



London Borough of Enfield

Title of Report:	Portfolio KD report to guide the progression of the New River to Brick Lane Walking and Cycling Route
Report to:	Cllr Jewell, Cabinet Member for Environment
Date of Report:	November 2023
Directors:	Brett Leahy, Director of Planning & Growth
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Ward(s) affected:	Brimsdwon, Caterhatch, Southbury and Town
Key Decision Number	KD 5657
Implementation date, if not called in:	Expiry of the call in (5 working days after final publication)
Classification:	Part I Public

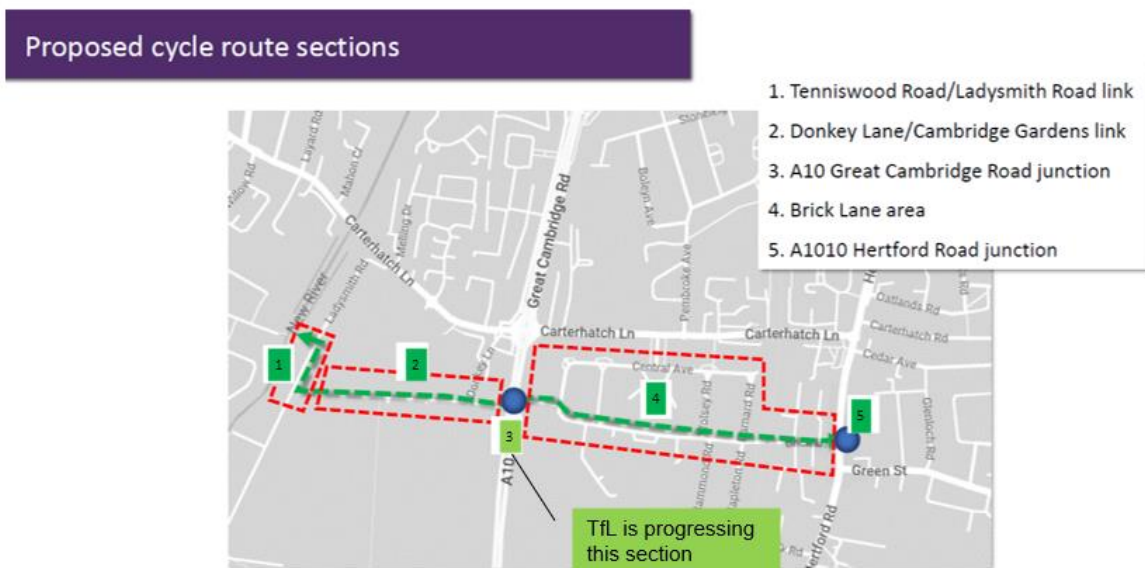
Purpose of Report

1. This report is to provide an overview of the New River to Brick Lane Walking and Cycling Route and seek approval to progress the project. The scheme has been separated into 6 sections, each section will have a

different stage of implementation subject to continued design progression and funding for delivery. The sections are outlined below.

- Section 1: Tenniswood Road/ Ladysmith Road link.
- Section 2: Donkey Lane/ Cambridge Gardens link.
- Section 3: A10 Great Cambridge Road junction (Section 3 is the A10 junction which will be delivered by TfL)
- Section 4.1: Brick Lane area phase 1.
- Section 4.2: Brick Lane area phase 2.
- Section 5: Hertford Road.

2. A plan showing these sections and the alignment as of October 2023 can be seen below.



Recommendations

- I. Agree the progression of the New River to Brick Lane Walking and Cycling Route through the implementation phase, including statutory consultation.
- II. Note the project will be delivered incrementally over a number of years, with sections being implemented at different stages of the project lifecycle as funding is secured.
- III. Delegate authority to the Programme Director for Journeys & Places, in consultation with the Cabinet Member for Environment, to approve the incremental implementation of the New River to Brick Lane Walking and Cycling Route, subject to the outcomes of statutory consultation and availability of funding.

Background and Options

3. The New River to Brick Lane Walking and Cycling route is a 1.5km cycleway proposed to connect the Enfield Town to Broxbourne Walking & Cycling Route (Cycleway 54) project with Cycleway 1. This new east-west

active travel route will provide a better connection with the existing active travel route through Enfield Playing Fields with the potential for a further connection south to the future Enfield Town – Ponders End route as well as improving walking facilities at Brick Lane. The project is being delivered as part of the Journeys and Places programme, which enables and encourages people in Enfield to make sustainable daily journeys.

4. A number of issues and problems have been identified, which this project seeks to address, including:
 - Considerable barrier and lack of cycling connection between the east and west sides of Enfield.
 - Lack of connection between the New River, Enfield Playing Field, and Cycleway 1.
 - Poor walking and cycling facilities at Brick Lane.
 - Limited active travel facilities to Bishop Stopford's School and Suffolks Primary School.
 - High number of collisions on the east side of Brick Lane.
5. Building on the issues and problems described above, the following objectives have been set for this project:
 - Improve the East-West walking and cycling connection in the Borough.
 - Link New River (at the Tenniswood Road bridge) to Cycleway 1 (Hertford Road) via Brick Lane and the cycle route through Enfield Playing Fields.
 - Improve walking and cycling provision and accessibility to the area.
 - Contribute towards a long-term increase in the levels of active travel, both along the route and as part of a wider borough network.
6. The proposals are expected to support the above objectives and bring about the following benefits:
 - Provision of a dedicated East-West route within Enfield.
 - Improvement of the safety of the side road junctions with Brick Lane.
 - Expansion of the current active travel network. Improvement of the walking facilities along Brick Lane.
7. The proposed scheme will follow the national design guidance on high-quality, safe cycle infrastructure, LTN 1/20.
8. As stated above, the various sections of this scheme will have different implementation stages. Due to the size of the project, it is anticipated that the sections may be progressed separately depending on funding available. This incremental approach is considered to be a pragmatic response to the incremental funding from Transport for London which will be used to deliver the project. The staging of the project will be carefully considered to provide benefits and minimise disruption during construction. This includes close liaison with TfL as they progress Section 3 (A10 junction Great Cambridge Road). Annual funding requests will be made from Transport for London and further Officer reports / recording of decisions will be developed for each section as they are progressed. The

level of funding provided each year will determine the pace with which the project will be progressed, with full completion anticipated to take a number of years.

9. Early engagement for this scheme has been undertaken in January and February 2023. The early engagement presented the general route alignment on the Let's Talk Enfield website to allow the local community to provide ideas and issues on the route and surrounding streets. The responses have been analysed and have been considered throughout the design development of this scheme. Details of this and future engagement opportunities are all contained within a dedicated webpage for the project¹ which will continue to be updated as the project progresses.

10. As the designs develop through detailed design stages, there will be further opportunities for public engagement. A communications and engagement plan has been developed and will evolve as the project progresses. The current communications and engagement plan can be found in Appendix B. Engagement will be carried out with internal and external stakeholders, such as emergency services and TfL. Design review workshops will also be undertaken with officers from Enfield Council to refine the designs and liaise with services regarding operational considerations.

11. Further consultation exercises, such as statutory consultation, councillor briefings and Detailed design reviews, will be undertaken as the scheme progresses.

12. The design development and engagement and consultation stages will help to inform a decision to implement the design(s) following the completion of the detailed design of each section.

Preferred Option and Reasons For Preferred Option

13. The preferred option is for the sections outlined above to be at different construction stages and progress as and when necessary. This is to enable the scheme to progress at an acceptable rate and deliver the sections when they are ready for implementation, subject to funding. Delivering the sections at different times will also ensure that construction works will not put unnecessary strain on the road network in the borough.

Relevance to Council Plans and Strategies

¹ <https://letstalk.enfield.gov.uk/newriver-bricklane>

14. The New River to Brick Lane Walking & Cycling Route aligns with council plans and strategies in the following ways:

- Good homes in well-connected neighbourhoods – The New River to Brick Lane route supports the Council's commitment to encourage people to walk and cycle, which improves connectivity of neighbourhoods. Delivering new cycling opportunities, improving conditions for walking supports end to end journeys by active travel modes and enhancing the public realm, including additional greenery.
- Safe, healthy, and confident communities – The New River to Brick Lane route will help contribute towards creating a safer environment and through increasing transport choices helping enable healthier lifestyles. 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. There is also good evidence to show that active lifestyles lead to improved health outcomes.
- An economy that works for everyone – Wider investment in the walking & cycling network forms part of the Council's strategy to support our high streets and town centres by providing safe and convenient access to local shops and services. Improving active travel facilities will make a positive contribution to transport equity in Enfield. Walking and cycling are low-cost modes of transport that can improve access to education and employment centres and maximise opportunities for a greater share of the population. The New River to Brick Lane route will provide more travel choices for the 32.5% of Enfield households who have no access to a car and an alternative travel choice for the remaining households that do.

Financial Implications

Summary

15. This report is requesting approval to progress the New River to Brick Lane walking and cycling route through to the implementation phase. The total cost of the project is £1.2m and will be funded from external Transport for London (TfL) grant.

16. The project is split into 5 sections. Each section will proceed once funding is secured. Currently there is £435k of TfL grant secured that is included within the capital programme. This funding will enable Sections 1, 2 and phase 1 of section 4 to proceed. The remaining sections are dependent on securing external grant funding.

17. Total estimated cost of the project is £1.2m, with £115k of spend up to the 31st of March 2023. £435k of TfL grant is confirmed with a further £650k of grant funding required to complete the project.

Revenue Budget Impact

18. Maintenance of the routes will be delivered from existing highways budget. No other known impact on the revenue budget

Capital Budget Impact

19. There is currently £435k budget allocation within the capital programme as approved by full council in Feb-23. This is funded by TfL grant. £295k in 2023/24 and £135k in 2024/25.
20. The project is in the process of securing additional TfL grant which will be added to the capital programme once secured.

Borrowing Impact

21. All expenditure detailed in this report is funded by grant. No impact on borrowing.

Tax Implications

22. The Council will reclaim all VAT on expenditure through its regular submissions for input VAT. No other known tax implications

Accounting Treatment

23. Costs will be accounted for in compliance with the Councils capitalisation policy. Any costs that cannot be capitalised will be charged to the revenue budget.
24. All costs identified within this report contribute towards a new asset. The walking and cycling route will form part of the Council highways network therefore meet the criteria for capitalisation.

Legal Implications

25. The Climate Change Act 2008 requires the UK to achieve a 100% reduction in greenhouse gas levels (below 1990 levels) by 2050. A commitment was made by the Council at Cabinet in July 2019 to make the Council carbon neutral by 2030 with a further commitment for the Borough to become carbon neutral by 2040.
26. The Road Traffic Regulation Act 1984 (RTRA 1984) provides powers to regulate use of the highway. In exercising powers under the RTRA 1984, section 122 of the Act imposes a duty on the Council to have regard (so far as practicable) to securing the 'expeditious, convenient and safe movement

of vehicular and other traffic (including pedestrians and cyclists) and the provision of suitable and adequate parking facilities on and off the highway'. The Council must also have regard to such matters as the desirability of securing and maintaining reasonable access to premises and the effect on the amenities of any locality affected.

27. A decision as to whether to implement the scheme 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"
28. Section 65 of the Highways Act 1980 provides the Council as highway authority with powers to construct a cycle track as part of the highway.
29. Section 66 of the Highways Act allows the introduction of physical measures that can be used to create or protect footways or cycleways
30. Section 75 of the Highways Act provides powers for the highway authority to vary the relative widths of the carriageway and of any footway upon publicly adopted highways.
31. The recommendations set out in this report are within the Council's powers and duties.

Equalities Implications

32. Local authorities have a responsibility to meet the Public Sector Duty of the Equality Act 2010. The Act gives people the right not to be treated less favourably because of any of the protected characteristics. The Council needs to consider the needs of these diverse groups when designing and changing services or budgets so that our decisions do not unduly or disproportionately affect access by some groups more than others. The Public Sector Duty Act 2010 requires Local Authorities, in the performance of their functions, to:
 - Eliminate discrimination, harassment, victimisation, and other prohibited conduct.
 - Advance equality of opportunity.
 - Foster good relations.
33. This project will continue to consider the needs of all highway users including those from the protected characteristic groups. All members of the community have full access to the highways however it is recognised that some protected groups may have practical problems in using the service. The needs of those with protective characteristics will be considered throughout the development of the design of this project.

34. The existing EQIA for this project is at Appendix A and this will continue to be updated throughout the life of the project.

Environmental and Climate Change Implications

35. 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	<p>Neutral</p> <p>There are no changes proposed to the current service delivery arrangements.</p>
Measures to reduce carbon emissions	<p>Slightly Positive</p> <p>Transport generates a significant amount of greenhouse gas emissions (39% of borough-wide emissions as per the Enfield Climate Action Plan 2020). The primary contributor of these emissions is on-road transport from cars. The project may increase the volume of pedestrians and cyclists by creating safer routes and more appealing facilities to walk, wheel or cycle.</p> <p>In the short term there may be some increase in carbon emissions due to the embodied carbon in the construction works. This could be reduced through the climate conscious material choices and through the circular economy of construction materials, potentially reusing or recycling road toppings and pavings, and any other materials and even planting from elsewhere. The Excess Materials Exchange has some materials available that could potentially be incorporated.</p>
Environmental management	<p>Neutral</p> <p>The main impact will be in the implementation of the project and the resultant embedded carbon.</p>
Climate change mitigation	<p>Positive</p> <p>Mitigation will be in place with the implementation of SuDs and the promotion of mode shift.</p>

Public Health Implications

36. Transport is one of the fundamental determinants of health; it may be health-damaging or health-promoting. The proposals as outlined here will support measures to encourage active, rather than motorised, travel. This scheme aligns with the Enfield Transport Plan 2019-2041 and the Enfield Healthy Streets Framework.
37. Reducing obesity is a priority for Enfield, as outlined in the Borough's Health and Wellbeing Strategy. 61.4% of adults are classified as overweight or obese (ALS, 2016). Data for academic years 2014/15 to 2016/17 shows that the average prevalence of excess weight in year 6 pupils is 41.5%. This is higher than London (37.9%) and England (33.87%) averages. If left unchanged, this will lead to serious health complications later in life, such as diabetes, heart disease and cancers.
38. Creating an environment where people actively choose to walk and cycle as part of everyday life can have a significant impact on public health and has the potential to reduce health inequalities. It is an essential component of a strategic approach to increasing physical activity and may be more cost-effective than other initiatives that promote exercise, sport, and active leisure pursuits.
- Shifting trips to active and sustainable transport also has the potential to achieve related policy objectives:
 - Supports local businesses and promotes vibrant town centres
 - Provides a high quality, appealing public realm
 - Reduces road danger and noise
 - Increases the number of people of all ages out on the streets, making public spaces seem more welcoming and providing opportunities for social interaction and children's play
 - Provides an opportunity for everyone, including people with impairments, to exercise and enjoy the outdoor environment.
39. Overall, the proposals will encourage sustainable and active travel, helping the Council to manage environmental problems related to congestion and local air quality, while also reducing our impact on climate change and improve health, safety, and accessibility for all in our communities. This supports Public Health's efforts to embed health in all policies across the Council.

Property Implications

40. The majority of the land required for this project is the public highway and has no corporate property implications. The area along the public footpath across Enfield playing fields towards Donkey Lane is General Fund land and should be considered carefully when doing any works to ensure access for the public and to reduce any disruption to our tenants at the stadium and clubhouse. Strategic Property Services will be happy to advise on this if required.

Crime and Disorder Implications

41. The overall objective of the scheme to create a more appealing public realm that encourages more people out on the streets will also help improve safety and the perception of safety.
42. Further engagement and consultation activities will be carried out as the scheme progresses and will seek to gather comments/concerns on the issue of crime and disorder. This will help to develop designs in line with this issue and mitigate it where appropriate.

Other Implications - Procurement

43. Any procurement required in relation to this project must be undertaken in accordance with the Councils Contract Procedure Rules (CPR's) and the Public Contracts Regulations (2015) (or any updated procurement legislation), this includes the use of the London Tenders Portal as necessary.

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Appendices

Appendix A – Communications and Engagement plan
Appendix B – EqlA Report

Background Papers

#Departmental reference number, if relevant: