

## MUNICIPAL YEAR 2018/2019 REPORT NO.

### ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

**PORTFOLIO DECISION OF:**  
Cabinet Member for Environment &  
Sustainability

**REPORT OF:**  
Environmental & Operational  
Services Director

<b>Agenda – Part: 1</b>	<b>KD Num: 4736</b>
<b>Subject:</b> Approval of walking & cycling improvements in the Haselbury neighbourhood	
<b>Wards: Haselbury</b>	

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### 1. EXECUTIVE SUMMARY

- 1.1 This Report seeks approval to implement walking & cycling improvements in the Haselbury neighbourhood. These proposals form part of the Mayor of London's Transport Strategy to increase active travel in London and 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

- 2.1 To approve implementation of the scheme specified on the drawings at Appendix 1, including the measures specified in section 4 of the report.
- 2.2 To make the traffic orders specified in paragraph 6.5 of the report and to advise objectors of the Council's decision.
- 2.3 To create areas shared between pedestrians and cyclists in the limited locations specified in paragraph 4.5 of the report.
- 2.4 To carry out that further design and engagement work to review and develop proposals for the area around the Haselbury shops.

### 3. BACKGROUND

- 3.1 These proposals form part of the package of works aimed at improving the Borough's walking & cycling infrastructure. 'Secondary routes', such as these are intended to strengthen the network of routes, following quieter streets, parks and waterways across Enfield. They'll connect with other projects, expanding the reach of previous investment and linking residential areas to local services such as schools, town centres and green spaces. This type of infrastructure will help overcome barriers to walking & cycling by providing safe and signed routes, creating 'feeder' routes to the major routes on some of our key roads.
- 3.3 These measures will contribute towards developing a link from the A1010 South project to North Middlesex Hospital and will link to other routes which connect across to the A105 (Green Lanes) project.
- 3.4 This report sets out the outcome of statutory consultation undertaken on this scheme, which provided the opportunity for residents and interested parties to comment on the proposed design and layout.

### 4. SCHEME DESIGN PROPOSALS

- 4.1 Key design features of this scheme are:
- 4.1.1 **Informal crossing point outside The Latymer School** – this involves the removal of the existing pedestrian refuge and construction of two new uncontrolled crossing points, with rain gardens included within buildouts on Haselbury Road. In addition, space will be formalised for bus and coach parking to be able to take place during school hours.
- 4.1.2 **Improved zebra crossing point at Hazelbury School** – buildouts will be constructed to include rain gardens.
- 4.1.3 **Rain gardens and point no entry at Sweet Briar Walk** – the point-no-entry will be located at the junction with Park Lane and will include new landscaping.
- 4.1.4 **Informal crossing point into Pymmes Park** – the kerb will be realigned to create buildouts in Sweet Briar Walk at the junction with Denton Road, including rain gardens.
- 4.1.5 **New parallel zebra crossing on Silver Street** – removal of uncontrolled crossing point outside Pymmes Park which will be replaced by a new parallel crossing. Buildouts and rain gardens form part of the design. In order to ensure clear sight lines, there will be a reduction of two car parking spaces in this area.
- 4.1.6 **Right-turn pocket for cyclists** – this feature will enable safe passage for cyclist to access Aylward Academy in Windmill Road.

- 4.1.7 **Access improvements from Kendal Avenue to A10** - new shared use footway to improve access for cyclists from the junction of Kendal Avenue and Huxley Road.
- 4.2 Where appropriate, a Stage 1 and Stage 2 Road Safety Audit has now been completed for these projects. Each of the points raised in the safety audits have been considered during the development of the design. Further safety audits are planned post-implementation, with adjustments made as appropriate.
- 4.3 Several elements of the scheme require the making of traffic management orders, including:
- Additional waiting and loading restrictions in a number of streets;
  - A parking bay in Haselbury Road for buses/coaches associated with Latymer School;
  - Closure of the northern Park Lane carriageway to vehicular traffic at its junction with Sweet Briar Walk.
- 4.4 As highlighted below, a number of the consultation comments related to the area around the shops in Haselbury Road. The scheme will be reviewed in the light of these comments and a number of the traffic orders originally advertised (relating to the provision of short-stay parking, loading and alterations to the service roads) will not be made at the present time.
- 4.5 Although not requiring a traffic management order, short lengths of the footway on the approach to the new parallel zebra crossing in Silver Street will be shared between pedestrians and cyclists, with measures introduced to minimise the risk of conflicts:
- North side of Silver Street, between Sweet Briar Grove and new parallel crossing;
  - South side of Silver Street, between new parallel crossing and access to Dorrit Mews.

## **5. ENGAGEMENT & CONSULTATION PROCESS**

- 5.1 Following a TfL Sponsor Review of these proposals, an early engagement was carried out from 18<sup>th</sup> June to 1<sup>st</sup> July 2018. The purpose of this was to share our designs with the public to help shape our plans for the area in advance of the statutory consultation. This included the distribution of over 3000 leaflets to the area. The leaflet provided an overview of the proposals and provided a link to the Council website where drawings could be viewed/downloaded and an online survey gave residents the opportunity to leave comments. In addition, two community workshops took place to discuss the designs, the first open to residents on 27<sup>th</sup> June 2018 and a second workshop focussed on Haselbury businesses on 17<sup>th</sup> July 2018.

- 5.2 An extended statutory consultation took place from September 12<sup>th</sup> 2018 to October 7<sup>th</sup> 2018. A further 3,000 leaflets were hand delivered to residents living along the route, with the distribution company utilising GPS trackers to ensure effective delivery.
- 5.3 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 were informed about the consultation process and details were published in the Enfield Independent and London Gazette on 12<sup>th</sup> September 2018. Public notices were erected on street and the consultation was also promoted in the Council's Cycle Enfield e-newsletter which is sent to over 4,000 interested stakeholders.
- 5.4 Paper copies of the consultation document were available and issued to those that made a request.

## 6. CONSULTATION RESPONSES

- 6.1 Overall, there were 30 separate submissions to the engagement and consultation, although none from any of the Emergency Services or other statutory consultees.
- 6.2 Consultations are designed so that people living both within and outside of the area can comment if they wish. The following table demonstrates that the responses were broadly received from the local area:

<b>Postcode</b>	<b>No. of responses</b>
N9	18
N18	2
N13	1
EN2	1
N7	1
N22	1
Not provided	6
<b>Total</b>	<b>30</b>

- 6.3 The relatively low response rate is not untypical of this type of statutory consultation, particularly as the focus is on inviting objections to the scheme.
- 6.4 The table below considers the key issues raised in the statutory consultation and provides a response:

<b>Item</b>	<b>Issue Raised</b>	<b>Council Response</b>
1	Concerns raised about the design of the Haselbury shops area including anti-social behaviour in the evenings and reduction in parking.	Further design and engagement will take place on the proposals for the area around the Haselbury shops to develop a scheme that balances the needs of the community and considers further anti-social behaviour issues. Additional engagement is anticipated late in 2019 or early 2020.
2	Objection over issue of rain gardens narrowing junctions.	Minimum widths have been maintained in all locations, with rain gardens forming a traffic calming feature, whilst contributing to sustainable drainage and enhancing the streetscape.
3	Objection based on the perception that a Controlled Parking Zone (CPZ) is been introduced.	These proposals do not relate to a CPZ into the area being intended.
4	Objection to new informal crossing and buildouts by Latymer Grammar school on the basis that it will hinder access to the school car park and therefore encourage more parking on street.	Additional engagement has taken place with the school who are supportive of these measures. The design will not restrict access to the school car park.
5	Objection to the proposed bus parking bay by Latymer Grammar.	Further engagement has taken place with the school who believe this facility will be beneficial. However, the order will be modified so that the bay will only be in operation during school hours and will be available for resident parking outside these times.

6.5 Having considered all the objections and representations received it is proposed to:

- Make the Enfield (Bus Parking Places) (No.1) Traffic Order with modifications to amend the operational times of the bay for Latymer School to 8am-9:30am and 3pm-4:30pm Monday to Friday.
- Part make the Enfield (Waiting and Loading Restriction) (Amendment No. \*\*\*) Order without modification to bring in the waiting and loading restrictions advertised, apart from those associated with the Haselbury Road shops area.

- Make the Enfield (Prescribed Route) (No. \*\*\*) Order without modification to enable the northern carriageway in Park Lane to be closed to vehicular traffic at its junction with Sweet Briar Walk.
- Implement the new parallel zebra crossing in Silver Street as advertised.

## 7. ALTERNATIVE OPTIONS CONSIDERED

The following alternative options have been considered:

Option	Comment
Do nothing.	This is not recommended as this project is a key part of the strategy to promote more walking & cycling in the Borough.
Reduce the quality of the proposals.	In order to encourage more active travel it is essential to implement high quality interventions that help create healthier streets, enabling more walking and cycling choices to be made.

## 8. REASONS FOR RECOMMENDATIONS

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

- To create healthy streets that enable more active forms of travel, leading to healthier communities.
- To provide more travel choices for the 34% of Enfield households who have no access to a car and an alternative travel choice for the 66% that do.
- Traffic calming measures to slow traffic speeds and provide a safer environment for pedestrians and cyclists.
- To contribute towards the ongoing development of a Borough-wide active travel network.

## 9. COMMENTS FROM OTHER DEPARTMENTS

9.1 Financial Implications

9.1.1 The estimated budget cost of construction for the scheme is up-to £300k which will be fully funded via the 2019/20 Local Implementation Plan allocation provided by Transport for London to help deliver the Mayor's Transport Strategy.

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.

9.1.4 Future maintenance costs from this scheme will be contained within existing revenue budgets.

## 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. Sections 65 and 66 of the same Act enable footways to be converted to cycle tracks with a right of way on foot. The 1980 Act also provides powers to plant vegetation, construct traffic calming features (including speed tables) and vary the relative widths of carriageways and footways.

9.2.3 The Road Traffic Regulation Act 1984 provides powers to regulate use of the highway, including by creating parking places, introducing 'At Any Time' waiting and loading restrictions, closing roads and installing parallel zebra crossings.

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 recommendations within this report are within the Council's powers and duties.

## 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
<b>Strategic</b>	<b>Risk:</b> Not delivering health and other benefits associated with an increase in levels of cycling. <b>Mitigation:</b> Corporate support for the Cycle Enfield programme and funding from TfL.
<b>Operational</b>	<b>Risk:</b> Disruption during construction. <b>Mitigation:</b> Traffic management arrangements will be designed to minimise disruption for local residents. Roadworks will also be co-ordinated to take account of other work in the area.
<b>Financial</b>	<b>Risk:</b> Insufficient funds/cost escalation. <b>Mitigation:</b> 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.
<b>Reputational</b>	<b>Risk:</b> Opposition to the scheme from some local residents/ organisations. <b>Mitigation:</b> Consultation has been undertaken to take into account views of local residents. There is an on-going communication exercise to explain the case for change and wider benefits that are generated from this scheme.
<b>Regulatory</b>	<b>Risk:</b> Failure to comply with statutory requirements. <b>Mitigation:</b> The scheme is being delivered by experienced designers, with support from TMO experts.

## 11. IMPACT ON COUNCIL PRIORITIES - CREATING A LIFETIME OF OPPORTUNITIES IN ENFIELD

### 11.1 Good homes in well-connected neighbourhoods

The scheme directly supports the Council's commitment to reduce congestion, improve air quality and encourage people to walk and cycle.

### 11.2 Sustain strong and healthy communities

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

### 11.3 Build our local economy to create a thriving place

Wider investment in the walking & cycling network forms part of the Council's strategy to support our high streets and town centres by providing safe and easy access to local shops and services.



## 12. EQUALITIES IMPACT IMPLICATIONS

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

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

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

Age	Slight positive impact – introduction of new formal zebra crossings and improvements to informal crossings will benefit both young and old people in safely crossing the road.
Disability	Slight negative impact – Possible conflict for visually impaired users by shared pedestrian/cycle areas. This will be mitigated by the use of tactile paving and the introduction of appropriate signage to indicate to cyclists that they do not have priority in this space.
Gender reassignment	Neutral impact - No specific impacts identified.
Marriage or civil partnership	Neutral impact - No specific impacts identified.
Pregnancy and maternity	Neutral impact - No specific impacts identified.
Race	Neutral impact - No specific impacts identified.
Religion or belief	Neutral impact - No specific impacts identified.
Sex	Neutral impact - No specific impacts identified.

Social economic	Slight positive impact – Any impact on social economic inequality is likely to be low, as those on low incomes are less likely to own cars, meaning they are more likely to walk or cycle and these projects promote active health and provide safer routes for this to occur.
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### 13. PERFORMANCE AND DATA IMPLICATIONS

This scheme will have limited impact on performance when considered in isolation. However, when considered as part of a wider active travel network, 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 walking & 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%. Treating these conditions accounts 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