

MUNICIPAL YEAR 2019/2020 REPORT NO. PL 19/146 P

**ACTION TO BE TAKEN UNDER
DELEGATED AUTHORITY**

PORTFOLIO DECISION OF:

Cabinet Member for Environment &
Sustainability

REPORT OF:

Director of Environment
& Operational Services

Agenda	KD Num: 4987
Subject: A105 Experimental Traffic Management Orders	
Wards: Bush Hill Park, Grange, Palmers Green and Winchmore Hill	

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1. EXECUTIVE SUMMARY

- 1.1 The report considers the various representations received in response to the experiment traffic orders introduced to support certain parking, waiting and loading restrictions on the A105 Cycle Enfield route.
- 1.2 It is recommended that four of the experimental orders be made permanent without modification but that two of the experimental orders, relating to waiting and loading restrictions and the 'Stop & Shop' bay in Winchmore Hill Broadway are not made until a further consultation period has lapsed and any additional representations considered.

2. RECOMMENDATIONS

- 2.1 To make the traffic orders pursuant to s6 of the Road Traffic Regulation Act 1984 to continue the operation the provisions of the following experimental traffic management orders.
 - (a) The Enfield (Free Parking Place) (Disabled Persons) (No. 8) Experimental Traffic Order 2018
 - (b) The Enfield (Free Parking Places) (No. 2) Experimental Traffic Order 2018
 - (c) The Enfield (Goods Vehicles Loading Bay) (No.6) Experimental Traffic Order 2018
 - (d) The Enfield (Parking Places) (Pay and Display) (No.4) Experimental Traffic Order 2018

- 2.2 To note the representations made in relation to the Enfield (Waiting and Loading Restriction) (No. 161) Experimental Traffic Order 2018 and the modification made to the order to a) relax the loading restriction on the western side of Green Lanes N21 (Winchmore Hill Broadway); and b) introduce an additional 'loading gap' on the western side of Village Road EN1.
- 2.3 To also note the representations made in relation to the Enfield (Stop and Shop Parking Places) (No.2) Experimental Traffic Order 2018 and the modification made to extend the permitted maximum length of stay from 15 minutes to 20 minutes.
- 2.4 To make the orders pursuant to s6 of the Road Traffic Regulation Act 1984 to continue the operation the modified Enfield (Waiting and Loading Restriction) (No. 161) Experimental Traffic Order 2018 and the modified Enfield (Stop and Shop Parking Places) (No.2) Experimental Traffic Order 2018 on completion of the consultation period, subject to consideration of any additional representations or objections received.
- 2.5 To implement the additional actions proposed in paragraph 4.28 of the report.

3. BACKGROUND

- 3.1 In August 2016, the Cabinet Member for Environment approved the final design of the Cycle Enfield proposals for the A105 and the making of the necessary traffic management orders (KD4342).
- 3.2 Various permanent traffic management orders were subsequently made in July 2018 pursuant to powers provided by section 6 of the Road Traffic Regulation Act 1984, including those relating to the cycle lane itself, various free and pay & display parking places, a number of goods vehicle loading bays, sections of prescribed route and amendments to the bus lane at the southern end of the route.
- 3.3 In line with the Cabinet Member's decision, a number of experimental traffic order were made pursuant to section 9 the Road Traffic Regulation Act 1984 to enable various elements of the scheme to be introduced on a trial basis. Specifically, the following experimental traffic management orders were made on 3 December 2018 and came into operation of 13 December 2018:
 - (a) **The Enfield (Waiting and Loading Restriction) (No. 161) Experimental Traffic Order 2018** introduced 'at any time' waiting and loading restrictions along the length of the A105 and on the access road leading to Lodge Drive car park.
 - (b) **The Enfield (Free Parking Place) (Disabled Persons) (No. 8) Experimental Traffic Order 2018** introduced designated bays for blue badge holders in the following locations:

- Elm Park Road N21, the south side, east of its junction with Green Lanes N21;
- Compton Road N21, the north side, west of its junction with Green Lanes;
- Green Lanes N13, between Nos.345 – 347;
- Green Lanes N13, between Nos.410 – 412;
- Green Lanes N13, the west side, south of its junction with Woodberry Avenue;
- Green Lanes, N21, between Nos. 891 – 893;
- Hazelwood Lane N13, the south side, east of its junction with Green Lanes;
- London Road EN2, between Nos.74 – 76, and
- Osborne Road N13, the south side, east of its junction with Green Lanes N13.

(c) **The Enfield (Free Parking Places) (No. 2) Experimental Traffic Order 2018** introduced free, short-stay parking places in the following locations:

- Green Lanes N21, between Nos. 878 – 880 (Saturday only);
- Elm Park Road N21, the north side, east of its junction with Green Lanes N21;
- Shrubbery Gardens N21, the north side, west of its junction with Green Lanes.

(d) **The Enfield (Goods Vehicles Loading Bay) (No.6) Experimental Traffic Order 2018** introduced additional dedicated bays in the locations below to facilitate loading and unloading by goods vehicles:

- Green Lanes N13, between Nos. 350 – 352;
- Green Lanes N13, between Nos. 761 - 765;
- Lodge Drive N13, the south side, east of its junction with Green Lanes.

(e) **The Enfield (Parking Places) (Pay and Display) (No.4) Experimental Traffic Order 2018** modified the pay-and-display parking bay on the northern side of Lodge Drive.

(f) **The Enfield (Stop and Shop Parking Places) (No.2) Experimental Traffic Order 2018** introduced a short-stay, 'stop and shop' bay on the west side of Winchmore Hill Broadway, replacing one previously on the east side.

3.4 The location of the various elements introduced experimentally is illustrated on the plans attached in Appendix 1.

Procedure for Experimental Traffic Management Orders

3.5 The powers to introduce experimental traffic orders are set out in s9 and s10 of the Road Traffic Regulation Act 1984 and the procedure for making such orders are set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

3.6 Some of the key points to note regarding experimental traffic management orders are:

- They cannot remain in place for more than 18 months.
- They can be modified where necessary:
 - (a) *in the interests of the expeditious, convenient and safe movement of traffic,*
 - (b) *in the interests of providing suitable and adequate on-street parking facilities, or*
 - (c) *for preserving or improving the amenities of the area through which any road affected by the order runs.*
- Objections to the orders being made permanent must be made within six months of them coming into operation or from the date they were varied.
- They can be made permanent provided that no variation or modification of the experimental order was made more than 12 months after the order was made.

3.7 In line with the 1996 regulations, notice was given on 3rd December 2018 that experimental traffic management orders would come into operation on 13th December 2018. In addition to publishing notice in the London Gazette and Enfield Independent, site notices were erected along the A105 corridor and leaflets sent of over 17,000 properties along the route promoting the opportunity to make objections to the orders being made permanent.

3.8 An online consultation platform was set up to make it easy for people to object to or make representations regarding each of the experimental orders. Specific guidance was also provided to help ensure that comments focussed on the specific content of the orders rather than the scheme as a whole, recognising that extensive consultation had been carried out previously to help shape the design of the route.

4. STATUTORY CONSULTATION

4.1 The scope of the statutory consultation related specifically to the six experimental traffic management orders and not to any other aspect of the scheme. The window for feedback ran from 13th December 2018 until 12th July 2019.

Responses from Statutory consultees

4.2 No responses were received from the emergency services or other prescribed bodies.

Responses from key stakeholders

a) Winchmore Hill Residents' Association

- 4.3 An objection was received from the Winchmore Hill Residents' Association (WHRA) raising the following key concerns:
- The appropriateness of using experimental traffic management orders, which was perceived as circumventing the need for a public inquiry.
 - The loss of parking and loading on the west side of the section of Green Lanes between Compton Road and Station Road.
- 4.4 The response goes on to suggest two options for altering the cycle track to enable more parking and loading provision to be provided in Winchmore Hill Broadway.
- 4.5 A copy of the objection letter is attached as Appendix 2.

Officer Response

- 4.6 The key elements of the scheme, including the cycle lanes themselves were not introduced experimentally, and a number of associated permanent traffic management orders were duly made in July 2018.
- 4.7 The only elements introduced experimentally are those relating to the waiting and loading restrictions, and certain loading and parking bays, as specified in paragraph 3.3 (a) to (f) above.
- 4.8 The scheme was subject to extensive consultation prior to implementation, with strong views expressed both against and in support of the scheme. Whilst the Council had discretion to hold a public inquiry, this is not felt necessary in helping the Council make its decision.
- 4.9 The only circumstances in which a public inquiry must be held is either, a) where loading is restricted during off-peak periods and substantive objections are received and not withdrawn; or b) where the passage of a bus service is restricted and an objection is received from the bus operator and not withdrawn. However, neither of these requirements apply in the case of experimental orders, which allow restrictions to be trialled and adjusted if necessary in the light of operational experience.
- 4.10 WHRA have also objected to the at any time waiting and loading restrictions on the western side of the section of Green Lanes between its junctions with Compton Road and Station Road. The main concern relates to the loss of parking and the view that the alternative parking in Fords Grove car park is too remote.
- 4.11 Fords Grove car park is around 200 metres from the centre of The Broadway, around a 2¹/₂ minute walk. Although less convenient than parking directly outside a shop (assuming space is available), this is a reasonable alternative provision given the Council's aims to prioritise walking and cycling for short trips.
- 4.12 The objection also refers to the loading restriction on the western side of Green Lanes. Although rear access is available via Broadway Mews and an additional loading bay was provided outside On Broadway, it is recognised

that loading and unloading arrangements are less convenient for some businesses than was previously the case. To test the impact on traffic flow, the waiting and loading experimental order has been modified to enable loading and unloading to take place during off-peak periods outside nos. 739-741 Green Lanes, N21. This modification is now subject to a further period of consultation until June 2020.

- 4.13 Two alternative schemes are suggested by WHRA, one removing the cycle track on the western side of the road to create more parking; the other removing the cycle track on the eastern side of the road so that the carriageway can be widened and parking reinstated on the western side of the road. The first option, forces cyclists into the carriageway, mixing with general traffic and undermines the scheme objectives. The second option suggests an alternative contra-flow cycle lane via the Queens Avenue but, again, does not provide the level of segregation necessary to meet the scheme objectives.

Save Our Green Lanes

- 4.14 Save our Green Lanes did not submit representations themselves but produced a leaflet (attached as Appendix 3) sent to households and businesses along the route encouraging participation in the consultation, highlighting several areas of concern, including the following:

1. *“Residents living along the A105 have lost hundreds of parking spaces, for themselves, deliveries, tradesmen, services and deliveries.*

And where parking spaces have been created they are often too small for many family cars or for larger vehicles.

Most large vehicles cannot park within the white lines”

Officer Response

- 4.15 The loss of parking was considered by both Cabinet in February 2016 and by the Cabinet Member for Environment in deciding to proceed with the scheme in August 2016 (KD4342). The experimental traffic management orders do not change the amount of available parking but make clear via the use of double yellow lines that vehicles cannot park within the mandatory cycle lanes, or in other locations where parking would be obstructive.
- 4.16 Whilst more regulated than was previously the case, provision has been made for delivery vehicles to take place from side roads and in the designated ‘loading gaps’ along the residential sections of the route.
- 4.17 Marked parking bays are generally 1.8m wide. Although it is accepted that some wider vehicles may marginally straddle the bay marking, a common sense approach to enforcement is taken and penalty charge notices are not issued where a vehicle is substantially contained within a bay.

2. *“The significant loss of on-street parking has resulted in loss of trade for A105 businesses.*

Many have not recovered their trade since the cycle lanes were constructed; some have lost loading bays, which are vital for the business and others have closed down.

This is bad for Enfield.”

Officer Response

- 4.18 The level of parking was considered in both the previous Cabinet and Portfolio reports, with provision made in both Fords Grove and Lodge Drive car parks to help mitigate for the loss of some of the previous on-street provision. The overall level of parking in the shopping areas is not significantly affected by the experimental traffic orders, which have mainly introduced double yellow lines to reinforce that motorists cannot park in the mandatory cycle lanes.
- 4.19 A number of comments were received about lack of loading and unloading provision in the shopping areas, although relatively few from businesses. The various specific comments are summarised in Appendix 4, together with an officer response.

3. *“Blue badge holders could previously park close to where they needed to visit. Now they can only pull in and set down passengers – no use if it’s the blue badge holder that is the driver!*

These are people with limited mobility who rely on their cars to remain independent.”

Officer Response

- 4.20 A number of dedicated bays for blue badge holders have been provided along commercial sections of the route. Several additional locations were suggested in response to the experimental traffic management orders, each of which will be considered in detail with a view to implementing those that are feasible on a trial basis.
- 4.21 Although a traffic management order is not required for a mandatory with flow cycle lane, the Council chose to make one so that an exemption could be introduced to enable a vehicle displaying a blue badge to enter the cycle lane to set down and pick up someone with restricted mobility. It is acknowledged that the exemption does not benefit a driver wishing to park in the cycle lane, even if they have a blue badge. However, many of the properties along the residential sections of the route benefit from off-street parking. In addition, on-street provision has been made by way of the ‘loading gaps’ (which allow parking for up to 3 hours during the off-peak period) and in the various side roads, where parking can take place on the double yellow lines, again for up to three hours.
- 4.22 The Council can provide on-street bays for specific blue badge holders in certain circumstances. Requests for a dedicated on-street disabled bay

along the residential section of the route would be considered on their merits and assessed against the Council's adopted criteria, which aim to balance the needs of the individual concerned against the need of other road users.

Responses from individuals

4.23 A total of 464 responses were logged on the on-line consultation platform raising a wide range of issues. It should be noted that many of the comments were not related to the experimental traffic orders, but rather to other aspects of the scheme or the principle of the scheme itself. Some of the common criticisms of the overall scheme were along the following lines:

- The scheme is not justified given the relatively small number of cyclists using the cycle lanes;
- The scheme is a waste of money;
- The loss of parking has adversely impacted businesses and residents;
- Buses stopping in the carriageway cause congestion;
- Risk of pedestrian/cycle conflicts at bus boarders;
- The additional congestion caused by the scheme has led to a reduction in air quality.

4.24 Whilst the above comments and concerns are noted, they are not directly relevant to the experimental traffic orders and are therefore not considered further in this report.

4.25 A small number of respondents also took the opportunity to support the scheme, despite the fact that purpose of the consultation was primarily to determine if there were any reasons for not making the orders permanent.

4.26 Appendix 4 summarises the various relevant representations and provides an officer response, considering each experimental traffic order in turn.

4.27 In response to the initial consultation responses, the table below sets out the modifications already implemented and subject to a further period of consultation, ending on 3rd June 2020.

Issue	Action
Insufficient loading provision on the west side of Green Lanes in Winchmore Hill Broadway	The 'at any time' loading restriction outside 739-741 Green Lanes has been relaxed to allow off-peak loading/unloading (Monday to Saturday before 8am, between 10am and 4pm and after 7pm; and all day on Sundays).
Insufficient number of 'loading gaps' on residential section of A105	An additional bay outside 61/63 Village Road has been created where loading can take place before 7am, between 10am and 3pm and after 7pm.
Duration of stay in 'Stop & Shop' bay on Green Lanes, by Compton Road, too short.	The maximum length of stay has been increased from 15 minutes to 20 minutes.

4.28 A number of additional issues were raised during the initial consultation period that are also being taken forward:

Issue	Action
Lack of awareness of 'loading gaps'	Surface treatment or kerb marking to be introduced to make location of 'loading gaps' more obvious.
More disabled bays needed	Review alternative locations suggested during the consultation and introduce bays for trial period where feasible
Additional 'Stop & Shop' bays needed	Consider scope for additional 'Stop & Shop' bays.
Use of loading bay outside 761-765 Green Lanes.	Retain loading bay in short-term and consult local businesses on options for this space (including retention of loading bay, conversion back to parking bay and improvements to public realm).
Loading provision in Winchmore Hill Broadway and Palmers Green	Commission review to consider balance between parking and loading provision in both town centres

4.29 In summary, a wide range of issues were raised during the six-month consultation period, with many continuing to object to the scheme as a whole and/or various aspects of the design. However, few substantive objections concerned the experimental orders relating to the following measures and it is recommended that these be retained:

- The nine dedicated disabled bays along the route introduced by the Enfield (Free Parking Place) (Disabled Persons) (No. 8) Experimental Traffic Order 2018
- The three additional free, maximum of two hour stay parking bays introduced by Enfield (Free Parking Places) (No. 2) Experimental Traffic Order 2018
- The three additional goods vehicle loading bays introduced by the Enfield (Goods Vehicles Loading Bay) (No.6) Experimental Traffic Order 2018
- The alterations to the pay & display bay in Lodge Drive introduced by Enfield (Parking Places) (Pay and Display) (No.4) Experimental Traffic Order 2018

4.30 Whilst the orders relating to the above are made permanent, it is nevertheless recommended that the scheme continues to be amended, for instance by adding additional bays for blue badge holders and reviewing the balance between parking and loading provision in the town centres.

- 4.31 Following feedback during the initial trial period, the experimental orders relating to the loading restrictions and the ‘Stop & Shop’ bay by Compton Road have been modified and a further six-month period of consultation has commenced.

5. ALTERNATIVE OPTONS CONSIDERED

- 5.1 The following alternative options have been considered:

Option	Comment
Do nothing.	If the Council does not make the experimental orders permanent before 12 June 2020, i.e. with 18 months of them coming into operation, they will lapse and the associated parking places and waiting and loading restrictions would cease to be enforceable under the provisions of the original orders.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The recommendations have been made so that four of the experimental traffic orders can be made permanent without delay as the associated elements generated few specific objections. The two remaining experimental orders, relating to loading and the ‘Stop & Shop’ bay by Compton Road have been modified and cannot be made permanent until a further period for comment has expired. However, having considered all of the representations made to date, it is recommended that these experimental orders be made permanent in due course, subject to the consideration of any new representations or objections received before 3 June 2020.
- 6.2 Finally, a number of suggestions have been made for additional disabled bays, improvements to the conspicuity of the loading gaps etc. and it is recommended that these be investigated further and taken forward where feasible.

7. COMMENTS FROM OTHER DEPARTMENTS

- 7.1 Financial Implications

7.1.1 The cost of the A105 Cycle Enfield scheme has been funded by a combination of Mini-Holland and LIP funding from Transport for London (TfL). The additional cost associated with the making of the experimental traffic orders are less than £5,000 and will be covered in full by TfL. The additional measures identified in paragraph 4.7 are estimated to cost less than £20,000 and will also be covered by TfL’s mini-Holland/LIP funding.

7.1.2 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.

7.1.3 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.

7.2 Legal Implications

7.2.1 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.

7.2.2 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.

7.2.3 Section 9 of the RTRA 1984 enables the Council, as the relevant traffic authority for the area, to make experimental traffic orders which can continue in operation for a maximum of 18 months. Section 10 of the RTRA 1984 makes provision for experimental traffic orders to be modified if necessary:

- (a) *in the interests of the expeditious, convenient and safe movement of traffic,*
- (b) *in the interests of providing suitable and adequate on-street parking facilities, or*
- (c) *for preserving or improving the amenities of the area through which any road affected by the order runs.*

7.2.4 Once modified a further six-month period must be allowed for objections before the order can be made permanent.

7.2.5 The procedure relating to the making of experimental traffic orders is set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and, in particular, regulations 22 and 23.

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

7.3 Property Implications

7.3.1 There are no corporate property implications arising from this report.

8. KEY RISKS

- 8.1 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	Risk: Not delivering health and other benefits associated with an increase in levels of cycling. Mitigation: Corporate support for the Cycle Enfield programme and funding from TfL.
Operational	Risk: Relaxation in loading restriction could impact traffic flow at certain times. Mitigation: Peak hour loading restriction retained to ensure traffic not impacted at busiest times. Impact of the relaxation on traffic off-peak will be kept under review.
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.
Reputational	Risk: Opposition to the scheme from some local residents/businesses and organisations. Mitigation: An extended period of consultation has taken place and a wide range of representations considered. Further consultation is being carried out where the experimental orders have been modified.
Regulatory	Risk: Failure to comply with statutory requirements. Mitigation: The scheme is being delivered by staff experienced in making traffic orders, with support from Legal Services and external experts where required.

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

9.1 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. In doing so, the Cycle Enfield programme will also help the Council meet its commitment to reduce carbon emissions, recognising the current climate change emergency.

9.2 Sustain strong and healthy communities

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

9.3 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.

10. EQUALITIES IMPACT IMPLICATIONS

- 10.1 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. The needs of these diverse groups must be considered when designing and changing services or budgets so that decisions do not unduly or disproportionately affect access by some groups more than others. The Public Sector Duty 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
- 10.2 Cabinet considered the Predictive Equality Impact Assessment for the A105 scheme in February 2016 before granting approval to proceed to detailed design and statutory consultation. A number of mitigation measures were identified and put in place as part of the scheme, including the following which specifically relate to the scope of the experimental traffic orders:
- Creating 'loading gaps' along the residential section of the route to allow blue badge holders to park off-peak for up to three hours;
 - Introducing a number of bays dedicated for use by blue badge holders.
- 10.3 The Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000 provide various exemptions for blue badge holders from parking regulations. However, there are no national exemptions that allow blue badge holders to enter a mandatory cycle lane. The Council therefore made, in July 2018, an order to enable blue badge holders to enter the cycle lane to pick-up or set-down passengers with restricted mobility.
- 10.4 The above mitigation measures seek to provide a reasonable balance between the needs of blue badge holders and the need to create a safe, segregated cycle route for people of all ages and abilities.
- 10.5 The consultation generated a number of comments about the impact of the scheme on older and disabled people, particular relating to the use of orcas and the design of the bus boarders. These impacts continue to be monitored and the design developed in the light of emerging best practice.
- 10.6 More specifically related to the scope of the experimental traffic orders, a general comment emerged from the consultation relating to the difficulty that could be caused if disabled people are unable to park along residential sections of the route, notwithstanding the 'loading gaps', the ability for blue badge holders to park on double yellow lines in the side roads (for up to three hours) and the fact that many of the properties have off-street parking.

- 10.7 Allowing uncontrolled parking in the cycle lane by blue badge holders would undermine the integrity of the cycle route, forcing potentially inexperienced cyclists to mix with general traffic to overtake stationary vehicles. Whilst a blanket relaxation of the restrictions is therefore not appropriate, specific requests for additional 'loading gaps' or disabled bays would be considered on their merits, taking into account the specific issues in each case.
- 10.8 The table below summarises the impact of making the experimental orders permanent on the various protected groups:

Age	Neutral impact – the mandatory cycle lanes have reduced the opportunity for casual parking, particularly along the residential sections of the route. This could impact some older people with impaired mobility, particularly those without a blue badge. However, the experimental waiting and loading restrictions simply reinforce the mandatory cycle lane and do not further reduce kerbside parking. This is mitigated in part by the fact that the residential sections of the route are fronted in the main by properties with dropped kerbs, enabling visitors to park off-street in many cases.
Disability	Slight positive impact – the mandatory cycle lanes have reduced the opportunity for casual parking, particularly along the residential sections of the route. In the main, the experimental waiting and loading restrictions simply reinforce the mandatory cycle lane and do not further reduce kerbside parking. However, the experimental orders help to mitigate the situation by enabling blue badge holders to park in the 'loading gaps' and also by creating a number of dedicated bays for blue badge holders along the route.
Gender reassignment	Neutral impact - No specific impacts identified.
Marriage/civil partnership	Neutral impact - No specific impacts identified.
Pregnancy/maternity	Neutral impact - No specific impacts identified.
Race	Neutral impact - No specific impacts identified.
Religion/belief	Neutral impact - No specific impacts identified.
Sex	Neutral impact - No specific impacts identified.

11. PERFORMANCE AND DATA IMPLICATIONS

- 11.1 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.

12. PUBLIC HEALTH IMPLICATIONS

- 12.1 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.
- 12.2 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.
- 12.3 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.
- 12.4 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.

