:</p> <ul style="list-style-type: none"> • A letter delivered in October 2020 to residents, businesses, and other organisations within the local area describing the project background, introducing the plans, explaining the ETO process, mentioning the next steps, and informing them of the project page • Launch of Let's Talk project page in October 2020, hosting information on the project, frequently asked questions (FAQs), key dates for the project, documents, information on the consultation, the electronic consultation survey, notices of the traffic orders, and project updates posted to the page • Four notification letters, one for each of Park Road, Sweet Briar Walk, Dorrit Mews, and Tanners End Lane, delivered in November and December 2020 to residents, businesses, and other organisations with details of the construction. • A letter delivered in December 2020 to residents, businesses, and other organisations within the local area notifying them of camera enforcement of the road closure to through motor traffic (except emergency services) on Park Road N18, under the railway bridge, becoming effective from Monday 21st December 2020. • A letter inviting residents, businesses, and other organisations to participate in the consultation and providing details of how to do so, delivered in March 2021. • A letter inviting residents, businesses, and other organisations to participate in an online engagement survey and providing details of how to do so, delivered in May 2021.

		<p>Notice of the draft permanent traffic orders was published in the London Gazette and Enfield Independent newspapers on 11th November 2020. Any person could make objections or representations relating to the making of the permanent orders, within a period of six months beginning with the date on which the experimental orders came into operation. The six-month statutory period for objections or representations ended on 23rd May 2021.</p> <p>The Council adhered to the process and all that is required when implementing a project using Experimental Traffic Orders, including the conduct of the statutory consultation. In addition to the Council's statutory obligations, the Council provided additional communications as outlined above, including a further opportunity to share feedback in May 2021 through an online engagement survey, and responded to many enquiries about the project.</p>
5.2	Objection about lack of and/or poor quality of information provided with regards to past and/or existing data collection	<p>A project Monitoring Plan document was made publicly available on the Let's Talk Enfield project page. This document sets out both the data already collected and the monitoring and evaluation that would be undertaken in response to the implementation of the A1010S to North Middlesex Hospital Cycle Route project. The link for the Let's Talk Enfield site was provided in all communications.</p> <p>The traffic analysis, which includes data collected during the trial, has been published online alongside the main report.</p>
5.3	Objection about phrasing of question / question unclear / leading questions	<p>The statutory consultation, which was the formal process by which residents could provide their views on the trial, adhered to the conduct requirements. Moreover, the Council provided a further opportunity to share feedback through an online engagement survey, which included a series of open questions where respondents could express their views freely.</p>

6 Design and infrastructure		
Ref	Nature of objection	LBE response
6.1	Objection that the signage is unclear	<p>The signage, including that at the camera-enforced modal filter at Park Road, is fully compliant with relevant guidelines.</p> <p>Road users have an obligation to know and apply the rules contained in the Highway Code, which includes, among others, the signs that were used for the camera-enforced modal filter.</p>
6.2	Objection that the scheme / changes are confusing	<p>The design of the measures that were introduced was based on the latest relevant guidelines available at the time. The new street furniture installed was kept to a minimum to avoid unnecessary clutter and prevent confusion, whilst simultaneously achieving design and safety requirements.</p>
6.3	Objection based on the view that the scheme is poorly thought out / not responding to the area's problems	<p>A team of professional engineers designed the scheme in collaboration with Council officers, based on the latest relevant guidelines available at the time. The scheme design is considered the best approach when taking into account the objectives and the other constraints in the area, such as the narrow width of Park Road under the railway bridge and the geometry of the junction of Park Road with Victoria Road.</p> <p>The scheme seeks to address the issues mentioned in the Project Rationale document, which is publicly available on the project page, namely:</p> <ul style="list-style-type: none"> • Lack of cycle connection with Pymmes Park and North Middlesex Hospital from the North through Cycleway 1. • Lack of infrastructure suitable for all active travel modes. • Insufficient and unsuitable crossing facilities for all active travel users. • High motor traffic volume on Park Road, a residential street, used as a cut-through route.

6.4	Objection that cyclists do not use dedicated cycle infrastructure and continue to use pavements/roads	The dedicated cycle infrastructure was introduced to encourage more people to shift to active modes of travel, particularly those who are currently less confident to do so. There is no restriction on the use of roads by cycles. Cycling on footways is still unlawful and a matter for the local police.
6.5	Objection that the scheme has made parking/loading more difficult for residents	40.5% in the Haselbury ward and 53.5% in the Edmonton Green ward have no access to a car. The scheme is not likely to have made the parking situation materially worse for residents, particularly as only two parking spaces were removed. One of the aims of the scheme is to enable a shift from use of private vehicles to alternative more sustainable modes of transport. Implementing further Controlled Parking Zone in the area could be investigated in the future if there is sufficient support and funding available.
6.6	Objection based on the view that the one-way system should be amended	No one-way system has been implemented as part of this project.
6.7	Objection that the scheme is not sufficiently enforced (i.e., vehicles contravene restrictions)	CCTV camera enforcement is in place. The width of the road between the planters at Park Road has been reduced to the minimum required to allow through access for cyclists and exempt motor vehicles such as emergency services, so that drivers are discouraged from contravening the restrictions. Camera enforced restrictions may not be as effective as a physical closure in preventing non-compliance by motor traffic. However, camera enforced modal filters allow emergency service vehicles to pass through key routes.
6.8	Objection about the use of cameras	The use of CCTV camera in this project has been at the request of the emergency services to enable their continued access to the area.
6.9	Objection that the scheme makes it difficult for pedestrians to cross the road	The interventions introduced as part of the trial project, include traffic calming measures, widened footways, additional crossing points, and shorter crossing distances, making it easier for pedestrians to safely cross the road.

7 Miscellaneous		
Ref	Nature of objection	LBE response
7.1	Objection that the scheme has not achieved the stated objectives (i.e., Increasing cycling journeys)	<p>The project published a project rationale document to help explain the rationale for the project. This included a set of project objectives which were also reinforced in the project monitoring plan. These objectives and how the trial has met them have been discussed in the main body of the report.</p> <p>Across the surveyed locations that form part of the cycle route (Fore Street north of Park Road, Park Road, and Sweet Briar Walk), the raw ATC results show an overall increase in cycle activity by approximately 216 cycle journeys per day (98%). As the classified cycle link counts revealed approximately 76% additional cycle journeys compared to the ATC results, this percentage rises to 136% (301 additional cycle trips) after calibrating the ATC figures accordingly.</p>