



PUBLICATION OF DECISION LIST NUMBER 58/21-22

MUNICIPAL YEAR 2021/22

Date Published: 15 March 2022

This document lists the Decisions that have been taken by the Council, which require publication in accordance with the Local Government Act 2000. The list covers Key, Non-Key, Council and Urgent Decisions. The list specifies those decisions, which are eligible for call-in and the date by which they must be called-in.

A valid request for call-in is one which is submitted (on the form provided) to the Governance and Scrutiny Team in writing within 5 working days of the date of publication of the decision by at least 7 Members of the Council.

Additional copies of the call-in request form are available from the Governance and Scrutiny Team.

If you have any queries or wish to obtain further report information or information on a decision, please refer to:

– Claire Johnson (ext.1154)

INDEX OF PUBLISHED DECISIONS – 15 March 2022

List Ref	Decision Made by	Date Decision came/ comes into effect	Part 1 or 2	Subject/Title of Report	Category of Decision	Affected Wards	Eligible for Call-In & Date Decision must be called in by (If Applicable)	Page No.
1/58/21-22	Councillor Barnes, Deputy Leader	23 March 2022	Part 1	A1010S TO NORTH MIDDLESEX HOSPITAL CYCLE ROUTE	Non Key	N/a	Yes 22 March 2022	3-5

DECISIONS

For additional copies or further details please contact Claire Johnson (020 8132 1154), Governance and Scrutiny Team.

LIST REFERENCE: 1/58/21-22

SUBJECT TITLE OF THE REPORT:							
A1010S TO NORTH MIDDLESEX HOSPITAL CYCLE ROUTE							
Part 1 or 2 (relevant exempt Paragraph)	Wards affected by decision	Decision taken by	Date Decision comes into effect	Interest declared in respect of the Decision	Category of decision (i.e. Key, Non-Key, Council, Urgent)	Contact Details	Eligible for Call-in & Date to be called in by
Part 1	N/a	Deputy Leader, Councillor Ian Barnes	23 March 2022	None	Non Key	Richard Eason, Healthy Streets Programme Director	Yes 22 March 2022
DECISION							
<p>AGREED subject to not being called in:</p> <ol style="list-style-type: none"> The trial currently in operation and shown at Annex 1 is implemented on a permanent basis and approval is given to spend funding allocations as set out in this report. That the provisions of the experimental traffic orders TG52/1455, which are included at Appendix 1 and were advertised on 11th November 2020 and came into force on 23rd November 2020, continue in force by means of permanent orders. These recommendations should be considered in the knowledge that improvements to the interventions introduced as part of the trial are explored. These may include: <ul style="list-style-type: none"> Bollard(s) between the planters of the Park Road modal filter, following a recommendation from the Metropolitan Police to re-consult with the emergency services on whether they would now support a non-camera enforced modal filter at this location. A parallel zebra crossing on Victoria Road at the location of the current informal cycle and pedestrian crossing. Permanent footway buildouts in place of the current temporary ones that are made with reflective bollards. Speed reduction measures at Victoria Road and Sweet Briar Walk. That delegated authority be given to the Director of Environment & Operational Services to make any of the improvements outlined above if the trial is made permanent. Note that the Deputy Leader must make the decision in relation to the proposals in this report on the basis that any of the future proposals 							

set out in paragraph 3 may not be implemented.

OPTIONS CONSIDERED

Option	Comment
Remove the trial	Removing the trial would sever the current connection to Pymmes Park and NMUH and the future connection to Haringey and CS1, stall or reverse the active travel uptake trends, and therefore prevent the opportunity to realise the benefits that the project objectives can deliver.
Holding a Public Inquiry prior to a decision	Consideration was given to referring this project to a Public Inquiry. However, it is recommended that no Public Inquiry into this project takes place on the basis that there has been significant opportunity for all views to be canvassed during an extended consultation period, including objections to making the orders permanent, and for these views to be presented to the decision-maker for consideration; the proposal does not contain issues which are particularly complex. Therefore, a Public Inquiry, where the decision would ultimately be returned to the Council, would add no further value to the process.
Remove the Park Road modal filter and/or implement segregated cycling infrastructure	<p>Park Road and particularly its section under the railway bridge is too narrow for a segregated cycle track.</p> <p>The modal filter ensures that Park Road receives reduced traffic, becoming access only for residents and businesses. With traffic volumes being significantly lower following the introduction of the modal filter, the active travel route complies with DfT's Cycle infrastructure design (LTN 1/20)¹ and TfL's New Cycle Route Quality Criteria², reducing or eliminating the need for segregated cycle facilities.</p> <p>While removing the modal filter would create an additional access point for residents and businesses, it would also create an opening for through traffic to pass. This would lead to traffic levels remaining too high to safely mix people who cycle with motor traffic.</p>

¹ <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

² <https://tfl.gov.uk/corporate/publications-and-reports/cycling>

Residents only access, for example via ANPR	<p>One of the aims of the project is to enable a longer-term increase in the levels of walking and cycling within and through the scheme area. Allowing residents exemptions from the Park Road modal filter, via ANPR or other means, could restrict the level of changes in travel behaviour by those residents who drive and live within the project area.</p> <p>Furthermore, the additional motor traffic within the area from trips made by residents would 'dilute' the benefits to others and potentially limit the potential for growth in walking and cycling.</p>
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REASONS FOR RECOMMENDATIONS

6. A number of experimental traffic orders were made to bring into operation the trial measures implemented for the A1010S to North Middlesex Hospital Cycle Route. To enable the scheme to be retained, further orders need to be made under the Road Traffic Regulation Act 1984. To help inform the decision, the report sets out the progress against project objectives and objections to the scheme being made permanent, as well as details of the monitoring of this trial.
7. 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.
8. 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.
9. A1010S to North Middlesex Hospital Cycle Route forms part of the Enfield Healthy Streets programme, providing a key connecting link for Cycleway 1. Therefore, this report sets out the contribution this project can make to the wider context described above.

BACKGROUND

Please note that a copy of the Part 1 report is available on the Council's democracy pages.