Public Document Pack

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. **CLEAN AIR ROUTE** (Pages 1 - 106)

2. **PURCHASING OF EQUIPMENT - YORKSHIRE PURCHASING ORGANISATION FRAMEWORK** (Pages 107 - 112)

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Agenda Item 1

Please note Part 2 report is now confidential appendix.

London Borough of Enfield

Portfolio Report

Report of: **Richard Eason, Healthy Streets Programme Director**

Subject: **Clean Air Route**

Cabinet Member: **Cllr Rick Jewell, Cabinet Member for Environment**

Executive Director: **Sarah Cary**

Ward: **Upper Edmonton**

Key Decision: **N/A**

Purpose of Report

1. The purpose of this report is to provide a summary of the Clean Air Route project to date, outline the proposals, and invite a decision on whether to proceed with its implementation.

Proposal(s)

2. That the design shown at Annex 1 is implemented on a permanent basis.

3. That the necessary permanent traffic orders are made based on the draft traffic orders TG52 / 1489 which were advertised on 9th February 2022 and are included at Appendix 1.

Reason for Proposal(s)

4. 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 emissions, and therefore it is essential that this sector plays a key role in reducing emissions. Enabling an increase in active travel will form part of this response.

5. 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.

6. Clean Air Route forms part of the Enfield Healthy Streets programme. Therefore, this report sets out the contribution this project can make to the wider context described above.

7. The project will directly respond to issues identified through engagement activity with the local community and mentioned in the Angel Edmonton Town Centre Action Plan[1]. These issues include poor quality public space, lack of space to dwell, and large volume of motor traffic.

8. It also aligns strongly with the objectives of the Enfield Council Plan[2], as detailed in paragraphs 9 to 12, and the emerging Economic Development Strategy which includes delivering public realm improvements to drive footfall and dwell time and offer greater accessibility via sustainable modes of transport.

Relevance to the Council's Plan

9. Good homes in well-connected neighbourhoods –This project supports the Council's commitment to encourage people to walk and cycle, which improves connectivity of neighbourhoods. Delivering new cycling infrastructure and improving conditions for walking supports end to end journeys by active travel modes, enhances connections to public transport services and connects residents with town centres. This project is also located within the area of the Joyce & Snells regeneration programme, which is proposed to deliver 2,130 new homes.

10. Safe, healthy and confident communities – The project, and the underlying Enfield Healthy Streets Framework[3], seeks to create healthier streets. This approach puts people and their health at the heart of decision making. It is a long-term plan for improving the user experience of streets, enabling everyone to be more active and enjoy the subsequent health benefits. Improvements for active travel seek to address road safety concerns and can reduce air pollution. School streets promote safe, active, and sustainable transport to and from schools. There is also good evidence to show that active lifestyles lead to improved health outcomes.

11. An economy that works for everyone – The Clean Air Route forms part of a suite of projects, which is funded through the Good Growth Fund (GGF). The Clean Air Route is closely linked to the affordable workspaces[4] element of the GGF suite of projects, which will provide affordable and flexible work and studio space for local, young, and innovative businesses. Wider investment in the walking & cycling network forms part of the Council's strategy to support our high streets and town centres by providing safe and convenient access to local shops and services. Improving active travel facilities will make a positive contribution to transport equity in Enfield. Walking and cycling are low-cost

[1] https://letstalk.enfield.gov.uk/angeledmontonap
[2] https://new.enfield.gov.uk/services/your-council/enfield-council-plan-2020-to-2022-your-council.pdf
[3] https://governance.enfield.gov.uk/documents/s87876/Enfield%20Healthy%20Streets%20Cabinet%20Report%20-%20Final_020621.pdf
[4] https://letstalk.enfield.gov.uk/garages

modes of transport that can improve access to opportunities. This project will provide more travel choices for the 32.5% of Enfield households who have no access to a car (a percentage that increases to 43.5% in the Upper Edmonton ward) and an alternative travel choice for the remaining households that do.

12. Climate action – Creating an environment that enables trips to be made by active and sustainable modes and increasing the density of the cycle network is unequivocally linked with the Council's cross-cutting theme of Climate Action and its commitment to create a carbon neutral borough by 2040. This project will create high-quality active travel infrastructure which can encourage everyone to enjoy active travel, contribute to an increase in active mode share, and reduce the dependency on private vehicles. It will also discourage parents and carers from driving their children to school, and instead walk, cycle, wheel, and scoot.

Background

13. Angel Edmonton town centre sits at the heart of a long-term programme of major regeneration. It is located adjacent to the Joyce & Snells estate regeneration programme, which is proposed to deliver 2,130 new homes and is a short walk to Meridian Water, where the Council will deliver 10,000 new homes over the next 25 years.

14. GGF is the Mayor of London's £70 million regeneration programme to support growth and community development in London. Funded by the London Economic Action Partnership (LEAP) and managed and delivered by the Mayor of London's Regeneration and Economic Development team, the programme is underpinned by three strategic and interrelated delivery themes:
    - Empowering London's people;
    - Strengthening London's places; and
    - Growing London's prosperity.

15. The Clean Air Route forms part of a suite of projects, which is funded through the GGF, to improve spaces along and around Fore Street, Angel Edmonton.

16. Enfield Council have secured capital grant funding through the GGF from the Greater London Authority (GLA) to deliver the Clean Air Route project as well as a range of other projects including:
    - Upgrading the existing library into Fore Street's Living Room Library, supporting a range of additional community and cultural activities;
    - Transforming existing underused garages into affordable workspaces; and
    - New street furniture and artwork to the public realm along Fore Street and in key alleyways.

17. The decision to accept the grant and deliver the GGF suite of projects was made by the Leader of the Council on 13 October 2020[5] (KD5080).

[5] https://governance.enfield.gov.uk/ecSDDisplay.aspx?NAME=SD4000&ID=4000&sch=doc

18. The Clean Air Route is also 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.

19. Nationally the Government has committed to achieving net zero carbon emissions by 2050 and has set out its long-term plan to end the UK's domestic contribution to man-made climate change by 2050 through its Net Zero Strategy: Build Back Greener[6]. The Government is supporting local authorities to encourage sustainable travel through its Active Travel Fund and the 2020 national walking and cycling strategy, Gear Change[7].

20. Across London, the 2018 Mayor's Transport Strategy (MTS)[8] 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.

21. The 2019 Enfield Transport Plan[9] sets out how the council will deliver the MTS locally. Key objectives of the Enfield Transport Plan include firstly the delivery of measures that encourage more walking and cycling, and secondly the promotion of safe, active and sustainable journeys to school. The Council's emerging Health and Wellbeing Strategy aims to reduce health inequalities and prioritises enabling active lifestyles. Creating an environment in which people feel comfortable walking and cycling for everyday journeys will help more people to be physically active.

22. 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 along with delivering school streets and a range of community events and activities. That document details how delivery of these activities achieves wider policy aims and objectives, such as those specified in the Mayor's Transport Strategy, Enfield Council Plan, Enfield Transport Plan, and Enfield Joint Health and Wellbeing Strategy[10].

23. The Clean Air Route project forms part of the Enfield Healthy Streets programme. As set out in the Clean Air Route Project Rationale document[11] 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.

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

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

[8] https://tfl.gov.uk/corporate/about-tfl/the-mayors-transport-strategy

[9] https://new.enfield.gov.uk/services/roads-and-transport/enfield-transport-plan-2019-2041-roads.pdf

[10] https://new.enfield.gov.uk/healthandwellbeing/wp-content/uploads/2020/04/LBE-JHWBS-FINAL-V5.0.pdf

[11] https://letstalk.enfield.gov.uk/8640/widgets/24690/documents/23697

Main Considerations for the Council

24. The project proposes a series of interventions on and around Grove Street N18 and St. John & St. James' Church of England Primary School.

25. The proposed interventions feature:
    - A School Street on Grove Street outside St. John & St. James' Primary School to remove motor traffic from the school gates on a permanent basis,
    - An active travel route between the junction of Grove Street with Fore Street and the railway overbridge at Joyce Avenue to improve accessibility and connectivity of the active travel network, and
    - Public realm improvements on Grove Street between the proposed garage yard workspaces, St. John and St. James' Primary School, and Jesus Mission to Nations Ministries – Edmonton Temple where people can sit, rest, and come together.

26. The area currently faces the following issues and problems, which this project seeks to address:
    - Air and noise pollution caused by motor traffic.
    - Road danger outside the school gates.
    - Lack of infrastructure suitable for all active travel modes.
    - Limited active travel connectivity at the southeast of the Borough.
    - Less attractive public space and minimal green environment.

27. Building on the issues and problems described above, the following objectives have been set for this project:
    - Improve air quality and road safety outside the school gates.
    - Contribute towards a long-term increase in the levels of active travel, both along the route and as part of a wider borough network.
    - Make public space seem more welcoming and provide opportunities for social interaction and children's play.

28. The proposals are expected to support the above objectives and bring about the following benefits:
    - Improvement to the health and wellbeing of the children.
    - Expansion of the active travel network at the southeast of the Borough, in order to increase accessibility to the school as well as enable future links with North Middlesex University Hospital, Silver Street station, Meridian Water, and Cycleway 1 (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).
    - Support of the needs of vulnerable users, pedestrians, and people who cycle through reduction of the dominance of motor traffic in the area.
    - Enhanced quality of the public realm to encourage everyone to enjoy the outdoor environment.

Community and stakeholder engagement

29. Early work commenced on the project which included engagement with St John and St James Church of England Primary School, Edmonton Temple,

Joyce and Snell's estate regeneration project team, GLA, Transport for London, bus operators, emergency services, 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 March 2021 and continues to date on a frequent basis.

30. In particular, St John and St James Church of England Primary School have expressed their support to the proposals for this project. Since September 2021, the School have been working towards a STARS[12] (Sustainable Travel: Active, Responsible, Safe) accreditation, therefore demonstrating their commitment to active and sustainable travel. The Council will continue engagement with the School post implementation of the project through the STARS programme to establish active travel as a normal transport choice for future generations.

31. 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 School Street 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 will continue post implementation of this project to ensure that there will be no significant impacts on their travel time.

32. Project briefings were provided at milestone dates to the Upper Edmonton ward Councillors, the Cabinet Member for Environment, and the Member of Parliament representing Edmonton.

33. Engagement activities with the children attending St John and St James Church of England Primary School regarding the project included:
    - A hands-up survey with the school in June 2021 to determine current modes of travel for the school staff and pupils
    - A drawing workshop on 8th July 2021 attended by approximately 100 Years 5 and 6 students, which included a presentation of the project and a homework task for students to draw and describe their journey to school as well as draw ideas for what Grove Street could turn into if there were no cars passing through it
    - A Play Street event on Grove Street on 23rd July 2021 attended by approximately 300 students from reception up to Year 6, where school students got involved with several interactive exercises and activities, including developing ideas with the design team for the street outside the school and exploring how Grove Street might feel without cars
    - A school assembly on 10th February 2022 attended by approximately 400 students from Years 1 to 6, which involved a presentation about how the input of the students influenced the design process

[12] https://stars.tfl.gov.uk/

- A school assembly and homework writing and drawing task on 27th April 2022 attended by approximately 400 students from Years 1 to 6, which involved an update of the project and a homework task for the whole school
- A model-making and planting workshop on 27th April 2022 attended by approximately 48 students for Year 4

34. Communications and engagement activities with the wider community regarding the project included:
    - Launch of Let's Talk project page in May 2021, hosting information on the project, frequently asked questions (FAQs), key dates for the project, documents, a space for community members to ask questions and get answers, information on the consultation, the electronic consultation survey, notices of the traffic orders, and project updates posted to the page
    - On-street consultation on all the GGF projects that took place on 23rd and 24th May 2021
    - A letter informing residents, businesses, and other organisations of a Play Street event and a community drop-in session on Grove Street, delivered in July 2021
    - A community drop-in session during the Play Street event on Grove Street on 23rd July 2021 where people helped shape the development of the proposals for the project
    - A letter delivered in August 2021 to residents, businesses, and other organisations within the local area introducing the plans, informing them of the project page, and inviting them to the community engagement drop-in sessions and an online public webinar
    - Two community drop-in sessions that took place in August and September 2021 at Fore Street Library to share and discuss the proposed concept, welcome suggestions for the design of the project, provide an overview of next steps, and answer any questions
    - An online public webinar delivered in September 2021, recorded, and uploaded on the Let's Talk project page
    - A letter inviting residents, businesses, and other organisations to participate in the consultation and providing details of how to do so, delivered in February 2022
    - A discussion session about the proposals on 10th February 2022 with the School parents, carers, and teachers after the school assembly and a collection of consultation responses
    - Social media activity through Facebook and Twitter to communicate the project information and the consultation to the wider community of Enfield in August 2021, September 2021, February 2022, and March 2022
    - A story on the Clean Air Route included in the February 2022 Cycle Enfield newsletter

35. A second-hand children's bike and scooter market at St James open space, next to St John and St James Primary School took place on 28th May. The market was commissioned by Enfield Council and delivered by Peddle My Wheels. To encourage and enable families from lower income households to access affordable bikes and scooters for their children, taking into account the

high proportion of children in poverty and the generally high level of deprivation in the Upper Edmonton ward, the prices were subsidised at 50%.

36. Notice of the draft permanent traffic orders was published in the London Gazette and Enfield Independent newspapers on 9 February 2022. Any person could make any representations relating to the proposed order or object to the making of the proposed order. The statutory consultation period started on 9 February 2022 and ended on 6 March 2022.

37. The Council received responses during the consultation as per the instructions written in the Notice of the draft permanent traffic orders, the relevant letter that was delivered in February 2022, and the website update on the Let's Talk Enfield site. This included making any objection or any representation in writing, quoting the reference TG52/1489 and stating the grounds on which it is made via any of the following means:
    - online via the consultation survey on the project page at http://letstalk.enfield.gov.uk/nmh-ati,
    - emailed to healthystreets@enfield.gov.uk, or
    - posted to ATTN Healthy Streets team, Enfield Council, Silver Street, Enfield, EN1 3XA.

38. Statutory consultees were sent notice of the traffic order and invited to provide an objection or representation. No formal responses were received.

39. Public consultation responses received during the statutory consultation period have been analysed by an external company and consolidated into a report which is at Appendix 2. An overview of the consultation report is discussed in Table 1.

Table 1: Overview of consultation report

Number of responses	There was a total of 10 responses to the statutory consultation. 5 responses were received via the online consultation. 3 responses were received via a paper copy of the consultation survey. In addition to this, 2 emails were received by the Council. Of the 10 responses, 7 are representations and 3 are objections.
Demographics	Respondents who responded via the online consultation survey were required to register with the Let's Talk Enfield site. This enables the Council to collect demographic information to better understand the people who are being engaged. Demographic information was also collected through the paper copy of the consultation survey. 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. Due to the low number of respondents and consequent little demographic information on their age, race, and gender, it is not possible to assess whether the engagement was

	representative of the project area. However, it should be noted that from the 8 responses that included demographic information: • 7 were from female respondents, • all 8 respondents were aged between 27 and 45, and • no respondents consider themselves to have a disability (although 2 respondents did not answer the relevant question). These numbers do not include the 2 emails received as demographic information was not available.
Location	Of the respondents, 8 (100%) live in Enfield, 5 respondents (63%) live within the wider project area, and 3 (37%) respondents live outside the area. These numbers do not include the 2 emails received as demographic information was not available.

40. Grounds for objections that were raised have been extracted from the consultation report, carefully considered, and responded to in Annex 3.

41. The supportive responses were primarily centred around the project creating a safer environment for children and improving air quality.

Safeguarding Implications

42. The Clean Air Route project will not cause any direct or indirect risks to children, young people and vulnerable adults

43. This project will improve safety on and around Grove Street N18 and St. John & St. James' Church of England Primary School. Concerns have been raised by the community through the engagement process that have highlighted poor quality public realm, petty crime, drug dealing and anti-social behaviour as issues. Through reducing the danger posed by motor vehicles, delivering targeted public realm improvements, improving lighting, and increasing passive surveillance, the project will help reduce safeguarding risks to vulnerable adults and children.

44. Officers and consultants were required to engage with St. John & St. James' Church of England Primary School as part of the project co-design process. However, this activity does not amount to a 'regulated activity' as defined by the Disclosure and Barring Service (DBS).

Public Health Implications

45. The Clean Air 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.

46. In the UK outdoor pollution is associated with an annual mortality of between 29,000 to 40,000 deaths and adverse health effects throughout the life-course

including from before birth[13]. Poor air quality causes the premature deaths of approximately 4,000 Londoners each year, and nationally air pollution costs the NHS up to £3.7 billion annually.

47. Air pollution emissions are a key contributor to climate change, and the largest emitter of PM2.5 (transport) is also a major contributor to emissions of CO2 and greenhouse gases. Improving air quality will therefore deliver critical climate co-benefits and support delivery of the net zero targets set by London local authorities, the GLA and national government.

48. The positive effects of increased physical activity on health and wellbeing are well documented; it can help prevent and/or ameliorate a range of lifestyle related conditions, including obesity, type 2 diabetes, heart disease, stroke, some cancers, musculoskeletal issues, and poor cognitive and mental health. Prevention of lifestyle related conditions can also lead to significant cost savings within health and social care services.

49. 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.

50. 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.

51. 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.

52. 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

53. An Equalities Impact Assessment (EqIA) was carried out following the method and process that is set out in the Equality Approach[14] document which is publicly available on the project page. The associated report is attached at Appendix 3. Protected characteristic data was collected during the consultation.

[13] Royal College of Paediatrics and Child Health (RCPCH) (2016). Every breath we take: the lifelong impact of air pollution. Report of a working party.
[14] https://letstalk.enfield.gov.uk/8640/widgets/24690/documents/23699

54. The 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.

55. 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.

56. 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

57. The equality impact assessment indicates impacts on several characteristics both positive and negative.

58. Negative impacts are predominantly concerned with increases in journey times by bus or car for elderly individuals, people with disabilities, expectant mothers and mothers who have recently given birth, and ‘Black and Black British’ and ‘Other Ethnic Groups’ who are disproportionately likely to use public transport. These impacts will need to be assessed as part of the monitoring undertaken post implementation.

59. Further negative impacts relate to elderly and visually impaired pedestrians feeling confused or worried about collisions on shared use paths. Improvements have been included in the design of the active travel route that will be shared between cyclists, pedestrians, and users of other active travel modes to mitigate any potential conflicts or pinch points and improve accessibility.

60. Details on the actions that are to be taken to mitigate the negative impacts are provided in Appendix 3.

61. 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 and accessibility for vulnerable people, better access to public transport, and improved connectivity for multi-modal journeys.

62. Additional positive effects relate to children, younger individuals, and pregnant people benefitting from improved air quality and physical activity. Other benefits include reducing the barriers to cycling faced by females, promoting transport equity, and helping people on low incomes to access local services, education, training and employment.

Environmental and Climate Change Considerations

63. Table 2 provides an overview of environmental and climate change considerations.

Table 2: Overview of Environmental and Climate Change Considerations

Consideration	Impact of Proposals
Energy consumption	Neutral There are no changes proposed to the current service delivery arrangements. Refuse vehicles will continue to be able to collect refuse from all residential properties, in some cases using different routes.
Measures to reduce carbon emissions	Positive 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: • Increased levels of active travel by making journeys safer and more appealing. • Reduced private vehicle trips by making alternatives equally attractive. In the shorter term, there may be some increase in carbon emissions on the surrounding primary road network.
Environmental management	Neutral The main impact will be in the implementation of the project and the resultant embedded carbon. Some recycled materials will be used, along with environmentally friendly planting. However, the main offset will be a forecast reduction in the use of private vehicles as noted above.
Climate change mitigation	Positive 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. It should also be noted that the project area is now part of the Ultra Low Emission Zone (ULEZ) as of 25 October 2021. It has therefore been identified as a priority for the installation of electric vehicle charging infrastructure, which should further reduce localised emissions. 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.

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

64. A number of risks have been identified and are summarised in Table 3.

Table 3: Identified risks of not making the proposed decision

Risk	Risk Description
No improvement to the health and wellbeing of the children	Without the restriction of motor traffic outside the school gates, the air pollution levels will not decrease and road danger will remain. Also, the quality of the public realm will not be enhanced to encourage children to enjoy the outdoor environment.
Reduction in levels of active travel	The active travel network at the southeast of the Borough will remain sparse, limiting accessibility to the school as well as not enabling future links with North Middlesex University Hospital, Silver Street station, and Meridian Water. If the active travel network does not develop and expand, fewer cycle trips may be taken in the wider area. This could affect the remaining active travel corridors due to lack of connectivity and stall or reverse the active travel uptake trends.
Motor traffic volumes on the unclassified/ residential roads within	Without the provision of alternative sustainable transport modes and

the project area continue to increase	subject to historic trends of increasing motor vehicles on unclassified/ residential roads, traffic volumes are likely to continually increase. Motor traffic will continue to dominate the area limiting consideration of the needs of vulnerable users, pedestrians, and people who cycle.
Failure to provide a contribution to tackle the climate crisis	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.
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.
Reputational damage with regards to delivering improvements in the Angel Edmonton area	The public's confidence in Enfield Council's ability to deliver on its Angel Edmonton Town Centre Action Plan may be reduced.
Reduced future external grant funding allocations for local transport schemes	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. The GGF grant funding provided by the GLA could be reduced, suspended, or need to be returned.

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

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

Table 4: Identified risks of making the proposed decision

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.
Disruption during construction	Traffic management arrangements will be designed to minimise disruption for local residents and visitors to Edmonton Court and Edmonton Temple. Continuous discussions will be held with Enfield's street works team, TfL, and bus operators throughout the development of the traffic management plans. The works will be scheduled to take place within the school summer holidays.
Air quality outside the school gates does not improve	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 outside the school gates is expected to significantly diminish following the introduction of the scheme. Air quality monitoring will be undertaken to be able to identify any significant changes.
Funds to implement the project are insufficient or cost escalates	Funding has been allocated to the project and the estimated implementation cost falls within the available budget.

Financial Implications

Capital Budget Impact

66. The estimated capital cost of implementation for the Clean Air Route capital scheme is approximately £332,532. Capital Code C201892 has been set up for this scheme.

67. Costs of £21,435 were incurred in 2021/22, which were financed by the GLA Good Growth Fund – an external capital grant.

68. It is expected that capital costs of £311,097 will be incurred during 2022/23 financial year. £249,565 of capital costs will be financed by the GLA Good

Growth Fund. A further £61,532 will be financed by Section 106 developer contributions that have been aligned to this project.

69. The GLA provide the funds via certified quarterly claims, ensuring that the Council benefits from prompt reimbursement of any expenditure. The total GLA capital grant that is aligned with this project is £271,000.

Revenue Budget Impact

70. Future maintenance costs from this scheme have already been included within existing highway revenue budgets.

Borrowing Impact

71. Not applicable.

Taxation

72. Not applicable.

Risks

73. No risk associated with this proposal.

Legal Implications

74. The Climate Change Act 2008 commits the UK to achieving ‘net zero’ (a 100% lowering of the UK’s net carbon account measured against the 1990 baseline) by 2050.

75. Section 122 of the Road Traffic Regulation Act (RTRA) 1984 places a duty on the Council to exercise its functions, so far as practicable having regard to certain specified matters, to secure, as far as reasonably practicable, the ‘expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway’. The specified matters that the Council must also have regard to are the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected, the national air quality strategy, the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles, and other relevant matters. In making a decision as to whether to implement the scheme and make the associated permanent traffic orders, regard needs to be had to this duty.

76. Section 6 of the RTRA enables the Council to make permanent traffic management orders.

77. The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 prescribe the procedure to be followed in making these types of orders.

78. A decision as to whether to implement the scheme and make the associated permanent traffic orders must also be consistent with the Council's network management duty under section 16 of the Traffic Management Act 2004 ("the 2004 Act"). That is, the duty "to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives (a) securing the expeditious movement of traffic on the authority's road network; and (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority".

79. Section 149 of the Equality Act 2010 requires the Council to pay due regard to public sector equality considerations in the exercise of its functions. Such due regard should be had when taking the decision as to whether to implement the scheme and make the associated permanent traffic orders.

80. The recommendations contained within the report are in accordance with the Council's powers and duties as the Highway Authority.

Workforce Implications

81. No direct workforce implications have been identified by this report.

82. If a requirement for additional resource is identified to support this project a separate proposal and supporting restructure report will need to be prepared in accordance with the Council's Principles for Managing Restructures. This will outline the resource required and the reporting structure.

Property Implications

83. There are no property implications arising from the works envisaged in this report.

Other Implications – Network Management

84. 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"

85. 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.

86. 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."[15]

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

"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"

88. From a network management perspective, some of the key points to note are:
    - Any potential increase in motor vehicles on the surrounding road network due to traffic reassignment is anticipated to be small, particularly as a proportion of motor traffic is reportedly using Grove Street as a cut-through route to bypass the section of Fore Street / High Road between Grove Street and Langhedge Lane.

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

- During construction, network disruption and access for local residents and visitors to Edmonton Court and Edmonton Temple will be kept to a minimum through the design of traffic management arrangements and continuous engagement with key stakeholders.

Options Considered

89. The alternative options summarised in Table 5 have been considered.

Table 5: Alternative options considered

Option	Comment
Do nothing	This is not recommended as this project is a key part of delivering against climate change and health & wellbeing objectives. This option would also contradict the priorities of the Council to invest in the Angel Edmonton area to support growth.
Extend the closure of Grove Street westwards beyond the junction with Snells Park	While this option would provide the maximum benefits for active travel users by further reducing any motor traffic travelling between Grove Street and Snells Park and creating a better link to the active travel route link to Joyce Avenue, it would likely exceed the available budget and increase the removal of parking spaces.
Close a section of Grove Street on a part-time basis rather than full-time (i.e., pedestrian and cycle zone during start and end of the school day)	While this option would maintain motor vehicle movements through Grove Street throughout the majority of the day and reduce the removal of parking spaces, it would provide significantly less benefits for active travel users, result in minimal public realm gain, lead to reduced air quality improvement, and not align with the GGF bid criteria.
Utilise the existing footpath at the west side of St James Open Space for the active travel route part of the project that links Grove Street with Joyce Avenue	This route alignment would be longer, less direct, and less logical for active travel users to follow. To access this path from the proposed School Street on Grove Street, a new footway would need to be provided at St James Open Space behind the existing perpendicular parking bays of Grove Street, therefore reducing green space. As this path would need to be widened to a minimum of 3m, an

	existing tree would need to be removed or relocated. Alternatively, the path could be diverted to the east of the tree, but that would require additional land from the public green space and would introduce a blind spot on the approach to the tree in both directions. This option would also bear a higher implementation cost due to the need for a new footway.

Conclusions

90. 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 air quality and road safety outside the school gates, contribute towards a long-term increase in the levels of active travel, and make the public space more welcoming. Achieving such aims often requires reallocation of road space and measures to reduce motor traffic.

91. The project is supported by St John and St James Church of England Primary School, who have been heavily engaged throughout the development of the project and have provided valuable input that shaped the design.

92. Supportive representations and a small number of objections have been made on making these changes permanent. These have been considered by this report. Considering the policy context, the requirements of the climate action plan to enable more sustainable forms of travel, the longer-term public health benefits, and the strategic priorities of the Council to invest in the Angel Edmonton area, it is recommended that this project proceeds to implementation and that the relevant permanent traffic orders are made.

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

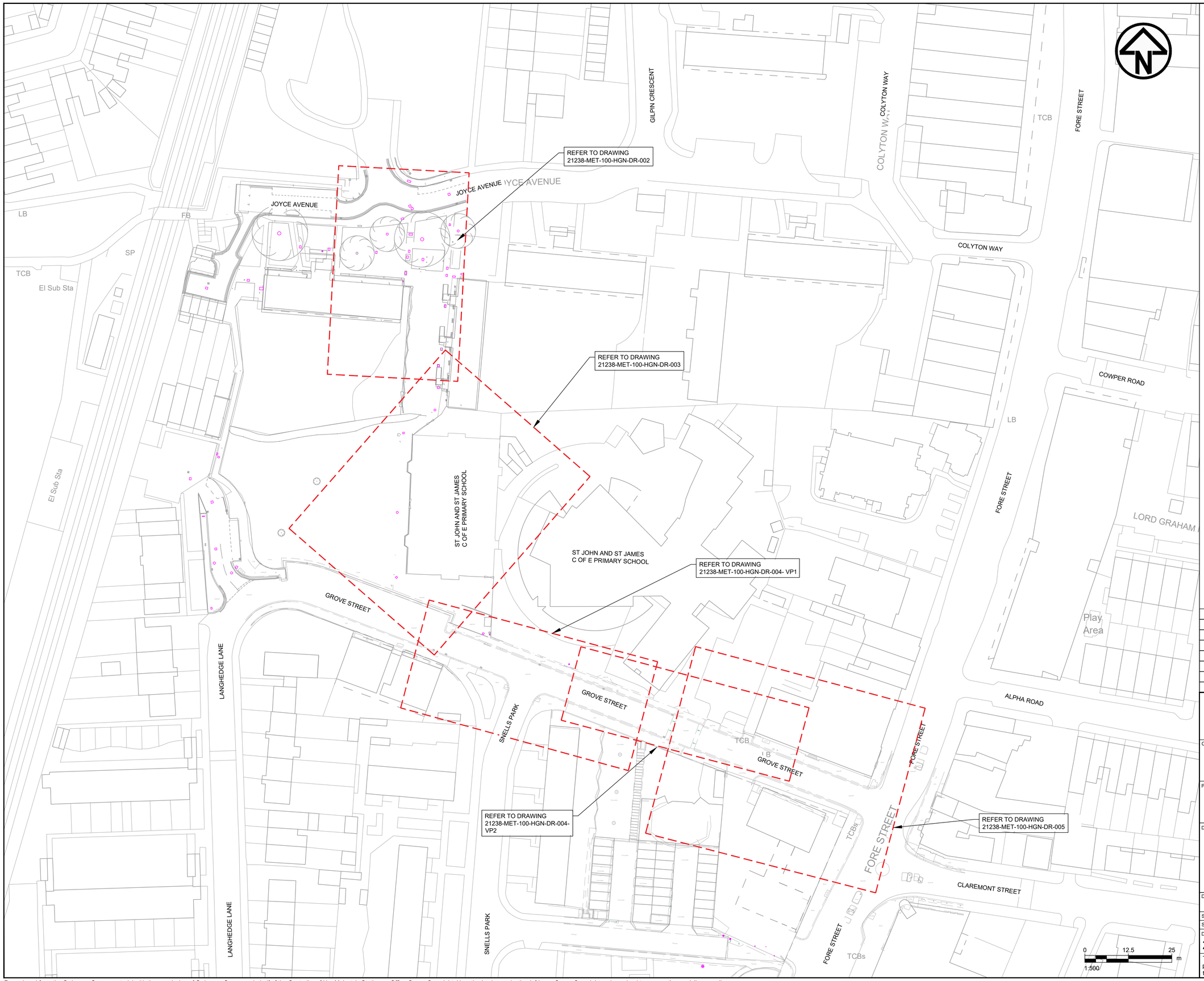
Date of report: June 2022

Annexes
Annex 1 Plans of interventions
Annex 2 Project map
Annex 3 Responses to objections

Appendices
Appendix 1 Draft Traffic Orders TG52 / 1483
Appendix 2 Consultation analysis
Appendix 3 Equality Impact Assessment (EqIA)

Background Papers

None



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Metis Consultants Ltd
4th Floor, Spencer House
23 Sheen Road, Richmond
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DRAWING TITLE

GENERAL ARRANGEMENT OVERVIEW MAP

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JOYCE AVENUE

Joyce Avenue

DROPPED KERB REMOVED

RELOCATED CROSSING POINT

SHARED SPACE SIGN ON BOLLARD

DIAG. 956

RELOCATED GUARD RAIL

50 mm EDGING

4.07

4.67

3.63

1.81

2.70

3.58

1.79

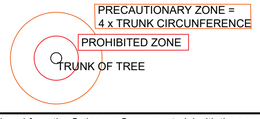
THERMOPLASTIC SHARED SPACE SYMBOL MARKING AT 20m INTERVALS
REFER TO DWG 21238-MET-1200-HMK-DR-002-003 FOR SETTING OUT DETAILS

FOR CONTINUATION REFER TO SHEET 003

CDM RISKS:

1 - WORKS IN PRECAUTIONARY ZONE OF TREE ROOTS (SEE NOTE 8)

BS 5837:2012 TREES IN RELATION TO DESIGN, DEMOLITION AND CONSTRUCTION RECOMMENDATIONS:



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LEGEND (CLEAN AIR ROUTE):

- PROPOSED ASPHALT SURFACING [A: 338.29 m²]
- TACTILE PAVING - BUFF COLOUR [A: 15.56 m²]
- PROPOSED ASP PAVING SLAB [A: 3.65 m²] 500 x 500mm
- PROPOSED ASP PAVING SLAB [A: 5.60 m²] 400 x 400mm
- PROPOSED CONCRETE BLOCK PAVING [160 x 160 mm] [A: 5.89 m²]
- LANDSCAPING [A: 63.93 m²]
- PROPOSED THERMOPLASTIC SHARED SPACE SYMBOL MARKING [No: 12]
- PROPOSED PCC BULLNOSE KERB [W: 150mm, U: TO MATCH EXISTING, L: 12.74 m]
- PROPOSED PCC TRANSITION KERB [W: 150mm, L: 0.914mm x 8]
- PROPOSED PCC DROPPED KERB [W: 150mm, U: 0-6mm, L: 7.50 m]
- EDGING KERB [W: 50mm, U: 0mm, L: 90.80 m]
- PROPOSED SIGNED BOLLARDS [No. 2]
- LP EXISTING LIGHTING COLUMN TO BE RELOCATED [No: 2]
- LP RELOCATED LIGHTING COLUMN [No: 2]
- RELOCATED GUARD RAIL BLACK [L: 16.25 m]
- PALISADE FENCING TO BE REMOVED [L: 7.49 m]
- PROPOSED TIPTREE BENCH [No: 2] REFER TO MANUFACTURER BX14 4031-BP DETAIL
- EXISTING COVERS AND BOXES
- BIN RELOCATED BIN [No: 1]

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CLEAN AIR ROUTE

DRAWING TITLE

GENERAL ARRANGEMENT
JOYCE AVENUE

DRAWING STATUS

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0 2.5 5 m

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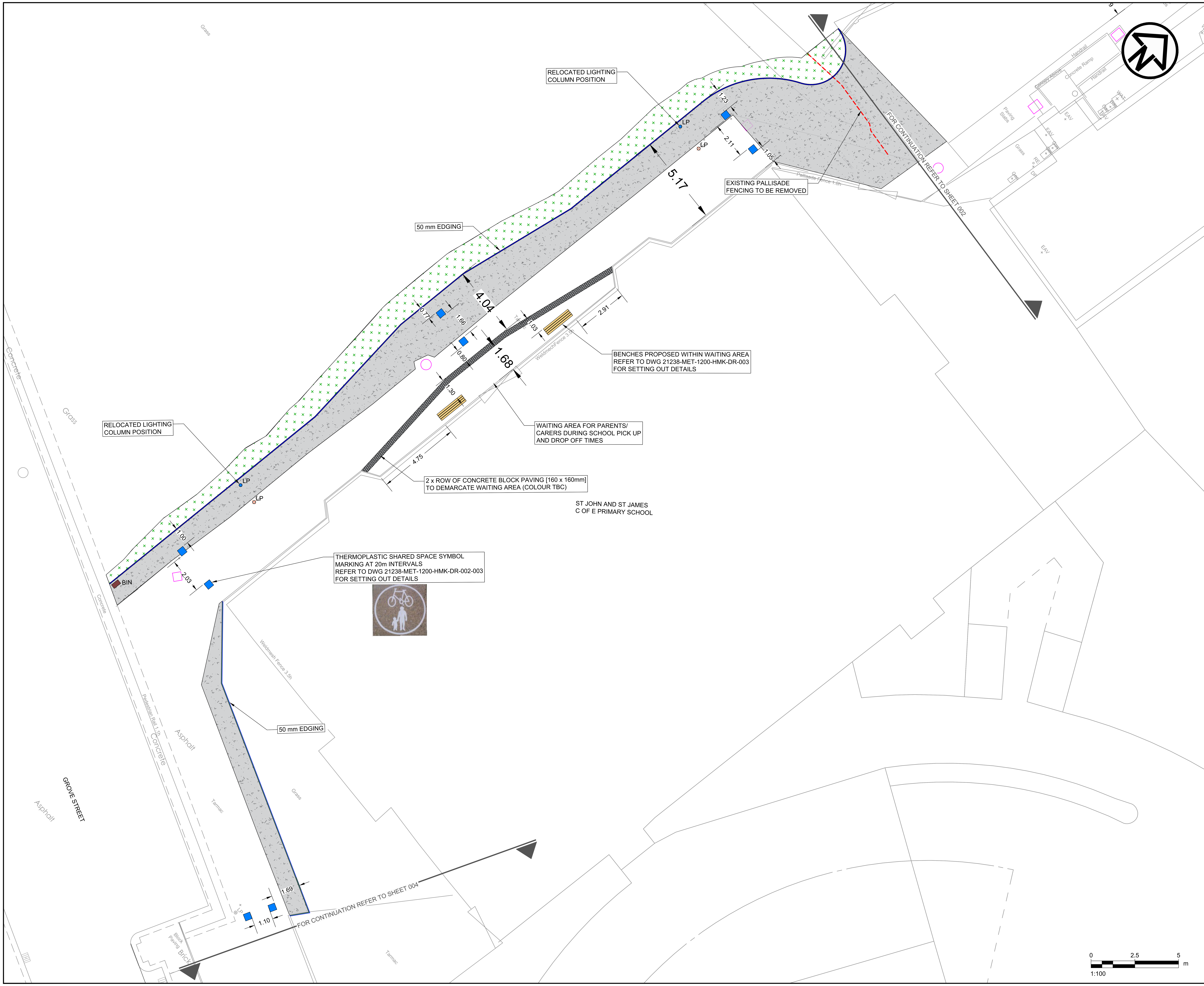

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GENERAL ARRANGEMENT
ST JOHN AND ST JAMES
PRIMARY SCHOOL

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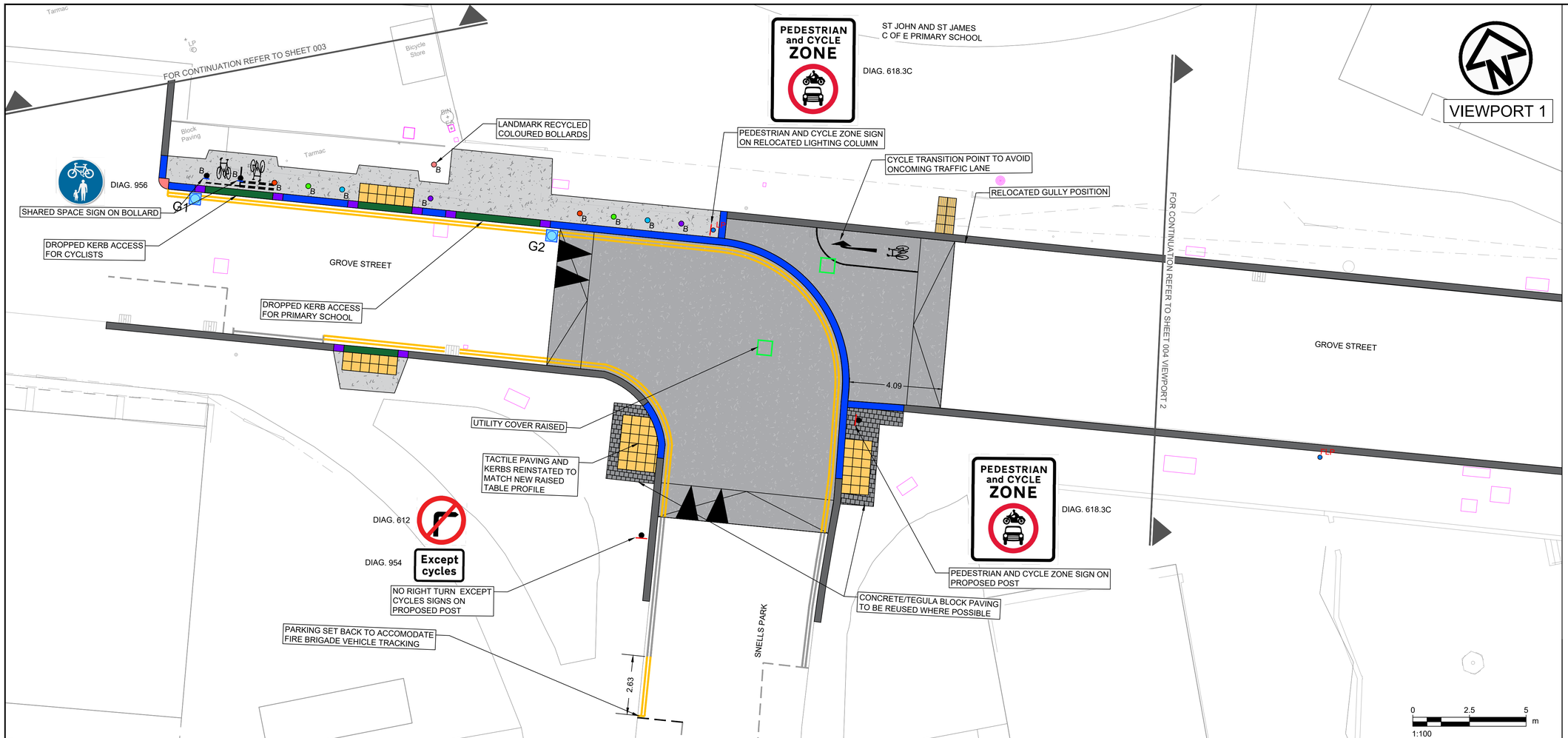

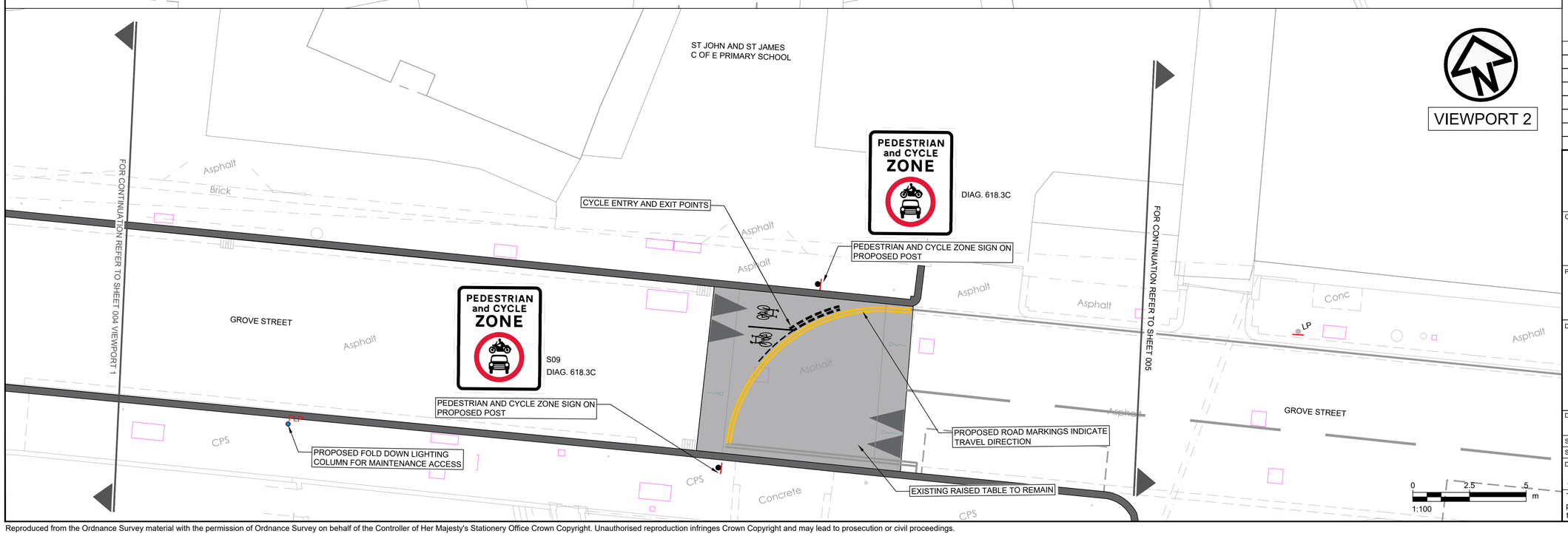

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LEGEND (GROVE STREET):

- PROPOSED ASPHALT SURFACING [A: 36.43 m²]
- PROPOSED ASPHALT RAISED TABLE [A: 164.49 m²]
- EXISTING RAISED TABLE
- TACTILE PAVING - BUFF COLOUR [A: 10.55 m²]
- WARNING PAVING - BUFF COLOUR [A: 1.27 m²]
- PROPOSED CONCRETE BLOCK PAVING [160 x 160 mm] [A: 6.86 m²]
- PROPOSED GRANITE EDGE KERB [W: 300mm, U: TO MATCH EXISTING, L: 33.26 m]
- PROPOSED GRANITE EDGE TRANSITION KERB [W: 300mm, L: 0.45mm x 8]
- PROPOSED GRANITE EDGE DROPPED KERB [W: 300mm, U: 0-6mm, L: 11.54 m]
- QUADRANT KERB [R: 455 mm, No: 1]
- EXISTING GRANITE KERB
- PROPOSED ROAD MARKINGS - WHITE
- PROPOSED ROAD MARKINGS - YELLOW
- EXISTING ROAD MARKINGS
- G PROPOSED GULLY [No: 2]
- B PROPOSED SIGNED BOLLARDS [No: 2]
- B PROPOSED COLOURED BOLLARDS [No: 9]
- PROPOSED TRAFFIC POST AND SIGN [POST No: 6, SIGN No: 11]
- LP RELOCATED LIGHTING COLUMN WITH SIGN [No: 1]
- LP EXISTING LIGHTING COLUMN WITH SIGN [No: 1]
- LP FOLD DOWN LIGHTING COLUMN [No: 1]
- COVERS TO BE RAISED [No: 2]
- EXISTING COVERS AND BOXES

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PROJECT: ENFIELD CLEAN AIR ROUTE

DRAWING TITLE: GENERAL ARRANGEMENT GROVE STREET

DRAWING STATUS: DETAILED DESIGN

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- COVERS TO BE RAISED [No: 2]
- EXISTING COVERS AND BOXES

REV	REV. DATE	PURPOSE OF REVISION	DRAWN	CHKD	APPRVD
G	27/05/2022	ADDRESS CLIENT COMMENTS	ZB	DD	AG
F	05/05/2022	DETAILED DESIGN	ZB	AB	AG
E	25/03/2022	ADDRESS CLIENT COMMENTS	AB	AB	AG
D	21/02/2022	ADDRESS CLIENT COMMENTS	ZB	AB	AG
C	10/02/2022	FOR INFORMATION	ZB	AB	AG
B	06/01/2022	FOR INFORMATION	ZB	AB	AG
A	07/12/2021	FOR INFORMATION	ZB	AB	AG

METIS
metisconsultants.co.uk
Metis Consultants Ltd
4th Floor, Spencer House
23 Sheen Road, Richmond
London TW9 1BN
T +44 (0)20 8948 0249
E info@metisconsultants.co.uk

CLIENT

ENFIELD Council

PROJECT

ENFIELD
CLEAN AIR ROUTE

DRAWING TITLE

GENERAL ARRANGEMENT
GROVE STREET

DRAWING STATUS

DETAILED DESIGN

SCALE	1:100 @ A1	DO NOT SCALE
SHEET	005 OF 005	
DRAWING NUMBER	21238-MET-100-HGN-DR-005	REV G

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

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oad - Island 3 (Earth) - Proposed

Soft landscape area no. 2 - 'Pymmes Marshes'

Sunken rain garden planting area comprising:
- SuDS buildup
- low ground cover planting and tall reed-like grasses
- 7 no. embedded railway sleeper 'stepping stones' with 'creature' carvings
- 2 no. large gabion planters filled with reclaimed bricks
- 1 no. large willow shrub
- 2 no. rainwater collection dishes on gabion plinths filled with reclaimed bricks
- 1 no. arched timber bridge
- 3 no. buried 'water harps' each comprising ceramic pot with metal collection dish
- low profile aluminium edging to junction with carriageway

Timber planter in tanalised scaffold boards with vigorous climbing specimen

Location of existing gully

Graphic road line markings to existing carriageway

Soft landscape area no. 1 - 'Island of the Winds':

Raised planting area comprising:
- raised berm to 800mm above existing carriageway
- 2 no. gabion large gabion planters filled with reclaimed bricks
- 1 no. dwarfstock cherry tree
- tall grass planting
- 8 no. stepping logs
- 3 no. powder-coated stainless steel poles supporting flags, wind socks, bird house, bird feeder and aeolian harps
- low profile aluminium edging to junction with carriageway

Timber planter in tanalised scaffold boards with vigorous climbing specimen

Location of existing gully

Soft landscape no. 3 'Hollow Tree Meadow'

Sunken SuDS rain garden area with 2 no. raised berms to max. 800mm above carriageway comprising:
- 3 no. large gabion planters filled with reclaimed bricks and sawn logs
- 1 no. tree e.g. eastern redbud
- log play assembly including large windfall trunks embedded in berm build up, carved hollows
- 10 no. stepping logs
- 12 no. railway sleeper 'stepping stones' with 'creature' carvings
- 'bug hotel' comprising small elevated gabion modules filled with organic matter mounted on powder-coated steel poles
- herbaceous planting
- low profile aluminium edging to junction with carriageway

C120 C121 C122

01 Proposed plan - L00
Scale: 1:100

KEY

- telecom cables
- services water
- services gas
- services foul drainage
- raised berm area
- raingarden area

General Notes:

- Do not scale from this drawing. Use figured dimensions only.
- Report any discrepancies between drawings to the Architect immediately.
- Design subject to change depending on bus type. Check all dimensions on site once bus has been confirmed. The Contractor must rely on their own site measurements for the completion of all Contractor Design Portions.
- This drawing has been produced and issued for design team coordination purposes only, and will be subject to further stakeholder consultation incl. LBE and statutory utility companies as required.
- Design of footings, edging and soil build-ups are indicative only, and are to be completed by others.
- Service locations are overlaid for strategy coordination purposes only, and further survey & investigation will be required prior to finalising designs. Please refer to GPR survey by Mantra Services Ltd. dated 9th May 2022 for details of limitations on availability and accuracy of data on underground services.

Client
London Borough of Enfield

Project name
Fore Street GGF Workspaces

Project number
185

Drawing name
Proposed clean air route plan

Drawing number
C-110

Scale
1:100

Revision
A

Drawing status
DRAFT

Page size
A1

Date
20 01 22

Drawn by
MK

Checked by
GW

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Rev A: Amended arrangement for coordination - 27/05/22

Scale at 1:100
0 1 2 5m

N

JAN KATTEIN ARCHITECTS

277 New North Road
London N1 7AA / UK
+44 (0)20 7704 0604

www.jankattein.com / mail@jankattein.com

Clean Air Route

HM Government

LEAP
The Local Enterprise Partnership for London

SUPPORTED BY
MAYOR OF LONDON

ENFIELD Council

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Annex 3

Clean Air Route – Responses to Objections

Objections raised

Objections have been taken from all communications throughout the consultation period between 9 February and 6 March 2022. 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 also provide an indirect response to many of the themes raised. Objections raised broadly fell into the groupings below. Some may fall across more than one category but have only been listed once.

- Motor traffic and traffic related impacts
- Design and infrastructure
- Miscellaneous

They are listed in each category in no specific order.

1 Motor traffic and traffic related impacts		
Ref	**Nature of objection**	**LBE response**
1.1	Objection that the scheme would reassign traffic to Langhedge Lane and impact Brook House Primary School	The potential traffic reassignment volume is anticipated to be low, particularly as a proportion of motor traffic is reportedly using Grove Street as a cut-through route to bypass the section of Fore Street / High Road between Grove Street and Langhedge Lane. The traffic survey data that has been collected shows that at the worst case, in which all of the following assumptions are true at the same time: • All motor vehicles currently using Grove Street have an origin or destination within the immediate surrounding area, • The current journey of all motor vehicles passes through the part of Grove Street where a closure is proposed, and • No people will choose alternative sustainable modes of travel, the potential increase in two-way traffic flow at the peak hour on Langhedge Lane (and consequently on High Road) will be approximately 1 vehicle per minute. This figure on an average 24-hour day drops to below 1 vehicle per minute. It should be noted that the project area is now part of the Ultra Low Emission Zone (ULEZ) as of 25 October 2021. ULEZ operates 24 hours a day, 7 days a week, every day of the year, except Christmas Day (25 December). It is currently not known what effect the ULEZ will have on travel patterns and consequently on any potential reduction in volumes of motor traffic that will use the roads within the project area. Brook House Primary School is located on High Road. High Road carries over 1000% higher volume of traffic than the reassigned traffic volume in the above-mentioned worst case could be. Therefore, no substantial changes in the volume of motor vehicles on High Road are expected from the introduction of the proposed interventions, and

		therefore no broad negative impacts due to the scheme are anticipated around Brook House Primary School. Traffic volumes and speeds in the area, including Langhedge Lane, will continue to be monitored after the project is implemented. The document which sets out the monitoring and evaluation that will be undertaken in response to the implementation of the Clean Air Route can be found in the project Monitoring Plan which is publicly available on the project page.

2 Design and infrastructure		
Ref	**Nature of objection**	**LBE response**
2.1	Objection that the scheme would make parking/loading more difficult for residents and/or users of Edmonton County Court	43.5% of households in the Upper Edmonton ward have no access to a car. One of the aims of the scheme is to enable a shift from use of private vehicles to alternative more sustainable modes of transport Edmonton County Court and the residential area around Grove Street can be accessed by bus and rail. The nearest train stations are Silver Street (approximately 8-minute walk), and the nearest Tube station is Seven Sisters (connects to the main line to get to Silver Street). White Hart Lane station is another train station, approximately 11-minute walking distance. The following bus routes serve Edmonton County Court and the residential area around Grove Street: • 149 London Bridge Bus Station - Edmonton Green Bus Station • 259 King's Cross Road / Pentonville Road - Edmonton Green Bus Station • 279 Waltham Cross Bus Station - Manor House Station • 349 Glyn Road - Rookwood Road • N279 Waltham Cross Bus Station - Trafalgar Square / Charing Cross Station Excluding any off-street/private parking, 11 disabled bays and areas of single yellow line, there are around 170 on-street parking spaces for residents across the three streets in the project area, including 37 on Grove Street, 56 on Langhedge Lane, 6 on Langhedge Close and 71 on Snells Park. In addition, there are 12 pay and display bays located towards the eastern end of Grove Street. There is also a section of single yellow line of 20m (5 vehicles length) that permits parking between 6.30pm to 8am Monday to Saturday and all day on

		Sunday. The area therefore provides a large amount of on-street parking. The scheme is not likely to make the parking situation materially worse for residents and users of Edmonton County Court. Approximately 14 on-street parking spaces are proposed to be removed, 6 of which are pay and display spaces. Removal of parking spaces was kept to a minimum where possible but was necessary at places in order to improve traffic flows. Implementing further Controlled Parking Zone in the area could be investigated in the future if there is sufficient support and funding available.

3 Miscellaneous		
Ref	**Nature of objection**	**LBE response**
3.1	Objection about the lack of impact the scheme would have in the broader borough context	The scheme is delivered in the context of local, regional and national policies and strategies that seek to respond to the climate emergency, reduce traffic congestion and increase levels of physical activity, and post-pandemic 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. Clean Air Route forms part of the Enfield Healthy Streets programme which 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. A Project Rationale document was published on the project page to help explain the rationale for the project and how this is aligned to the objectives of the Healthy Streets programme. Further details are discussed in the main body of the report.

GROVE STREET N18 AND SNELL'S PARK N18 – INTRODUCTION OF NEW SPEED TABLE, NEW 'AT ANY TIME' WAITING RESTRICTIONS, CHANGES TO EVENT DAY PARKING PLACES AND REVOCATION OF 'PAY AND DISPLAY' PARKING PLACE

Further information may be obtained from Healthy Streets at https://letstalk.enfield.gov.uk/clean-air or by emailing healthystreets@enfield.gov.uk

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Enfield (the Council) propose to make the Enfield (Prescribed Routes) (No. *) Traffic Order 202*, the Enfield (Waiting and Loading Restriction) (Amendment No. *) Traffic Order 202*, the Enfield (Event Day) (Waiting Restrictions) (Amendment No. *) Traffic Order 202*, the Enfield (Parking Places) (Pay and Display) (Various Roads) (No. *) Traffic Order 202* and the Enfield (Event Day) (Parking Places) (Amendment No. *) Traffic Order 202* under sections 6, 45, 46, 49, 84(1), 84(2) and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.

2. The general effect of the Orders would be to:

(a) to prevent motor vehicles from entering or proceeding in Grove Street N18, from the eastern kerb-line of Snells Park eastwards for a distance of 40 metres;

(b) introduce new "at any time" waiting restrictions in parts of Grove Street N18 and Snells Park N18;

(c) revoke a "pay and display" parking place in Grove Street N18; and

(d) revoke and introduce 'Event Day' parking places in Grove Street N18 and Snells Park N18

3. FURTHER NOTICE IS HEREBY GIVEN that in order to control the speed of traffic, the Council propose to construct under sections 90A to 90I of the Highways Act 1980 –

(a) a raised junction, that would incorporate the existing speed table located in Grove Street, and which would be constructed at the location specified in Schedule 1 to this Notice.

4. Copies of the proposed Orders and of the Council's statement of reasons for proposing to make the Orders can be inspected at the Town Library, 66 Church Street, Enfield EN2 6AX, Monday to Fridays 9am – 5pm inclusive. (**Note**: If you wish more information on the proposals please contact the Email address at the top of the Notice.

The notice, draft order, and statement of reasons can also be inspected online at: https://new.enfield.gov.uk/services/roads-and-transport/traffic-management-orders/

Copies of the notice, draft orders and Statement of reasons can also be obtained by emailing traffic@enfield.gov.uk or by writing to Traffic and Transportation Civic Centre, Silver Street, Enfield, Middlesex, EN1 3XD (quoting reference TG52/1489).

5. Persons desiring to object to the proposed Orders or make any other representations must do so by 2nd March 2022. Any such objection or any representation must be in writing, quoting reference TG52/1489, and must state the grounds on which it is made. Objections or representations can be made in any of the following ways:

- online via the consultation survey on the project page at https://letstalk.enfield.gov.uk/clean-air;
- emailed to: healthystreets@enfield.gov.uk; or
- posted to: Healthy Streets Team, Enfield Council, Silver Street, Enfield, EN1 3XA.

More information on this project can be found at: https://letstalk.enfield.gov.uk/clean-air.

Dated 9 February 2022

David B. Taylor
Head of Traffic and Transportation

SCHEDULE 1

From a point 15 metres north-west of the western wall of Edmonton County Court, No. 59 Fore Street to a point 5.5 metres west of the western kerb-line of Snells Park and from the southern kerb-line of Grove Street for a distance of 6 metres in a southerly direction along Snells Park.

GROVE STREET N18 AND SNELL'S PARK N18 – INTRODUCTION OF NEW SPEED TABLE, NEW 'AT ANY TIME' WAITING RESTRICTIONS, CHANGES TO EVENT DAY PARKING PLACES AND REVOCATION OF 'PAY AND DISPLAY' PARKING PLACE

The Enfield (Prescribed Routes) (No. *) Traffic Order 202*, the Enfield (Waiting and Loading Restriction) (Amendment No. *) Traffic Order 202*, the Enfield (Event Day) (Waiting Restrictions) (Amendment No. *) Traffic Order 202*, the Enfield (Parking Places) (Pay and Display) (Various Roads) (No. *) Traffic Order 202* and the Enfield (Event Day) (Parking Places) (Amendment No. *) Traffic Order 202*

STATEMENTS OF REASONS

Enfield Council are developing a series of interventions on and around Grove Street N18 and St. John & St. James' Church of England Primary School as part of a wider regeneration project around Fore Street, Angel Edmonton. The project is funded by the Greater London Authority (GLA) through the Good Growth Fund (GGF).

The proposed interventions feature:

- A School Street on Grove Street outside St. John & St. James' Primary School to remove motor traffic from the school gates on a permanent basis,
- An active travel route between the junction of Grove Street with Fore Street and the railway overbridge at Joyce Avenue, and
- Public realm improvements on Grove Street between the proposed garage yard workspaces, St. John and St. James' Primary School, and Mount of Praise Church.

This project seeks to address the following issues and problems:

- Air and noise pollution caused by motor traffic.
- Road danger outside the school gates.
- Lack of infrastructure suitable for all active travel modes.
- Limited active travel connectivity at the southeast of the Borough.
- Less attractive public space and minimal green environment.

Building on the issues and problems described above, the following objectives have been set for this project:

- Improve air quality and road safety outside the school gates.
- Contribute towards a long-term increase in the levels of active travel, both along the route and as part of a wider borough network.
- Make public space seem more welcoming and provide opportunities for social interaction and children's play.

Orders are being Made to support the above objectives and bring about the following benefits:

- Improvement to the health and wellbeing of the children.
- Expansion of the active travel network at the southeast of the Borough, in order to increase accessibility to the school as well as enable future links with North Middlesex University Hospital, Silver Street station, and Meridian Water.

- Support of the needs of vulnerable users, pedestrians, and people who cycle through reduction of the dominance of motor traffic in the area.
- Enhanced quality of the public realm to encourage everyone to enjoy the outdoor environment.

More information on this project can be found at the project page https://letstalk.enfield.gov.uk/clean-air.

THE COUNCIL OF THE LONDON BOROUGH OF ENFIELD
TRAFFIC MANAGEMENT ORDER

2022 No. **

The Enfield (Prescribed Routes) (No. *) Traffic Order 2022

Made ** ******* 2022

Coming into operation ** ****** 2022

The Council of the London Borough of Enfield, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 6 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 ** ****** 2022 and may be cited as the Enfield (Prescribed Routes) (No. *) Traffic Order 2022.

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 shall cause any motor vehicle to enter or proceed in Grove Street N18, between the eastern kerb-line of Snells Park and a point 40 metres east of that kerb-line.

(a) 1984 c.27

Exemptions

4. Nothing in Article 3 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 for ambulance, fire brigade or police purposes if the observance of that Article would be likely to hinder the use of that vehicle for the purpose for which it is being used on that occasion.

5. Nothing in Article 3 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.

Dated this ****** day of ****** 2022

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 no motor vehicle restriction in support of additional provisions for cyclists, within the London Borough of Enfield.

THE COUNCIL OF THE LONDON BOROUGH OF ENFIELD
TRAFFIC MANAGEMENT ORDER

202* No. **

The Enfield (Waiting and Loading Restriction)
(Amendment No. ***) Order 202*

Made ** ***** 202*

Coming into operation ** ***** 202*

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 6 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 ** **** 202* and may be cited as the Enfield (Waiting and Loading Restriction) (Amendment No.***) Order 202*.

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.

3. 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 –

(a) for the items numbered 318 and 1557 (b) (i) in Schedule 1 to that Order there were substituted the items similarly numbered and set out in columns 1, 2 and 3 of the Schedule to this Order;

(a) 1984 c.27 (b) LBE 2012/1

Dated this ****** day of ***** 202*

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

SCHEDULE

1	2	3
318.	**Grove Street**	
	(A) the eastern arm	
	(a) the north-east side	
	(i) between the north-western kerb-line of Fore Street and a point 10 metres north-west of that kerb-line;	A
	(ii) between a point 10 metres north-west of the north-western kerb-line of Fore Street and a point 15 metres north-west of the western wall of Law Courts Fore Street;	F
	(iii) between a point 15 metres north-west of the western wall of Law Courts Fore Street and its western extremity;	A
	(b) the south-west side	
	(i) between the north-western kerb-line of Fore Street and a point 10 metres north-west of that kerb-line;	A
	(ii) between a point 10 metres north-west of the north-western kerb-line of Fore Street and a point ** metres north-west of that kerb-line;	F
	(iii) between a point ** metres north-west of the north-western kerb-line of Fore Street and its north-western extremity;	A
	(c) the north-west side	A
	(A) the western arm	
	(a) the south-west side	
	(i) between its eastern extremity and a point 20 metres north-west of the north-western kerb-line of Snell's Park;	A
	(ii) between its junction with Langhedge Lane and a point 19.5 metres north-west of the north-western wall of Nos. 1 to 24 Grove Street;	A

	(b) the south-east side	A
1557.	**Snell's Park** (b) the west and north-west side (i) between the south-western kerb-line of Grove Street and a point 12.5 metres south of that kerb-line;	A

EXPLANATORY NOTE

This Order further amends the Enfield (Waiting and Loading Restriction) Order 2012, so as to introduce "at any time" waiting restrictions in Grove Street and Snell's Park in the London Borough of Enfield.

THE COUNCIL OF THE LONDON BOROUGH OF ENFIELD
TRAFFIC MANAGEMENT ORDER

202* No. **

The Enfield (Event Day) (Waiting Restrictions)
(Amendment No. *) Traffic Order 202*

Made ** ***** 202*

Coming into operation ** ***** 202*

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 6 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 ** **** 202* and may be cited as the Enfield (Waiting and Loading Restriction) (Amendment No.***) Order 202*.

3. 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.

4. 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 (Event Day)(Waiting Restrictions) Order 2018(b) shall have effect as though –

(a) for the items numbered 36 in Schedule 1 to that Order there were substituted the items similarly numbered and set out in columns 1 and 2 of the Schedule 1 to this Order; and

---

(a) 1984 c.27 (b) LBE 2018/47

(b) there were substituted to Schedule 2 to that Order the items numbered 49 and ** set out in columns 1 and 2 of Schedule 2 to this Order.

Dated this ****** day of ***** 202*

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

SCHEDULE 1

1	2	
36.	**Grove Street, western arm** (a) the north-east side (i) between its eastern extremity and a point 21 metres west of the western kerb-line of Snell's Park; (ii) between its junction with Langhedge Lane and a point 15 metres east of the eastern kerb-line of Langhedge Lane; (b) the south-west side (i) between its eastern extremity and a point 20 metre west of the western kerb-line of Snells Park; (ii) between its junction with Langhedge Lane and a point 16 metres east of the eastern kerb-line of Langhedge Lane; (iii) between a point ** metres north-west of the north-western kerb-line of Fore Street and its north-western extremity; (c) the north-west side (A) the western arm (a) the south-west side (i) between its eastern extremity and a point 20 metres north-west of the north-western kerb-line of Snell's Park; (ii) between its junction with Langhedge Lane and a point 19.5 metres north-west of the north-western wall of Nos. 1 to 24 Grove Street; (b) the south-east side	
1557.	**Snell's Park** (b) the west and north-west side (i) between the south-western kerb-line of Grove Street and a point 12.5 metres south of that kerb-line;	

SCHEDULE 2

1	2	
49.	**Grove Street, western arm** (a) the north-east side (i) between a point 21 metres west of the western kerb-line of Snell's Park and a point 15 metres east of the eastern kerb-line of Langhedge Lane; (b) the south-west side (i) between a point 20 metre west of the western kerb-line of Snells Park and a point 16 metres east of the eastern kerb-line of Langhedge Lane; (c) the north-west side (A) the western arm (a) the south-west side (i) between its eastern extremity and a point 20 metres north-west of the north-western kerb-line of Snell's Park; (ii) between its junction with Langhedge Lane and a point 19.5 metres north-west of the north-western wall of Nos. 1 to 24 Grove Street; (b) the south-east side	
93.	**Snell's Park** (6) the west and north-west side (i) between a point 12.5 metres south of the southern kerb-line of Grove street and a point 26 metres north of the northern kerb-line of Snell's Park.	

EXPLANATORY NOTE

This Order further amends the Enfield (Event Day) (Waiting Restrictions) Order 2012, so as to amend the Event Day waiting restrictions in Grove Street and Snell's Park in the London Borough of Enfield.

THE COUNCIL OF THE LONDON BOROUGH OF ENFIELD
TRAFFIC MANAGEMENT ORDER

202* No. *

The Enfield (Parking Places) (Pay and Display)
(No. *) Order 202*

Made 4 January 2016

Coming into operation 8 February 2016

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 45, 46, 49, 51 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 (Parking Places) (Pay and Display) (No.*) Order 202* and shall come into operation on ** ****** 202*.

Interpretation

2. (1) In this Order, "the Order of 2007" means the Enfield (Parking Places) (Pay and Display) (Various Roads) (Special Parking Area) (No. 1) Order 2007(b);

(3) 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. 2007/8

(4) Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2007 shall have the same meaning as in that Order.

Amendment to the Order of 2007

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 2007 shall have effect as though the designation of the parking place numbered 23 in Part 1 of Schedule 2 is herby revoked.

Dated this ****** day of ****** 202*.

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 revokes the designation of a certain pay and display parking place in the London Borough of Enfield

THE COUNCIL OF THE LONDON BOROUGH OF ENFIELD
TRAFFIC MANAGEMENT ORDER

2022 No. **

The Enfield (Event Day) (Parking Places)
(Amendment No. *) Order 2022

Made ** ***** 2022**

Coming into operation ** ******* 2022

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 45, 46 and 49 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 *) Order 2022 and shall come into operation on ** ******** 2022.

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.

Revocation 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 345, 346 and 778 in Schedule 1 to that Order were omitted.

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.

Dated this ******* day of ********* 2022.

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

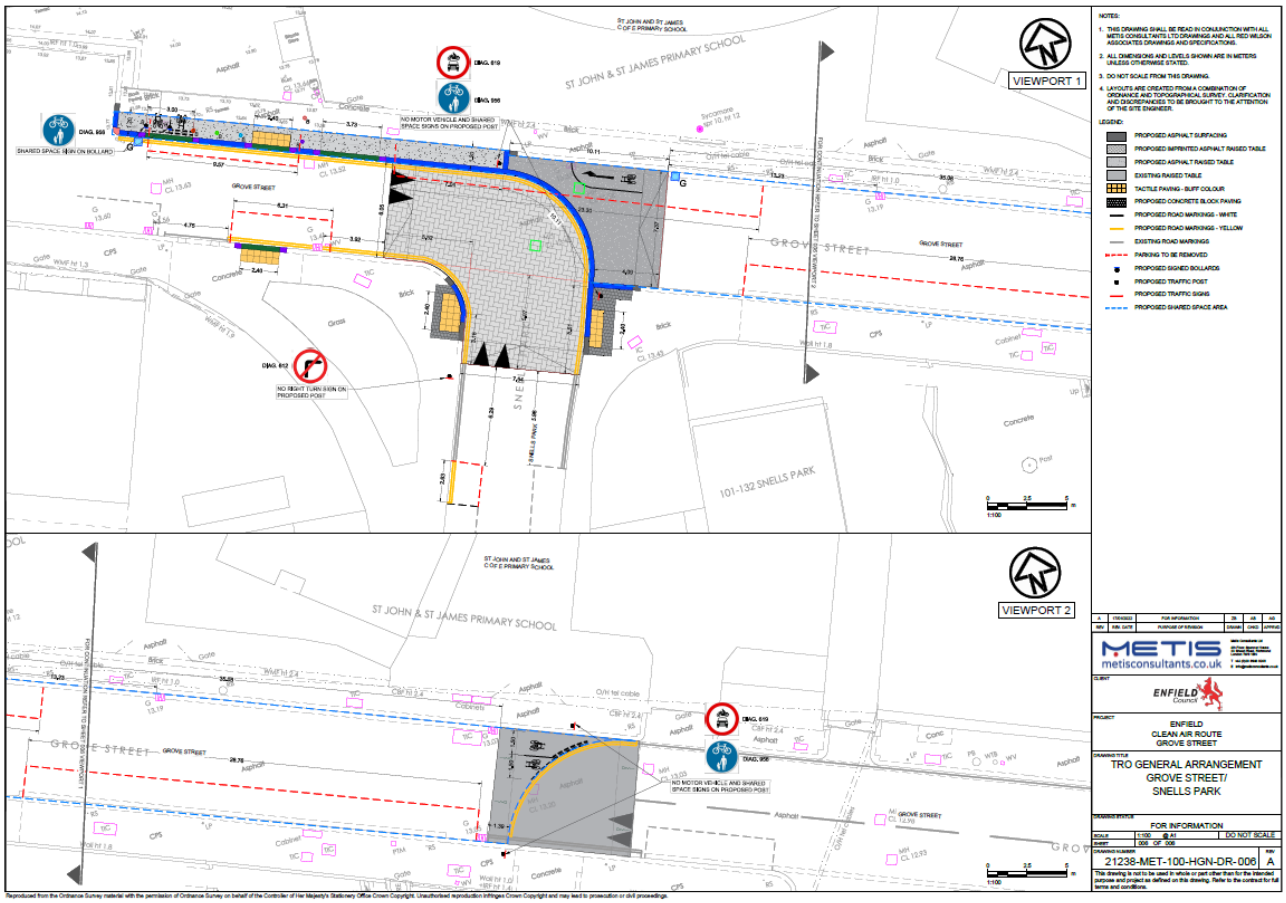
SCHEDULE (see Article 4)

1 Item	2 Designated Parking Place	
***.	Grove Street	the south side, from a point 18 metres east of the eastern kerb-line of Langhedge Lane to a point 20 metres west of the western kerb-line of Snell's Park.

EXPLANATORY NOTE

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

This Order amends the extent of parking places in Grove Street and Snell's Park N18, in support of measures for Grove Street N18, within the London Borough of Enfield.


VIEWPORT 1
VIEWPORT 2
ST JOHN & ST JAMES PRIMARY SCHOOL
GROVE STREET
101-132 SNELLS PARK
NO MOTOR VEHICLE AND SHARED SPACE SIGNS ON PROPOSED POST
NO RIGHT TURN SIGN ON PROPOSED POST
SHARED SPACE SIGN ON BOLLARD
NOTES:
1. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL METIS CONSULTANTS LTD DRAWINGS AND ALL REID WILSON ASSOCIATES DRAWINGS AND SPECIFICATIONS.
2. ALL DIMENSIONS AND LEVELS SHOWN ARE IN METERS UNLESS OTHERWISE STATED.
3. DO NOT SCALE FROM THIS DRAWING.
4. LAYOUTS ARE CREATED FROM A COMBINATION OF ORDNANCE AND TOPOGRAPHICAL SURVEY. CLARIFICATION AND DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE SITE ENGINEER.
LEGEND:
PROPOSED ASPHALT SURFACING
PROPOSED IMPRINTED ASPHALT RAISED TABLE
PROPOSED ASPHALT RAISED TABLE
EXISTING RAISED TABLE
TACTILE PAVING - BUFF COLOUR
PROPOSED CONCRETE BLOCK PAVING
PROPOSED ROAD MARKINGS - WHITE
PROPOSED ROAD MARKINGS - YELLOW
EXISTING ROAD MARKINGS
PARKING TO BE REMOVED
PROPOSED SIGNED BOLLARDS
PROPOSED TRAFFIC POST
PROPOSED TRAFFIC SIGNS
PROPOSED SHARED SPACE AREA
METIS
metisconsultants.co.uk
ENFIELD Council
ENFIELD
CLEAN AIR ROUTE
GROVE STREET
TRO GENERAL ARRANGEMENT
GROVE STREET/
SNELLS PARK
FOR INFORMATION
DO NOT SCALE
21238-MET-100-HGN-DR-006
A

Report
April 2022

Clean Air Route Consultation Analysis

London Borough of Enfield
Our ref: 24225201

steer

Report
April 2022

Clean Air Route Consultation Analysis

Prepared by:

Steer
28-32 Upper Ground
London SE1 9PD

+44 20 7910 5000
www.steergroup.com

Prepared for:

London Borough of Enfield
Civic Centre
Silver Street
London EN1 3XA

Our ref: 24225201

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Contents

1 Background..... 1

2 Consultation responses 2

1 Background

1.1 Steer was commissioned by the London Borough of Enfield to analyse responses to its statutory consultation for the proposed interventions around Grove Street and St John & St James' Church of England Primary School, N18. The scheme includes a School Street, an active travel route and public realm improvements.

1.2 The aims of the interventions are improved air quality and road safety, increasing physical activity, including encouraging walking and cycling to school, and improved access to proposed workspaces on Grove Street. The proposal is part of a wider regeneration project around Fore Street, Angel Edmonton.

1.3 Following other community engagement activities in 2021 and the publication of a draft traffic order, a statutory consultation was launched on 9th February 2022, and ran until 6th March 2022.

1.4 Members of the public could respond online, via a paper copy of the consultation survey, or in writing. In total, ten responses were received to the consultation; eight respondents completed the survey, and two responses were by email.

1.5 Due to the small number of responses, this report is a topline summary of responses. It is not possible to explore differences in opinion of the proposal by demographic profile.

2 Consultation responses

2.1 Respondents to the consultation were invited to respond to one of two open questions:

- What representations on traffic order TG52/1489 would you like to make?
- On what grounds do you object to traffic order TG52/1489?

2.2 Of the ten responses to the consultation, seven are representations on traffic order TG52/1489, and three are objections. Two of these objections are the email responses, which have been classified as such based on the comments made.

2.3 There are five comments related to the representations:

- All five mention safety improvements, mostly in relation to children;
- There are two mentions of improved air quality;
- Other comments include the positive impact of the project in return of the small investment made, which should be replicated elsewhere; decrease in car traffic; and clean nature for all.

2.4 Of the three objections, two are largely queries about the traffic order, while the other one relates to the lack of impact the scheme would have in the broader borough context. There are two mentions of loss of parking, for residents and for users of Edmonton County Court.

2.5 In addition, there is a comment about the closure of Grove Street/ Snells Park to motor traffic, which will force traffic to use Langhedge Lane. There is a concern that this change pushes traffic past a different primary school, so while St John & St James' school sees improvements, another school is impacted.

Demographic profile of respondents

2.6 Demographic information was provided by those who responded to the online or paper survey (8 responses in total). All questions were optional.

2.7 In overview, the profile of these respondents was as follows:

- Five respondents live in N18, while two live in N9, and one in EN2;
- Seven of the eight respondents are female, one is male;
- No respondents identify as transgender (6 said no, 2 did not answer);
- Three respondents are married, three are single and two are in civil partnerships;
- Seven of the eight respondents are heterosexual/ straight, while one does not respond;
- No respondents consider themselves to have a disability (6 said no, 2 did not answer);
- No respondents are a Blue Badge holder;
- Two of the eight respondents are currently pregnant or on maternity leave;
- All respondents are aged between 27 and 45: one is aged 25-29, three are aged 30-34, one 35-39, two aged 40-44, and one aged 45-49;

- Four respondents are white (two British, one Irish, and one Greek), two Mixed ethnicity (one white and Black Caribbean), and two Black (one Black African, one Black British);
- In terms of religion, six are Christian, one is non-religious, and one did not answer;
- No respondents receive care assistance in their home (one respondent did not answer);
- One respondent is a carer of an elderly or disabled person;
- Respondents' household income is spread across the value bands, with one in each £10k band from £40-50k to £80-90k. Three respondents did not respond.

2.8 Respondents of the online version completed a further question as part of the sign-up process. This asked about their connections to LB Enfield. Of the five respondents, two said 'I live in Enfield' and 4 said 'I work in Enfield'.

2.9 It is also worth noting that three of the responses were received from St John & St James' school. Two are representations and one an objection (though the comment is a query about the traffic order, rather than negative sentiment).

2.10 Due to the small number of responses it is not possible to look at differences in response to the consultation by demographic groups.

Control Information

Prepared by

Steer
28-32 Upper Ground
London SE1 9PD
+44 20 7910 5000
www.steergroup.com

Prepared for

London Borough of Enfield
Civic Centre
Silver Street
London EN1 3XA

Steer project/proposal number

24225201

Client contract/project number

Author/originator

Jo Masini

Reviewer/approver

Helen Bonner

Other contributors

Distribution

Client: Petros Ximerakis

Steer: Jo Masini, Helen Bonner, Simon Hollowood

Version control/issue number	Date
V0.1	29/03/2022
V0.2 reviewed	31/03/2022
V0.3 updated following client comments	26/04/2022

QUALITY SYSTEM CERTIFICATION
DNV·GL
ISO 9001:2015

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 us 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 eg 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	**Clean Air Route**
Lead officer(s) name(s) and contact details	**Petros Ximerakis**
Team/ Department	**Healthy Streets / Place**
Executive Director	**Sarah Cary**
Cabinet Member	**Cllr Rick Jewell**
Date of EqIA completion	**16th June 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 are developing a series of interventions on and around Grove Street N18 and St. John & St. James' Church of England Primary School as part of a wider regeneration project around Fore Street, Angel Edmonton. The project is funded by the Greater London Authority (GLA) through the Good Growth Fund (GGF).

Angel Edmonton town centre sits at the heart of a long-term programme of major regeneration. It is located adjacent to the Joyce & Snells estate regeneration programme, which is proposed to deliver 2,130 new homes and is a short walk to Meridian Water, where the Council will deliver 10,000 new homes over the next 25 years.

The Clean Air Route forms part of a suite of projects, which is funded through the Good Growth Fund (GGF), to improve spaces along and around Fore Street, Angel Edmonton.
GGF is Mayor of London's £70 million regeneration programme to support growth and community development in London. Funded by the London Economic Action Partnership (LEAP) and managed and delivered by the Mayor of London's Regeneration and Economic Development team, the programme is underpinned by three strategic and interrelated delivery themes:

- Empowering London's people;
- Strengthening London's places; and
- Growing London's prosperity.

The Clean Air Route project is also 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 2019 Enfield Transport Strategy sets out how the council will deliver the MTS locally. Key objectives of the Enfield Transport Strategy include firstly the delivery of measures that encourage more walking and cycling, and secondly the promotion of safe, active and sustainable journeys to school. The council's emerging Health and Wellbeing Strategy aims to reduce health inequalities and prioritises enabling active lifestyles. Creating an environment in which people feel comfortable walking and cycling for everyday journeys will help more people to be physically active.

The Clean Air Route project forms part of the Enfield Healthy Streets programme, which is delivering projects 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.

Currently a number of issues in the area where the project is located have been identified as follows:

- Air and noise pollution caused by motor traffic.
- Road danger outside the school gates.
- Lack of infrastructure suitable for all active travel modes.
- Limited active travel connectivity at the southeast of the Borough.
- Less attractive public space and minimal green environment.

Building on the issues and problems described above, the following objectives have been set for this project:

- Improve air quality and road safety outside the school gates.
- Contribute towards a long-term increase in the levels of active travel, both along the route and as part of a wider borough network.
- Make public space seem more welcoming and provide opportunities for social interaction and children's play.

The proposed interventions feature:

- A School Street on Grove Street outside St. John & St. James' Primary School,
- An active travel route between the junction of Grove Street with Fore Street and the railway overbridge at Joyce Avenue, and
- Public realm improvements on Grove Street between the proposed garage yard workspaces, St. John and St. James' Primary School, and Mount of Praise Church.

The authority does not currently have data specifically for people passing through the project area and any protected characteristics they may have. Therefore, the ward profile for the Upper Edmonton Ward has been used as the basis for the demographic data considered in the EqIA.

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.

It should be noted that due to the ward boundary changes which came into effect in May 2022, some of data references from the 2021 Upper Edmonton ward profile may not be entirely accurate or representative. However, this is the latest available data and provides useful insights for each protected characteristic.

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 (eg 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.

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

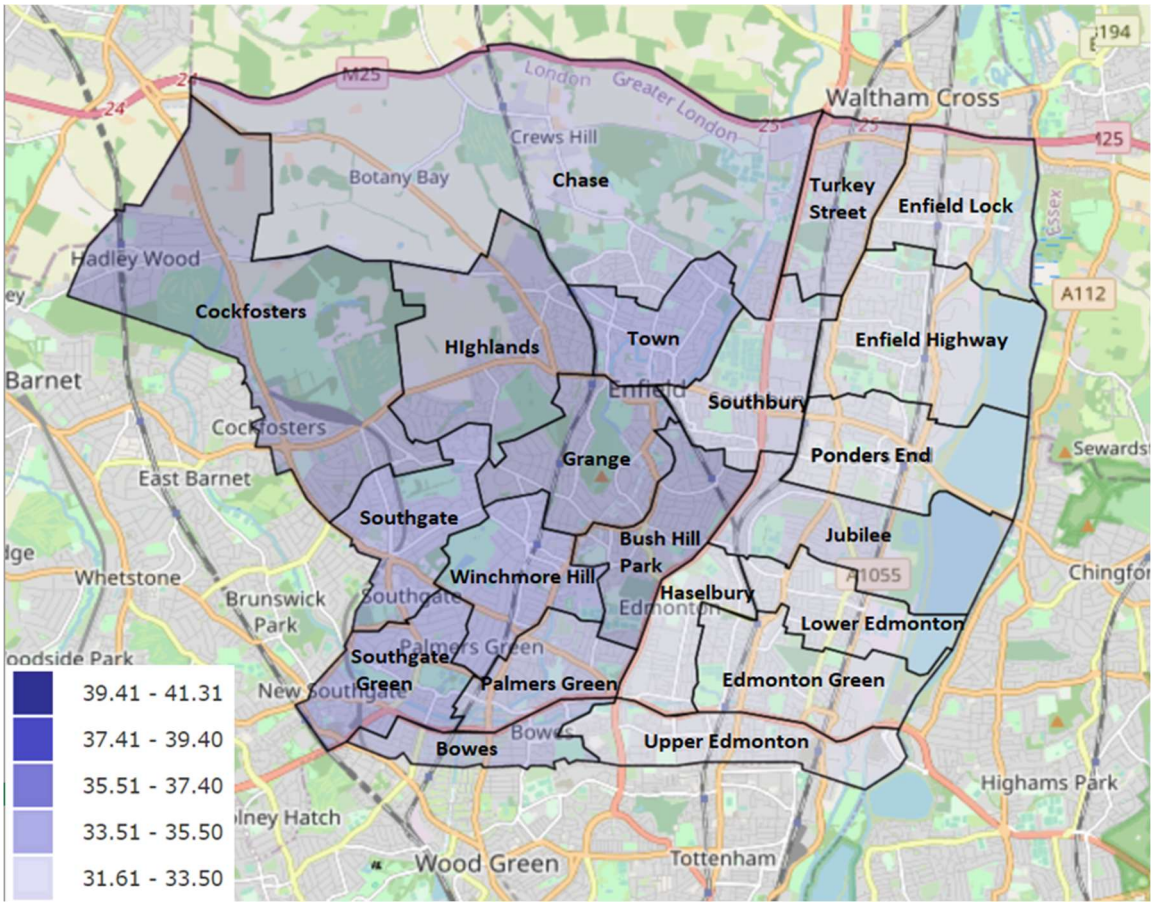


Figure 1: Mean age by ward in Enfield
Source: Census 2011

Table 1 presents the age distribution of the ward which covers the project area. This shows the ward generally follows 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, and the percentages of residents in the 65-74 and 75+ age bracket lower than the Borough average.

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

Age distribution-2020	Upper Edmonton ward (%)	Borough of Enfield (%)
0-4	7.4	7.0
5-14	16.8	14.5
15-24	13.5	11.4
25-34	15.4	14.5
35-44	15.3	14.6
45-54	13.2	13.4
55-64	9.7	11.1
65-74	4.8	7.0
75+	3.9	6.4

Source: Ward Profile: Upper Edmonton 2022

Figure 2 presents 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 older people. The highest percentages of walking and cycling can be seen in those aged under 16, with 37 per cent of all trips made on foot or by bike. Those aged 65 and over have the lowest levels of walking and cycling, with 27 per cent of all trips, but the highest percentage of trips driven (or as a passenger in a car or van) at 52 per cent.

Public transport use is disproportionally higher in 16 to 19-year-old group, making up 37 per cent of all journeys. This is 15 per cent higher than the nearest age group (those aged under 16). Furthermore, as per the latest data from 2016, the average age to start driving in the UK was 26, and this is expected to have increased further over the previous five years[1].

[1] https://www.insurancefactory.co.uk/news/August-2016/Average-age-to-start-driving-increases-to-26

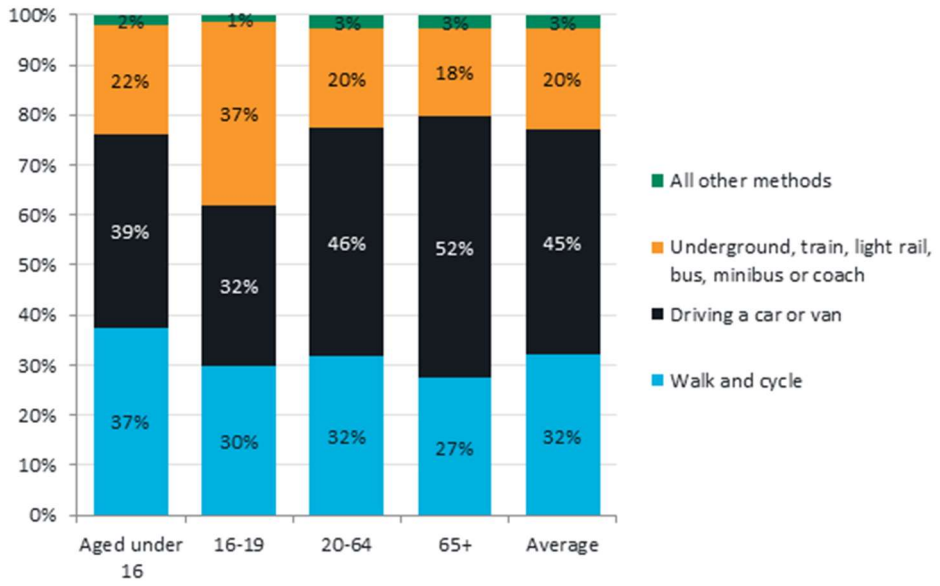


Figure 2: Mode share by Age in Enfield

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 below. KSIs are higher than average for those age 60 and over (19 per cent) and those aged Under 16 (14 per cent). A such, this indicates that these age groups are disproportionately more likely to suffer more severe consequences if they are a casualty in a collision.

Across the UK, 10-14 age group road accidents make up over 50% of all external causes of death. 15-19 years olds experience almost double the risk of death from road traffic accidents (82.5 deaths per million population) in comparison to the general population (42.2 deaths per million population). For males in this age group the risk is higher still at 127.3 deaths per million population[2].

2 http://www.racfoundation.org/assets/rac_foundation/content/downloadables/road%20accident%20casualty%20comparisons%20-%20box%20-%20110511.pdf

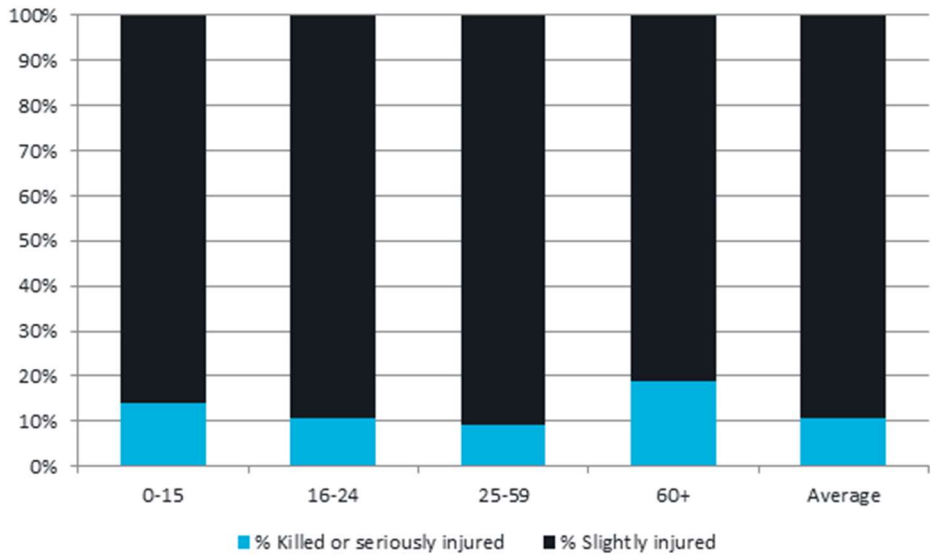


Figure 3: Percentage killed or seriously injured by Age in Enfield

Source: DfT Road traffic statistics (2019)

Table 2 shows the 3-year (2017/18 to 2019/20) average percentage of Reception and Year 6 children in the ward who are overweight or obese, compared with the borough and national averages. This shows a significantly higher level of childhood obesity in the Upper Edmonton ward both in comparison with the Borough average and the national average.

Table 2: Childhood obesity

Children age group	Area	Obese (%)	With excess weight (%)
Reception year	Upper Edmonton	14.4	27.1
	Enfield	11.8	24.3
	England	9.7	22.6
Year 6	Upper Edmonton	28.8	45.5
	Enfield	26.4	42.0
	England	20.4	34.6

Source: Ward Profile: Upper Edmonton 2021

Differential Impact Assessment

People of young and old age are more vulnerable to poor air quality[3], and the Upper Edmonton ward has younger mean ages when compared to other wards within the borough. The Clean Air Route aims to discourage use of motor vehicles and enable mode shift, ultimately reducing emissions from private vehicle use. This will disproportionately benefit these age groups through improved air quality, particularly as the project is centred around St John and St James' Church of England Primary School.

The proposed closure of a section of Grove Street to motor vehicles will reduce traffic within the immediate surrounding area of the project, especially as currently Grove Street is reportedly used as a cut-through route from motor traffic. This will result in safer streets with an improved experience for pedestrians – such as reduced noise and air pollution and reduced fear of being involved in a collision. These improvements to the walking environment are likely to disproportionately benefit those who are aged 16 and under who currently make 37 per cent of journeys by walking (or to a lesser degree, cycling). Furthermore, those aged 16-19 who make 37 per cent of trips by public transport are also likely to disproportionately benefit, as many public transport journeys start or end on foot or cycle.

A hands-up survey was carried out at St John and St James' Church of England Primary School in May 2021. This examined the actual and the preferred method of travel by staff (9 participants) and pupils (292 participants) for active travel, public transport and car. The findings revealed that 63% of all respondents currently use active travel modes and 12% use public transport to get to the school. Thus, the above mentioned benefit to those under the age of 16 is likely to be even higher for children under the age of 11 attending the school.

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. Active travel improvements and a decrease in volumes of traffic will benefit those who already use active travel modes, and therefore may disproportionately benefit younger people.

However, the improvements are also likely to benefit those who do not currently use active travel modes 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 and children who exhibit a high level of obesity, 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 or sight 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 is likely to be particularly beneficial for those who require extra time to cross the street due to physical or visual impairments. The proposed closure of a section of Grove Street and the consequent removal of motor traffic will also be beneficial for those with mobility issues, as it will provide a safe crossing point and allow them to cross at their own speeds.

[3] https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf

The measures will restrict motor traffic at a section of Grove Street and decrease the volume of motor vehicles in the immediate surrounding area, therefore reducing the threat caused by motor traffic to pedestrians and cyclists. 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. As the closure is directly outside St John and St James' Church of England Primary School, children under the age of 11 will also disproportionately benefit.

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.

Increases in cycling trips between Grove Street and Joyce Avenue may cause elderly pedestrians to feel confused or worried about collisions on shared use paths.

While these measures are likely to create safer, healthier streets for residents of Enfield and visitors to the area, they may lead to slightly longer journey times for people who rely on private cars, taxis or Dial a Ride. 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. However, any potential increase in journey times will be minimal as Langhedge Lane provides an immediately adjacent alternative to Grove Street for access to the area and the current traffic volume on Grove Street is low, especially in comparison with that of Fore Street.

Mitigating actions to be taken

Consider improvements to the section of the route between Grove Street and Joyce Avenue 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 per cent of residents with a long-term health problem/ disability compared to that across London. The Upper Edmonton ward percentages largely reflect those in Enfield, with fewer persons having a long-term health problem/disability 'limiting a little' than the Enfield average. This data is presented in Table 3.

Table 3: Persons with a long-term health problem/ disability in Enfield and Upper Edmonton ward

Persons with long-term health problem/ disability (2011)	Upper Edmonton ward (%)	Borough of Enfield (%)	London (%)
Limiting a lot	7.4	7.3	6.7
Limiting a little	7.7	8.1	7.4

Source: Ward Profile: Upper Edmonton 2021 and Census 2011

Disability types stated by those who live in Enfield and have a disability affecting daily travel (including old age) is shown in Figure 4 below. Mobility impairment represents the highest proportion (77 per cent) followed by impairment due to mental health (12 per cent). 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.

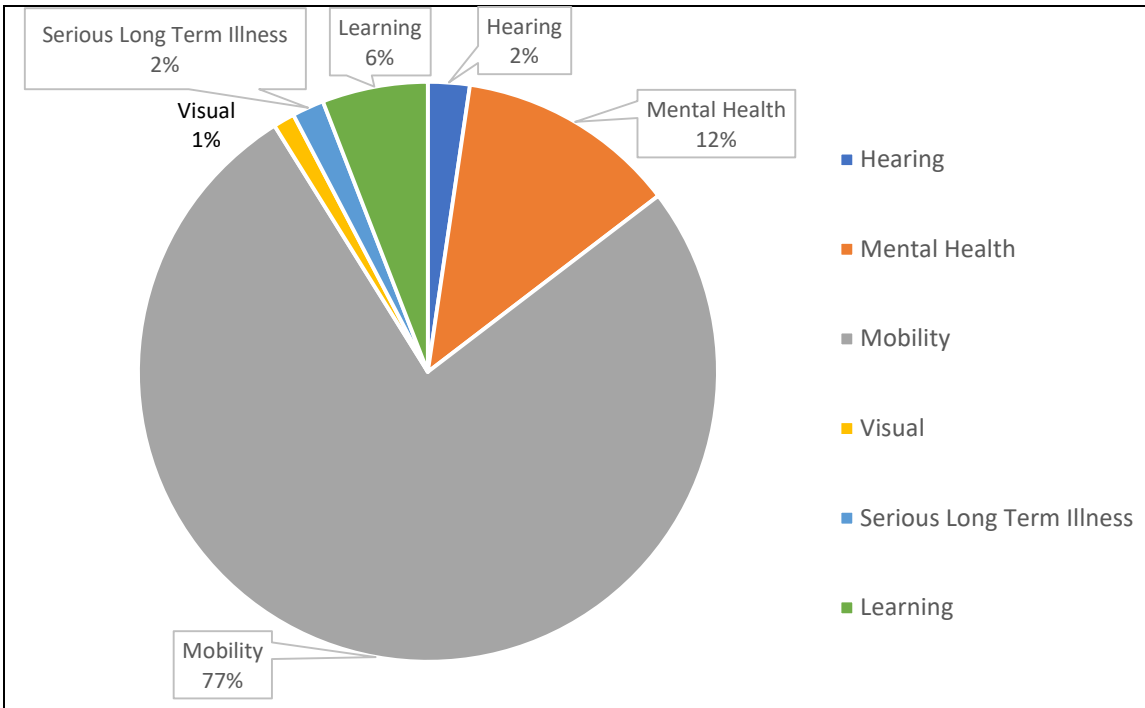


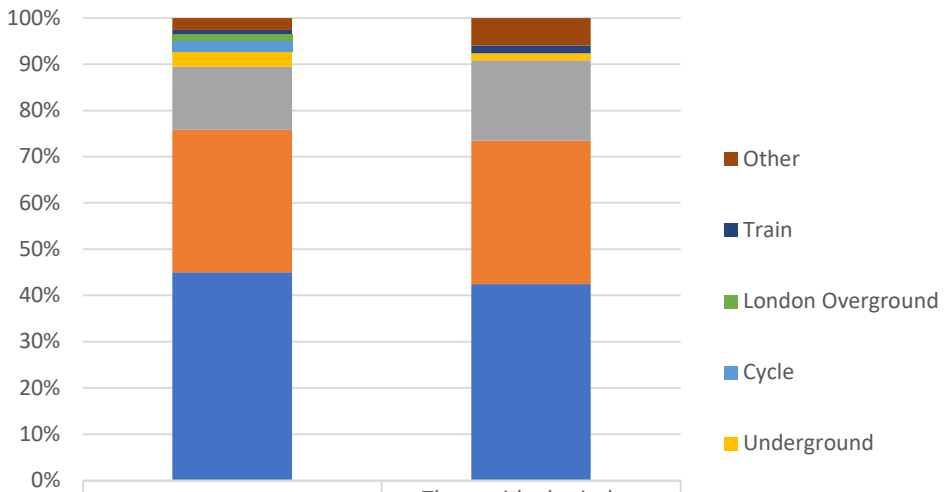
Figure 4: Disability types stated by those with a disability affecting travel

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

Focusing solely on cyclists who have a disability, the Wheels for Wellbeing annual survey[4] shows that approximately 59 per cent of disabled cyclists use their bike as a mobility aid, and approximately 64 per cent found cycling easier than walking. Survey results also show that 24 per cent of disabled cyclists use their 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 (42.7 per cent compared to 45 per cent), bus use is greater (17.5 per cent compared to 13.7 per cent) and walking is marginally higher (31.1 per cent compared to 30.8 per cent).

[4] Wheels for Wellbeing Annual Survey 2021



	Average	Those with physical or mental disability affecting daily travel (including old age)
Other	2.6%	6.0%
Train	0.9%	1.7%
London Overground	1.4%	0.0%
Cycle	2.2%	0.0%
Underground	3.4%	1.5%
Bus	13.7%	17.5%
Walk	30.8%	31.1%
Car	45.0%	42.7%

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 cycling conditions 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.

The project aims to decrease motor vehicle traffic, therefore creating a safer environment, particularly for disabled people who are more likely to be pedestrians. Quieter roads will also benefit those whose physical impairments necessitate more time to cross the road, or whose mobility aids may require use of the road, such as mobility scooters.

Reduction to through-traffic is likely to reduce conflict between different road users on the whole. This will create a safer environment, particularly those with physical disabilities. Quieter streets also mean that those traveling with wheelchairs or mobility scooters are able to use the roadway if they choose to circumvent blockages across the pavement (e.g., if the pavement is too narrow to navigate due to bins).

The proposed three new crossings with dropped kerbs will also be beneficial for those with mobility issues, as they will provide increased accessibility to the footpaths. The proposed bollards are spaced at least 1.0m apart to ensure accessibility for adapted cycles, cargo bikes and trailers. The restriction to motor traffic at a section of Grove Street will increase the space available for walking, which was previously narrow. These will benefit disabled people, who are more likely to be pedestrians, and particularly wheelchair and mobility scooter users who require additional space.

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. Although likely to benefit from decreased traffic flows, the project will include an active travel route that will be shared between cyclists, pedestrians, and users of other active travel modes, therefore initially the change could be confusing. However, the shared use paths are being proposed to have a minimum width of 4.0m (above the recommended minimum width of 3.0m) in order to limit any conflicts between pedestrians and people who cycle, and aid the movement of pedestrians with visual impairments. Moreover, textured ground surface indicators, in the form of tactile paving, are proposed 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.

The Clean Air Route 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. However, the likely traffic reassignment volume is anticipated to be low.

Children and young people with Special Educational Needs and Disabilities (SEND) that receive travel assistance to get to their school or setting by specialist transport/ public transport could experience increased travel times when travelling though or around the scheme area. The Council's Travel Assistance Policy[5] aims to encourage "*sustainable modes of transport for all children and young people, whether travel assistance is provided or not*", including "*encouraging walking, cycling […]*" and "*providing an environment which is as safe as possible for all children and young people on their journey to and from school*". The objectives of this project are to improve air quality and road safety outside the school gates and 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. Therefore, the project supports the aims of the Travel Assistance Policy.

Let's Talk is the software platform engagement in Enfield is conducted on. It meets and exceeds WCAG 2.1, the current global web accessibility standard[6]. Text, graphics and figures should be able to be read by screen readers, and all content

[5] https://www.enfield.gov.uk/__data/assets/pdf_file/0014/5612/getting-to-school-policy-local-offer.pdf
[6] https://www.w3.org/TR/WCAG/

should be made available in alternative formats for those with visual impairments. Braille can be made available on request (though it is acknowledged that only a small proportion of visually impaired people use braille) or the opportunity offered to speak to someone over the phone or in person about the scheme.
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 between Grove Street and Joyce Avenue 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.

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.
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.
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 per cent above the national average that year of 11.8, though on par with the Outer London average of 15.0 per 1000 people. Therefore, it is statistically more likely for pregnant and maternal people to reside in Enfield than the national average, however this is near equal to Outer London. **Differential impact assessment** The traffic restriction on Grove Street and the improvements to active travel 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 kerbs 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.[7]

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

The implementation of the proposed closure of a section of Grove Street may negatively impact on journey times by motor vehicle for a portion of those who are pregnant and 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.

Improvements in air quality 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.

Expectant mothers and mothers who have recently given birth may have increased numbers of medical appointments. Where this journey, which is approximately 0.7 miles to the nearest maternity unit, is made by car it may take slightly longer than 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 analysis from consultation on other Healthy Streets projects, showed that across all genders, the proportions of responses from people pregnant or with young children stating they had experienced a 'somewhat negative' or 'very negative' impact were very similar to those who were not pregnant or with young children.

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 4 presents the population of the study area by ethnicity. The most common ethnicity in the area is 'White British', albeit at a significantly lower percentage compared to the Enfield percentage. This is followed by 'Turkish' and 'Other Black African' ethnicities which appear at a higher percentage than the Enfield percentage.

Table 4: Population of Study area by ethnicity versus Borough

Ethnicity (2019)	**Upper Edmonton (%)**	**Borough of Enfield (%)**
White British	15.1	38.3
White Irish	1.0	1.9
Greek	0.8	1.2
Greek Cypriot	2.8	4.7
Turkish	12.7	7.6
Turkish Cypriot	2.1	1.8
Kurdish	2.2	1.2
White Other	7.3	6.7
White& Black Caribbean	1.5	1.3
White and Asian	0.9	1.1
White and Black African	0.8	0.7
Other mixed	2.3	2.0
Indian	3.3	3.3
Pakistani	0.7	0.7
Bangladeshi	1.9	1.8
Chinese	0.6	0.7
Other Asian	5.6	3.6
Somali	5.3	2.7
Other Black African	12.2	7.5
Black Caribbean	9.5	5.2
Other Black	4.4	2.5
Other Ethnic Group	6.8	4.2

Source: Ward Profile: Upper Edmonton 2021

The 2011 Census indicates that Enfield has the largest proportion of Greek and Turkish speaking people in the country[8]. The top five non-English languages within

[8] https://www.enfield.gov.uk/__data/assets/pdf_file/0016/13525/Borough-profile-2021-Your-council.pdf

Enfield are shown in Table 5 and the main language within study area are shown in Table 6.

Table 5: Top five non-English languages within Enfield

Top 5 non-English languages	Enfield (%)
Turkish	6.2
Polish	2.0
Greek	1.6
Somali	1.1
Bengali (with Sylheti and Chatgaya)	0.9

Source: Enfield Borough Profile 2021 and Census 2011

Table 6: Main languages of residents within the ward

Main languages of residents	Upper Edmonton (%)
English	65.0
Turkish	10.9
Polish	2.5
Somali	2.0
Kurdish	1.4

Source: Ward Profile: Upper Edmonton 2022 and 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.

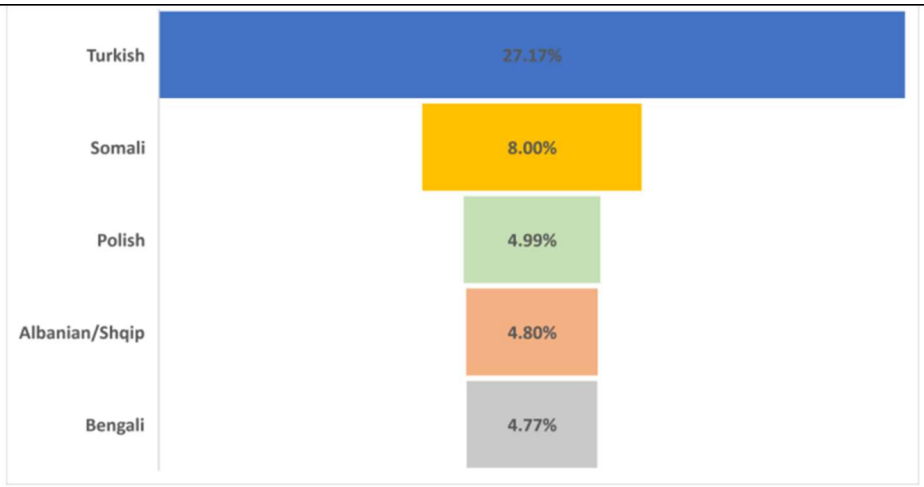


Figure 6: Top five non-English languages spoken by Enfield school pupils

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, with a mode share of between 35 and 43 per cent. 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.

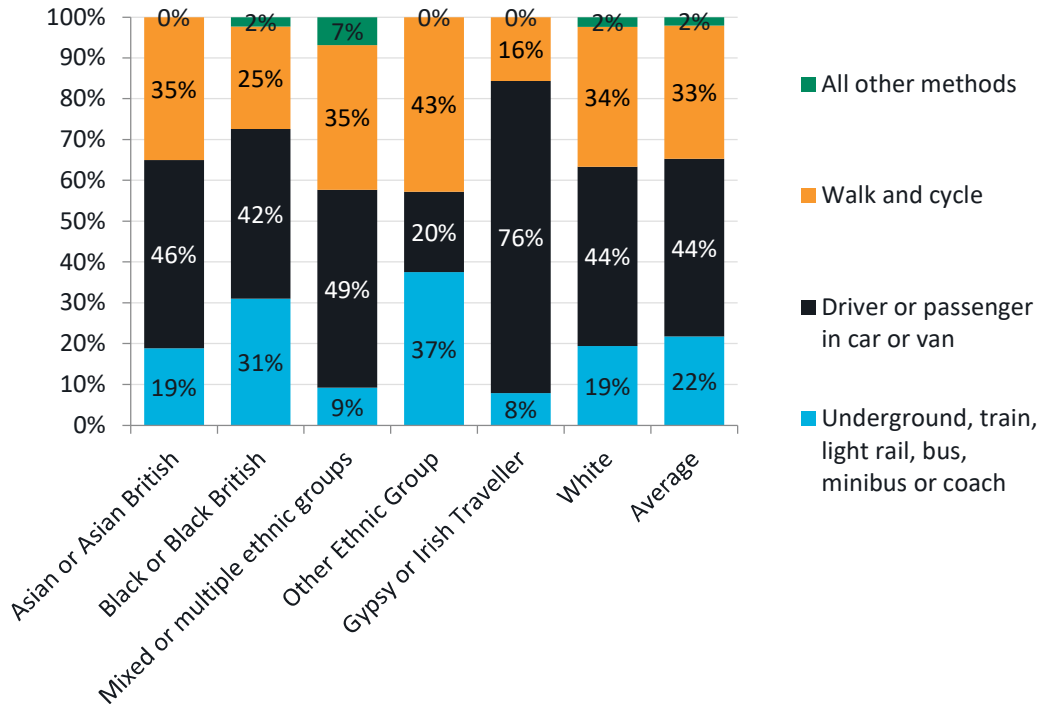


Figure 7: Mode share by ethnicity in Enfield

Source: LTDS (2018/19)

Differential impact assessment

The proposed measures will 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 motor traffic previously cutting through Grove Street will no longer be able to do that. 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, particularly for 'Gypsy or Irish Travellers'. For this reason, the scheme may disproportionately affect this ethnic group – such as causing slightly longer journey times for trips made by car. This could 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 7 presents the population of the Upper Edmonton ward by religion, and Figure 8 presents Census 2011 data on religion and belief in Enfield. The Upper Edmonton ward and Enfield overall is 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, 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 Upper Edmonton ward is lower than those of Enfield and London. The Upper Edmonton ward and Enfield is also home to smaller proportions of residents compared to the other faiths including Buddhist, Hindu, Jewish and Sikh.

Table 7: Religion composition of the study area compared to London and Borough

Religion	Upper Edmonton (%)	Borough of Enfield (%)	London (%)
Christian	49.6	53.6	48.4
Buddhist	0.6	0.6	1.0
Hindu	4.0	3.5	5.0
Jewish	0.1	1.4	1.8
Muslim	27.0	16.7	12.4
Sikh	0.3	0.3	1.5
Other/ none/ not stated	18.4	23.8	29.8

Source: Ward Profile: Upper Edmonton 2022 and Census 2011

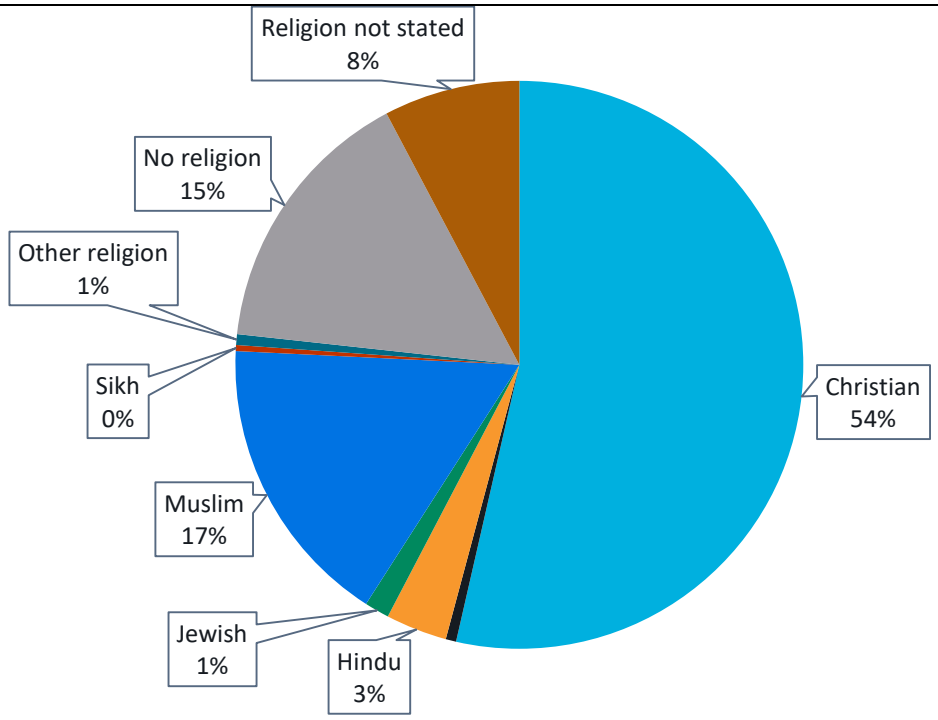


Figure 8: Breakdown of religion/ belief within Enfield

Differential impact assessment

Improving conditions for walking and cycling is likely to positively benefit those who follow a religion and regularly attend places of worship. Destinations such as this are generally local and have large walking and cycling catchments. Although it is acknowledged that this scheme is likely to increase journey times for some worshippers that live within the immediate project area and drive to their place of worship, they can still access their destination as they could before the scheme, sometimes using a slightly different route. It is also acknowledged that some residents attend places of worship outside the immediate project area. Journey times by motor vehicle to these locations may be longer.

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 are two such destinations adjacent to the project, Edmonton Temple and St John and St James Church of England Primary School, which are located on Grove Street.

Attendees accessing these locations by motor vehicle will continue to be able to do that as previously, but the route there by motor vehicle may change due to the proposed traffic restriction. In addition, the active travel route will enable another mode of travel to access them. The scheme is not likely to make the on-street parking situation materially worse for attendees. Approximately 14 on-street

parking spaces are proposed to be removed, 6 of which are pay and display spaces. Removal of parking spaces was kept to a minimum where possible but was necessary at places in order to improve traffic flows. Both Edmonton Temple and St John and St James Church of England Primary School have a car park within their premises. The eastern extent of the proposed motor traffic restriction has been designed in such a way that allows vehicle access to those car parks.

This scheme is likely to benefit people who currently use active travel modes to get to places of worship and faith-based schools, and create a more welcoming environment for those who do not currently travel actively.

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 backgrounds[9]. 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

Engage with Edmonton Temple and St John and St James Church of England Primary School on the proposals.

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 8 presents the sex composition of the Upper Edmonton ward.

Table 8: Sex composition of the Upper Edmonton ward

Distribution by sex 2020	Upper Edmonton (%)	Borough of Enfield (%)
Male	48.9	49.1
Female	51.1	50.9

Source: *ONS mid-year estimate 2020*

[9] 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 per cent of residents identify as male and 50.9 per cent as female. This is very similar to the percentage split for London as a whole (49 per cent male, 51 per cent male).

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

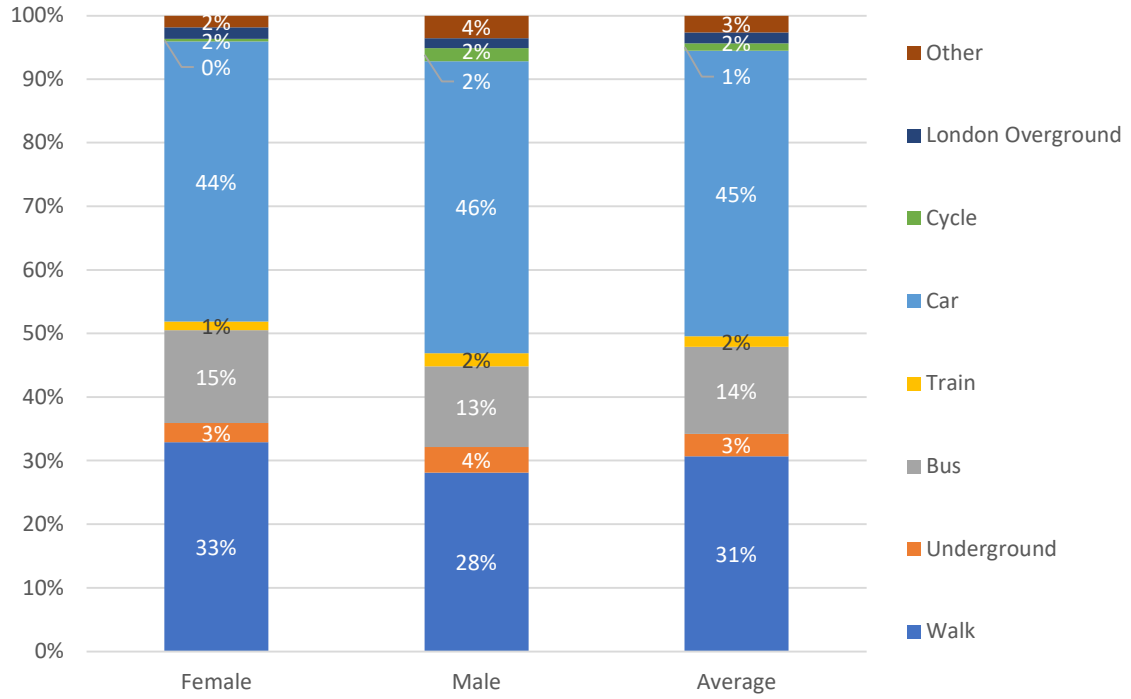


Figure 9: Mode share by sex in Enfield
Source: LTDS (2016/17, 2017/18 and 2018/19)

Across Greater London, research undertaken by TfL shows walking is the most commonly used type of transport by females (95 per cent walk at least once a week). Females are also more likely to use buses than males (62 per cent compared with 56 per cent) but are less likely to use other types of transport including the Tube (38 per cent women compared with 43 per cent males).

Female Londoners take more trips on a weekday than male Londoners, 2.5 compared to 2.3[10]. 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

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

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 per cent compared with 72 per cent) or have access to a car (63 per cent of all females compared with 66 per cent of all males). These factors are likely to be related to the frequency of car use as a driver.

79 per cent of females in London report being able to ride a bike, compared with 91 per cent of males[11].

The number of female cyclists nationally rose by 50% in 2020 according to DfT statistics[12].

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 reduce the barriers to cycling disproportionally faced by females and increase the percentage of females choosing to cycle.

Females are more likely to use the bus than males. As many public transport journeys start or ends on foot or cycle, 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 Grove Street. 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 the higher proportion of them taking children to and from educational and recreational facilities. The intervention would reduce a significant barrier to cycling.

Following the recent murder of Sarah Everard, a national movement has highlighted the concerns of women and how safe they feel at particular times, notably at night. Reduced traffic volumes create a quieter environment which can heighten the apprehension of threat. This perception particularly impacts women making trips by foot or bicycle, as part of a public transport journey or a trip on its own. There is some concern that this perceived risk impacts women's willingness to make trips by active travel modes after dark. In contrast, an academic report[13] suggested a positive improvement in the measured crime rate after introducing

[11] http://content.tfl.gov.uk/attitudes-to-cycling-2014-report.pdf
[12] https://www.gov.uk/government/statistics/walking-and-cycling-statistics-england-2020
[13] https://findingspress.org/article/19414-the-impact-of-introducing-a-low-traffic-neighbourhood-on-street-crime-in-waltham-forest-london

traffic restriction measures, similar to the closure of a section of Grove Street proposed for this scheme, such as those found in low traffic neighbourhoods. The report examined the impact on street crime of introducing low traffic neighbourhoods in Waltham Forest which was associated with a 10% decrease in total street crime and this effect increased with a longer duration since implementation.

The proposed public realm improvements are likely to increase footfall and dwell time. Indeed, one of the project objectives is to make public space seem more welcoming and provide opportunities for social interaction and children's play. Therefore, the above can contribute to better passive surveillance and increased sense of safety. Enhanced street lighting provisions are also being explored as part of the proposals.

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.

Engage with the Metropolitan Police and associated Neighbourhood Community Safety teams to identify whether they have any specific security concerns in that area that may be exacerbated by the measures. Collect any information from the Metropolitan Police on crime levels and antisocial behaviour within the project area before and after implementation to ensure safety of those travelling.

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.

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 Borough Profile 2021, Enfield is one of the most deprived Outer London boroughs. Enfield is now the 9th most deprived London borough, whereas it was 12th in 2015. The overall ranking in the 2019 Indices of Multiple Deprivation showed that Enfield is the 74th most deprived out of 316 English local authorities

Figure 10 presents a visual representative of deprivation across Enfield. Upper Edmonton area sits within the southeast of Enfield. In broad terms the eastern areas of Enfield have more levels of deprivation, whereas the west and northwest areas have the least. Figure 10 indicates the Upper Edmonton is among the most deprived wards in England.

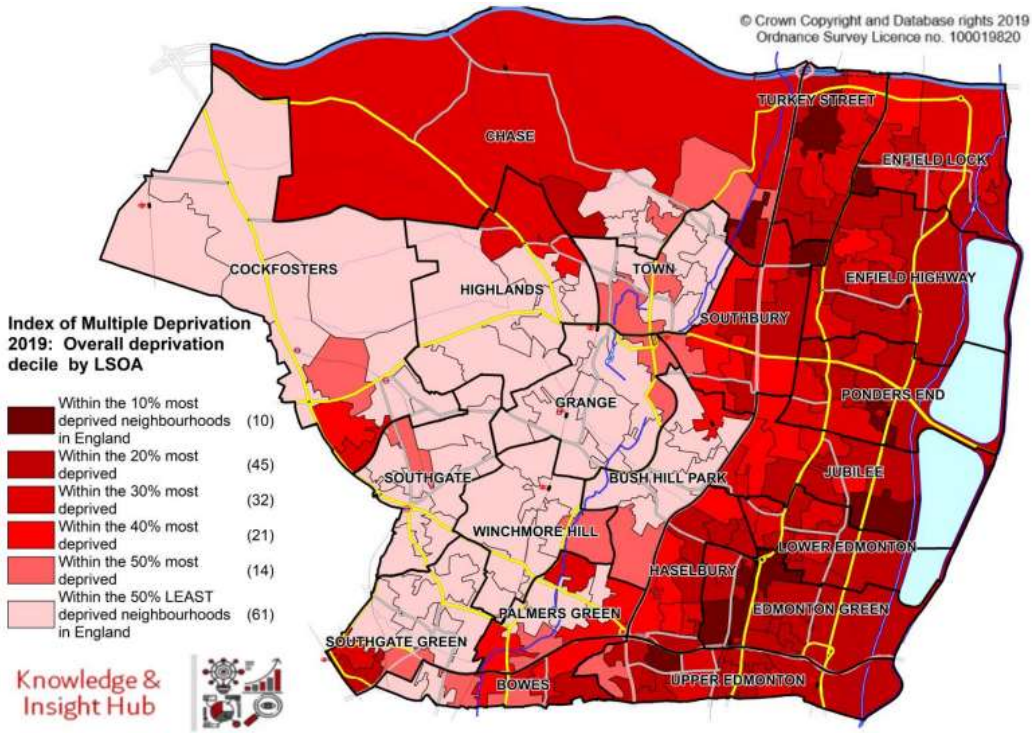


Figure 10: Deprivation in Enfield

Data source: Enfield Borough Profile 2021

Table 9 presents the Upper Edmonton ward to have significantly higher proportions of households with incomes less than £15,000 and claiming Universal Credit than the Borough average.

Table 9: Enfield and Upper Edmonton income

Income (2020)	Upper Edmonton (%)	Borough of Enfield (%)
Proportion of households with an income of less than £15,000	22.7	15.4
Households claiming Universal Credit (May 2020)	40.6	28.6

Data source: Ward Profile: Upper Edmonton 2022

As mentioned in the 2022 ward profile, all of the neighbourhood areas within Upper Edmonton are among the 30% most deprived areas in. Figure 11 shows the proportions of children in poverty in the Upper Edmonton ward, which is significantly higher in comparison with local, regional, and national averages.

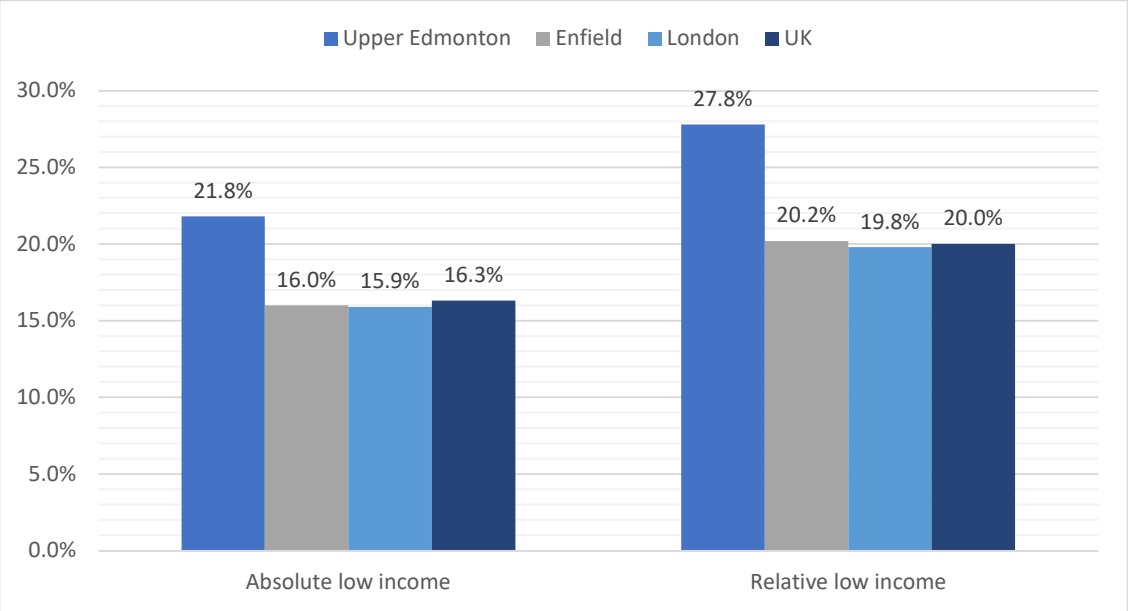


Figure 11: Percentage of children in low-income families

Source: Ward Profile: Upper Edmonton 2022

Table 10 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. Upper Edmonton, located in the east of the borough, have one of the highest percentages without access to a car in Enfield.

Table 10: Percentage of cars in Enfield households

Cars in households (2011)	Upper Edmonton (%)	Borough of Enfield (%)

0 cars	43.5	32.5
1 car	40.8	43.3
2+ cars	15.6	24.3

Data source: Ward Profile: Upper Edmonton 2021 and Census 2011

TfL research shows that low income Londoners 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 per cent for Londoners with household income of less than £20,000 compared with 22 per cent all Londoners (in line with 31 per cent and 22 per cent observed in 2013/14).[14]

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 per cent).

Differential impact assessment

Active modes of travel present 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 project will benefit these alternative methods and therefore are likely to disproportionately benefit those without access to cars.

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 disproportionately benefit from the scheme.

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 any potential reassigned traffic.

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.

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.

[14] https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf

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 project 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. The monitoring and evaluation for this project is critical for many of the recommendations set out in this EqIA. Alongside consultation and engagement, these are the primary means of monitoring benefits and disbenefits of the project. Activities include monitoring of traffic volumes including bus journey times and air quality, and engagement with emergency services. Consultation and engagement activities are planned to reflect relevant recommendations in this EqIA. The outcomes of monitoring, consultation and engagement will help to inform whether the project has been successful in achieving its 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	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 between Grove Street and Joyce Avenue to mitigate any potential conflicts or pinch points.	Petros Ximerakis	During scheme design stages	Included within scheme budget	16/06/2022 The shared use paths have been proposed to have a minimum width of 4.0m (above the recommended minimum width of 3.0m) in order to limit any conflicts between pedestrians and people who cycle, and aid the movement of pedestrians with mobility or visual impairments.

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 post implementation scheme monitoring	Included within scheme budget	Will be reviewed following evaluation of monitoring data collected as part of the project Monitoring Plan.
Age, Disability, Race, Sex, Socio-economic deprivation	Traffic reassignment may delay bus services.	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 post implementation scheme monitoring	Included within scheme budget	Will be reviewed following evaluation of monitoring data collected as part of the project Monitoring Plan.
Disability	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	Petros Ximerakis	During scheme design stages	Included within scheme budget	16/06/2022 Design of cycle facilities has been developed in line with LTN 1/20 and LCDS guidance.

		Design Standards (LCDS) contain guidance on accessible designs.				
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	16/06/2022 All materials included instructions in a number of different languages for requesting translated copies in alternative languages

Religion and belief	Proposals affecting access to places of worship and faith-based schools.	Engage with Edmonton Temple and St John and St James Church of England Primary School on the proposals.	Petros Ximerakis	During community engagement & consultation period	Included within scheme budget	16/06/2022 Edmonton Temple and St John and St James Church of England Primary School have been engaged and contributed to the development of the proposals.
Sex	Public perception of personal safety due to the reduced 'passive surveillance' of passing motor traffic	Engage with the Metropolitan Police and associated Neighbourhood Community Safety teams to identify whether they have any specific security concerns in that area that may be exacerbated by the measures. Collect any information from the Metropolitan Police on crime levels and antisocial	Petros Ximerakis	During scheme design stages and post implementation scheme monitoring	Included within scheme budget	At regular intervals post implementation of the scheme

		behaviour within the project area before and after implementation to ensure safety of those travelling.				
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 Uhrynowycz	Ongoing	Included within Healthy Streets programme budget	16/06/2022 Several Dr Bike sessions took place at North Middlesex University Hospital before and after the consultation period. A number of Second-Hand Bike Markets were held before and after the consultation period. A subsidized Second-Hand Children's Scooter and Bike

						Market took place on 28/05/2022.

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London Borough of Enfield

OPERATIONAL DECISION

Meeting Date

Subject: Purchasing of Equipment – Yorkshire Purchasing Organisation Framework
Cabinet Member: Councillor Alev Cazimoglu
Executive Director: Tony Theodoulou
Key Decision: Yes - KD 5305

Purpose of Report

1. Following market testing, it has been identified that the purchasing of equipment should be made through a purchasing framework in line with the Council's Contract Procedure Rules. The Council spends £1.1 million per annum on community equipment.

   The benefit of joining a framework is assured quality and value for money, price and quality matching are key components of a framework There is no guarantee of business, so the Council is not tied into an arrangement which does not work for it.

Proposal(s)

That the Council participates in the Framework for ['Health and Social Care Equipment, Service and Maintenance – 766'] managed by the Yorkshire Purchasing Organisation (YPO) and, in order to do so, signs an Access Agreement and call-off contracts with individual suppliers on the Framework.

Reason for Proposal(s)

1.

Currently the Integrated Community Equipment service does a lot of benchmarking and spot purchase of equipment. While this delivers good value for money, it can be time consuming and labour intensive. The YPO framework operates nationally to deliver economies of scale through mass purchasing.

The framework itself does not require the Council to guarantee a level of business. If the Council can secure equipment of comparable quality at a lower price, then it is free to do so.

Relevance to the Council Plan

2.

Fairness for All

The availability and choice of good quality, safe and sustainable provision to support individuals, particularly older people, to continue to live independently within their own homes.

Growth and Sustainability

To support the sustainability of local businesses delivering necessary services to local people.

Strong Communities

To support local services to meet local needs by being able to recruit a high calibre workforce from the local community which is reflective of the borough's diverse ethnic mix

Background

3. YPO was formed as the Yorkshire Purchasing Organisation in 1974 as a joint committee of local authorities, and grew through the 1970s and 80s as schools gained power of their own budgets under the Local Management of Schools provisions of the Education Reform Act 1988. The organisation is unsubsidised and budgets to make a small surplus each year, with profits returned to member authorities and customers.

   YPO supplies products and services to a wide range of customers including schools, local authorities, charities, emergency services, public sector and other businesses such as nurseries and care homes**.** They are 100% publicly owned, by 13 local authorities, which means the profits they make are returned to the public sector customers, delivering even better value for money. They have a large choice available from leading UK suppliers. It claims to be the 'largest formally constituted public sector buying organisation in the UK.

   Integrated Community Equipment Service (ICES) procures equipment on behalf of social care and health to value of over one million pounds a year. This includes a range of equipment from hoists, specialised beds and so forth. The service needs to be able to deliver equipment in a timely manner to support discharges from hospital and support service users living in the community.

   Currently the service does a lot of benchmarking and spot purchase of equipment. While this delivers good value for money, it can be time consuming and labour intensive. The YPO framework operates nationally to deliver economies of scale through mass purchasing.

The framework itself does not require the Council to guarantee a level of business. If the Council is able to secure equipment of comparable quality at a lower price, then it is free to do so.

Main Considerations for the Council

4.

Given the fact the Council procures equipment on behalf of social care and health to value of over one million pounds a year, it would be prudent to join the YPO framework to provide the assurance we are purchasing equipment of assured quality and value for money. ICES will continue to try and source locally all types of equipment to support the local community. Where this is not possible, the service will keep a clear record of the type of equipment being procured, whether it was available or not and the difference in cost. This information will used to look at whether we can work with potential local suppliers to provide the equipment we require.

Safeguarding Implications

5.

No safeguarding implications

Public Health Implications

6.

No Public Health Implications.

Equalities Impact of the Proposal

7.

Providing a sustainable equipment market and facilitating choice. Control and best value in terms of access to multiple suppliers. Will continue to support service users in their home or to be appropriately supported in a care home.

Environmental and Climate Change Considerations

8.

N/A

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

9.

There are no risks associated with joining the framework as there is no guarantee of business, so the Council is not tied into an arrangement which does not work for it

Financial Implications

10.

Currently the Council spends approximately £1.1m per year for the procurement of Integrated Community Equipment Service, which is from spot purchasing. The price and quality of different suppliers is compared before placing an order. By joining the Yorkshire Purchasing Organisation Framework (YPO), the Council may be able to obtain lower prices for the same or similar equipment. The Council however is still free to procure community equipment from other suppliers to obtain best value. It is currently not possible to estimate the potential savings of using YPO, however this will be continuously monitored.

Legal Implications

11.

Provided by CP based on version of Report circulated on 16 May 2022

The Council has duties under the Care Act 2014 to provide care and support services to adults who have been assessed as being eligible under the Act. Section 1 of the Local Government (Contracts) Act 1997 provides that every statutory provision that confers a function on the Council shall also confer a power on the Council to enter into contract with a third party to make available the assets or services or both in relation to the discharge of such function.

The procurement of the equipment pursuant to this report must be carried out in accordance with the Council's Constitution, in particular the Contract Procedure Rules ("CPRs") and, where applicable, the Public Contracts Regulations 2015.

The use of a framework is a compliant procurement route provided the purchase orders are placed in accordance with its terms. A due diligence exercise must be carried out by the Procurement and Commissioning Hub prior to calling off from a framework and the Council must be clearly identified as a contracting authority able to use the framework when the framework was set up.

The contract documentation entered into pursuant to the framework must be in a form approved by Legal Serviceson behalf of the Director of Law and Governance.

Workforce Implications

12.

There are no workforce implications

Property Implications

13.

N/A

Other Implications

14.

There are no other implications

Options Considered

15.

The Council could do nothing and continue to spot purchase; however, this does not necessarily guarantee best value and therefore is not a viable option

Conclusions

16.

Approval is given to join the Yorkshire Purchasing Organisation Framework (YPO) which will continuously be monitored to ensure the Council is achieve best value

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Report Author: **Des O'Donoghue**
Service Manager – Community Services
des.o'donoghue@enfield.gov.uk
020 8132 2091

Date of report: 09/05/22

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