

MUNICIPAL YEAR 2017/2018 REPORT NO.

**ACTION TO BE TAKEN UNDER
DELEGATED AUTHORITY**

PORTFOLIO DECISION OF:
Cabinet Member for Environment

REPORT OF:
Executive Director –
Regeneration &
Environment

Agenda – Part: 1	KD Num: N/A
Subject: Approval of Quietway 18 Proposals for Latymer Road to Edmonton Green	
Wards: Haselbury / Edmonton Green	

Contact officer and telephone number:
Nick H.Smith: 07745138283
E mail: nick.howdle-smith@enfield.gov.uk

1. EXECUTIVE SUMMARY

This report seeks approval to undertake construction of highways infrastructure to enable walking and cycling. This scheme forms part of the Quietway 18 route between Enfield and Edmonton Green. As part of the Mayor's strategy to increasing cycling in London, it will be fully funded by Transport for London (TfL). Forming part of the wider network, the proposals contained in this report are expected to deliver health and transport benefits for both local residents and visitors to Enfield.

2. RECOMMENDATIONS

It is recommended that the Cabinet Member for Environment:

- 2.1 Notes the issues raised in response to the statutory consultation and the officer responses set out in Section 6 of this report.
- 2.2 Approves maximum expenditure of £200,000 to enable the scheme illustrated on the drawing in Appendix 1 to be implemented, including making the necessary traffic management orders without modification.

3. INTRODUCTION

- 3.1 Quietway 18 of the secondary route network forms part of the package of works aimed at improving the Borough's cycling infrastructure.
- 3.2 Secondary route links are intended to strengthen the network of cycle routes, following quieter streets, parks and waterways across Enfield. They will connect with other cycling infrastructure, expanding the reach of cycling investment and linking residential areas to local services such as schools, town centres and green spaces. They will help overcome barriers to cycling by providing safe and signed routes and where appropriate, creating 'feeder' routes to the major schemes.
- 3.3 Quietway 18 will connect the A105 and A1010 South major schemes. It will provide an east west link between Enfield Town and Edmonton Green thereby creating a safer and more attractive route for walking and cycling.
- 3.4 This report sets out the outcome of statutory consultation undertaken on the Latymer Road to Edmonton Green section of the scheme, which provided the opportunity for residents and interested parties to comment on the design and layout of the proposals.

4. SCHEME DESIGN PROPOSALS

- 4.1 A copy of the design for this scheme is shown in Appendix 1. Key design features of this scheme are:
- 4.1.1 **New zebra parallel crossing for pedestrians and cyclists** – this will upgrade the existing informal crossing at this location and will provide priority for cyclists and pedestrians at an already popular crossing point outside Latymer All Saints school.
- 4.1.2 **Protected right turn for cyclists** – A protector island will be built in the centre of the junction of Dunholme Road and Northern Avenue and will provide a safe place for cyclists to wait before turning right.
- 4.1.3 **Footway build out and continuous footway crossing** – cyclists will cross Victoria Road to a shared footway area and transition to a shared-use footway built across the Bedevere Road junction.

5. CONSULTATION PROCESS

- 5.1 Following a TfL Sponsor Review of these proposals, an extended statutory consultation took place from November 8th to December 3rd 2017. A total of 1866 leaflets were hand delivered to residents in the area shown in Appendix 2.

- 5.2 Some aspects of the scheme, including the introduction of short sections of double yellow lines and a 20mph speed limit on the approaches to the new crossing in Church Street, require the making of a traffic management order. In line with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, the various prescribed consultees were notified. In addition, ward councillors, local residents' associations and disability groups were informed about the consultation process and details were published in the Enfield Independent and London Gazette on 8th November 2017. Public notices were erected on street and the consultation was also promoted in the Council's Cycle Enfield e-newsletter to over 4,000 interested stakeholders. Throughout the process, detailed information on the proposals was published at www.cycleenfield.co.uk/have-your-say
- 5.3 Paper copies of the consultation document were available and issued to those that made a request. Copies of the consultation document are at Appendix 3.

6. CONSULTATION RESPONSES

There were 71 separate submissions to the consultation, although none from any of the Emergency Services or other statutory consultees. The table below illustrates the key issues raised and provides a response:

Item	Issue Raised	Council Response
1	Northern Avenue, N9 – Right-turn for cyclists not providing a safe level of service for inexperienced cyclists	<p>We have investigated and designed alternatives to the protected right-turn feature which included changing the junction geometry by narrowing the carriageway, reducing the corner radius and raising the junction. In comparison to Victoria Road and Church Street, traffic numbers are low on Northern Avenue and the same level of protection is not necessary.</p> <p>A significant change in levels would be required to change the junction geometry and it is felt that the expenditure needed is not proportionate to the level of service required. Narrowing the junction here would take space away from the passing places and drop off areas used by hail and ride bus services. The right-turn pocket with protector island would deflect oncoming vehicles away from a cyclist who is waiting to turn right and would provide increased comfort for inexperienced cyclists.</p> <p>The advisory cycle lane markings leading up to the island informs drivers that they can only enter the cycle lane if it is safe to do so. The feature will highlight what will become a popular movement made by cyclists on the route.</p>
2	Area wide traffic reduction to improve walking and cycling, generally	<p>The Quieter Neighbourhoods programme is investigating methods and design ideas to reduce rat running traffic through residential streets including those streets on the Quietway route. Proposals will be presented in the coming year.</p>

3	More segregated cycle lanes / Signalised crossings are needed to provide better protection for cyclists	As set out in the London Cycling Design Standards, Quietways utilise low traffic streets where vehicle numbers are considered low enough to not warrant full segregation from motor traffic. Where the route crosses a main road, separation from motor vehicles has been provided by way of shared use footways. In these streets, there are insufficient road widths to provide fully segregated facilities at crossings whilst also maintaining a good level of service for pedestrians.
4	Rain gardens will attract vermin/litter and obstruct sight lines	All newly installed rain gardens are placed on the Council's Ground Maintenance programme and will be tended to accordingly. Plant species will be specially selected so as to not obstruct sight lines.
5	Trees/block paving will create trip hazards/dangerous walking surfaces.	The footways will be constructed to the agreed standards of the Council and the construction will be checked by qualified highway engineers. All new footway materials will be placed on the Council's Highways Maintenance Programme and will be repaired should any defects become apparent.
6	More cycling infrastructure creates traffic jams.	It is vehicles, and the increasing number of them on our streets, that create traffic jams and with an ever growing population without investment in schemes like this our roads will become ever more congested. This quietway will therefore facilitate opportunities for more people to use a more active method of transport thereby reducing car journeys and relieving congestion on the road network.
7	Schemes should be supported by Cycling Level of Service scorings of 70 or over	TfL and their Principal Technical Specialist have approved designs as part of their Sponsors Review in 2015.

7. REASONS FOR RECOMMENDATIONS

The recommendations have been made to enable the scheme to be implemented so that a number of benefits can be realised, including:

- Unlocking an east-west sustainable transport route between the two major shopping/employment/transport/residential hubs at Enfield Town and Edmonton Green.
- Enabling increased levels of physical activity by providing the infrastructure to encourage more people to make short journeys by foot or by bike instead of by car.

8. ALTERNATIVE OPTIONS CONSIDERED

The following alternative options have been considered:

Option	Comment
Not implementing scheme	This is not recommended as this would prevent a safe continuous connection between Enfield Town and Edmonton Green. This option would therefore reduce the anticipated benefits from the development of a cycling network. Facilities that will improve pedestrian safety would also be lost.

9. COMMENTS OF THE DIRECTOR OF FINANCE, RESOURCES AND CUSTOMER SERVICES AND OTHER DEPARTMENTS

9.1 Financial Implications

- 9.1.1 The total scheme budget for implementing the measures at construction phase is £200,000, which will be funded via the 2018/19 Local Implementation Plan allocation provided by Transport for London to help deliver the Mayor's Transport Strategy. Pre-construction design and consultation fees have been funded via the 2017/18 allocation.
- 9.1.2 The funding arrangements are governed through the TfL Borough Portal and no costs will fall on the Council. The release of funds by TfL is based on a process that records the progress of the works against approved spending profiles. TfL makes payments against certified claims as soon as costs are incurred, ensuring the Council benefits from prompt reimbursement.
- 9.1.3 Use of the funding for purposes other than those for which it is provided may result in TfL requiring repayment of any funding already provided and/or withholding provision of further funding. TfL also retains the right to carry out random or specific audits in respect of the financial assistance provided.

9.2 Legal Implications

- 9.2.1 Under the Greater London Authority (GLA) Act 1999, the Mayor is empowered, through TfL, to provide grants to London boroughs to assist with the implementation of the Transport Strategy. TfL is charged with responsibility of ensuring that the key rationale for allocating grants is the delivery of the Mayor's Transport Strategy.
- 9.2.2 Section 62 of the Highways Act 1980 provides a general power for the Council to improve highways. Section 65 of the same act provides a specific power that enables the Council to enable part of the footway to be shared by pedestrians and cyclists.
- 9.2.3 The Road Traffic Regulation Act 1984 provides powers to regulate use of the highway, including powers to introduce new waiting and loading restrictions.
- 9.2.4 In exercising powers under the Road Traffic Regulation Act 1984, section 122 of the Act imposes a duty on the Council to have regard (so far as practicable) to securing the 'expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway'. The Council must also have regard to such matters as the desirability of securing and maintaining reasonable access to premises and the effect on the amenities of any locality affected.
- 9.2.5 The final decision to implement any scheme needs to take account of the considerations set out above and the outcome of the statutory consultation. Any changes to parking restrictions and the introduction of the proposed 20 MPH speed limit will be subject to the making of a Traffic Management Order pursuant to powers contained within the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

9.3 Property Implications

There are no corporate property implications arising from this report.

10. KEY RISKS

The key risks relating to the scheme are summarised below together, where relevant, with steps taken to mitigate the level of risk:

Risk Category	Comments/Mitigation
Strategic	The scheme will support the Council's aims to encourage more people take up cycling as a safe and healthy means of travel.
Operational	Risk: Disruption during construction. Mitigation: Traffic management arrangements will be designed to minimise disruption for local residents and roadworks on Church Street and Victoria Road will be co-ordinated during the school half-term in February.
Financial	Risk: Insufficient funds/cost escalation Mitigation: Funding from TfL has been allocated to the scheme and the estimated implementation cost falls within the available budget. Controls are in place to ensure that order is not placed until price is known and budget confirmed.
Reputational	Risk: Opposition to scheme from some local residents/organisations. Mitigation: Consultation has been undertaken to take into account views of local residents.
Regulatory	Risk: Failure to comply with statutory requirements. Mitigation: Scheme being delivered by experienced designers, with support from TMO experts.

11. IMPACT ON COUNCIL PRIORITIES

The scheme supports the Council's vision is to make Enfield a better place to live and work, delivering fairness for all, growth and sustainability and strong communities. In particular, the scheme supports the following Council priorities:

Council Priority	Comment
<ul style="list-style-type: none"> • People make healthier choices and have access to quality local healthcare including mental health services 	The Secondary Route Network forms part of a network of safe cycle routes that will encourage more residents of all ages to engage in physical activity.
<ul style="list-style-type: none"> • Diverse and attractive town centres and retail areas; and improving transport connectivity and capacity 	In addition, the scheme provides an efficient alternative to car use for short trips and so supports the long-term vitality of Enfield town centres, as well as improving transport connectivity.
<ul style="list-style-type: none"> • Neighbourhoods that are clean, safe, well regulated, welcoming, cohesive and resilient. 	Forms part of strategy to reduce the impact of traffic on local neighbourhoods and to provide a coherent and connected cycle network.

12. EQUALITIES IMPACT IMPLICATIONS

- 12.1 The Council has a duty pursuant to section 149 of the Equality Act 2010 when introducing new policies and making changes to services to have due regard to the need to eliminate discrimination, advance equality of opportunity between persons who share a relevant protected characteristic, and foster good relations between persons who share a relevant protected characteristic and persons who do not share it. This includes persons of different ages, disability, race and sex (along with other protected characteristics).
- 12.2 An Equality Impact Assessment ("EQIA") has been carried out as part of the scheme design. This identifies if (and to what extent) the proposals could have (positive or negative) on a particular equality target group, or whether any adverse impacts identified have been appropriately mitigated.
- 12.3 The EQIA drew attention to the section of shared pedestrian/cycle areas and continuous footways across junctions and a potential negative impact this could have on those with impaired vision. However, this risk has been mitigated by the careful design of both features, including the use of tactile paving, signage and the siting of orcas away from crossing points.

13. PERFORMANCE MANAGEMENT IMPLICATIONS

The scheme will have limited impact on performance when considered in isolation. However, the scheme will contribute to a number of key targets, including those relating to improving the health of adults and children in the Borough, reducing the number of vulnerable road users injured on our roads, and increasing the use of sustainable means of travel.

14. PUBLIC HEALTH IMPLICATIONS

- 14.1 The scheme is part of the Council's plans to improve the Borough's cycling infrastructure, which provides a unique opportunity to improve the health of the Borough's residents and address health inequality.
- 14.2 Compared to those who are least active, sufficient physical activity reduces all-cause mortality and the risk of heart disease, cancer, mental health issues and musculo-skeletal disease by approximately 20 to 40%. These conditions account for 70% of the NHS budget.
- 14.3 25.4% of Year 6 pupils in Enfield (aged 10-11) are obese, higher than in London or England as a whole (22.6% and 19.1% respectively). 41% are either overweight or obese compared to 37.2% in London and 33.5% in England. This is the 6th highest in London.
- 14.4 Cycling can be a very effective means of integrating physical activity into everyday life. Improving cycling facilities in the Borough also has the potential

to significantly increase the disposable income all residents in the Borough. Other benefits to the individual could include greater access to employment, education, shops, recreation, health facilities and the countryside.

Background papers

None