

cycleenfield

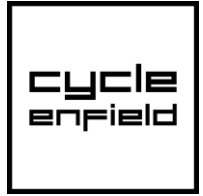


Consultation Overview

Partnership Board

21st Jan 2016

Scope



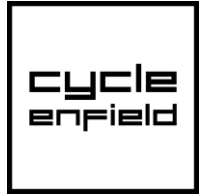
2

- Who participated
- Methodology
- Key issues raised
 - Perceived positive impacts / LBE response
 - Perceived negative impacts / LBE response
- Changes to the design, “you said, we did”
- Conclusion

Please keep questions until the end of this section
(note slide number and we can return to the slide)



Who Participated



- 1646 Responses
 - Enfield postcodes – 84.2%
 - Other borough postcodes – 13.2%
 - Outside London – 2.6%
- 73% of all responses were from these postcodes:
 - N13 – 432 responses
 - N21 – 431 responses
 - EN1 – 179 responses
 - EN2 – 161 responses
- Other responses outside of the formal consultation considered (feedback at events, letters etc)

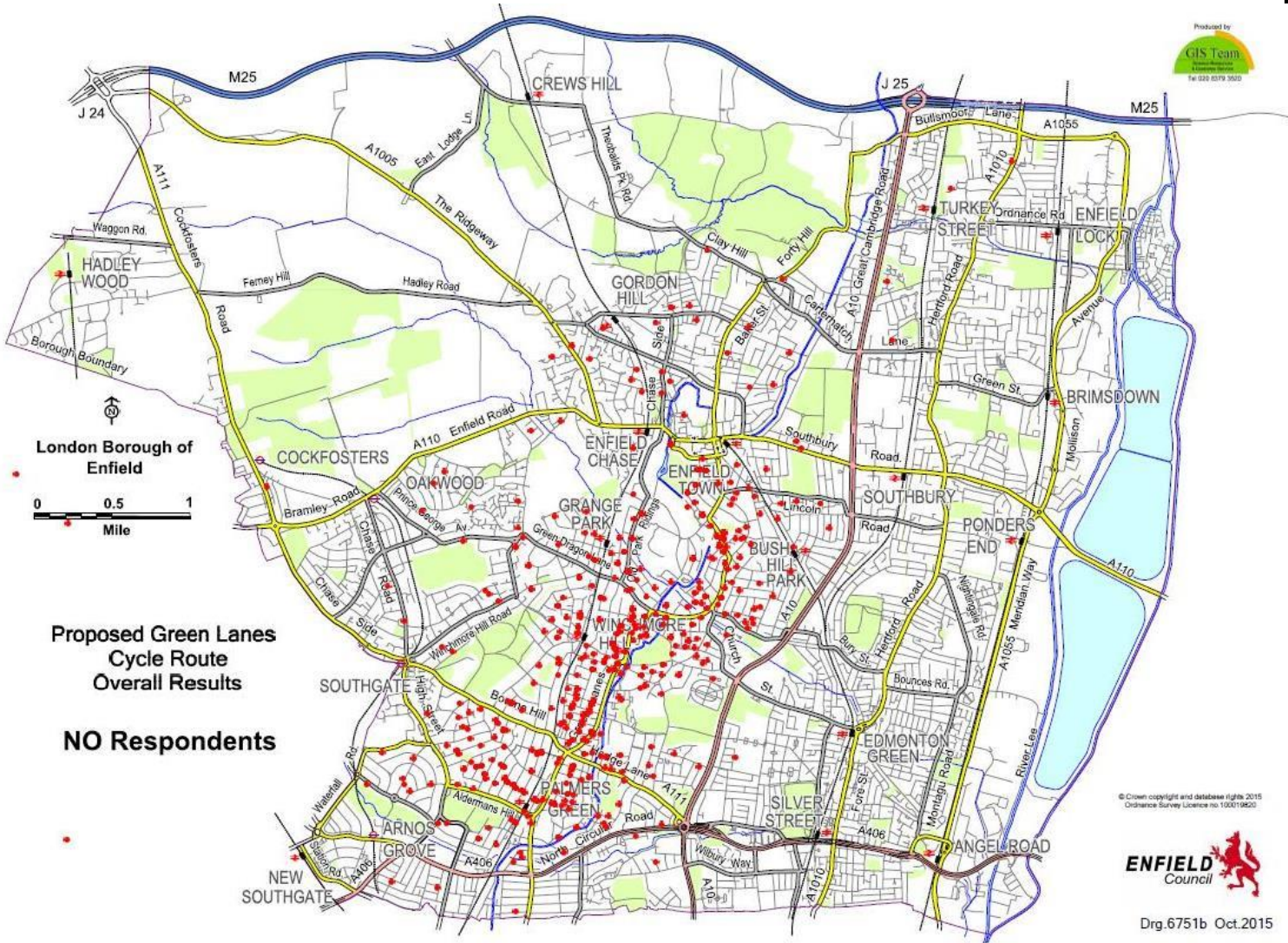


Map 1



Produced by
GIS Team
Enfield Council
Tel: 020 8579 3632

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Map 2



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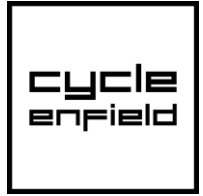
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Drg.6751c Oct.2015



Methodology



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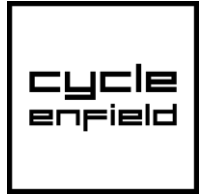
- Dedicated consultation software
- Hosting the full detail of the proposals
- Enabling individuals (not households) to respond
- Allowing anyone who may be affected to have their say
- Presented at a series of events
- Option to receive printed copies / alternative formats
- **Allowing detailed insights to be captured to inform the design**



Key issues raised



Perceived positive impacts

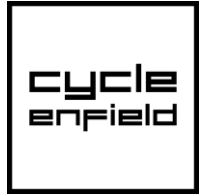


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- To make cycling safer
- More attractive improved public spaces, more liveable, improved town centres
- Improvements to public health / fitness / wellbeing, tackling obesity
- Better air quality / environmentally friendly, less pollution
- Positive impact on passing trade, local shops
- Reduce congestion, more efficient use of road space.



Concerns / perceived negative impacts



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Issue > LBE Response

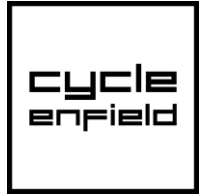
- Impact on shops & business > independent economic assessment
- Increased congestion > modelling report
- Bus stop design > implemented elsewhere, design adjustments
- Insufficient people cycling > scheme designed to increase levels
- Impact on air quality > independent air quality assessment
- Money spent on other services > External investment from TfL budget
- Alternative routes > Network effect, New River route not viable
- Rat running > Quieter neighbourhoods to follow
- Plans don't go far enough > Transformative scheme



Changes to the design



Changes to the design (General)



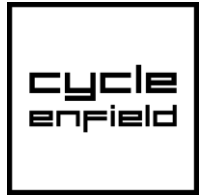
You said > We Did

- Bus stop design
 - > We have introduced buffer strips at 23 bus stop boarders, 6 remain without buffers
- Cycle lanes would prevent access by blue badge holders and dial-a-ride users
 - > Blue badge holders and dial-a-ride will be able to enter the cycle lanes to set down and pick-up
- Loading points along the route
 - > Same number / size of loading bays remain in high streets. Feasibility of temporary loading permits to be investigated
- Cycle lane positioning outside of parking bays
 - > Design amended so the format is consistent and cycle lanes remain on the inside of parking bays

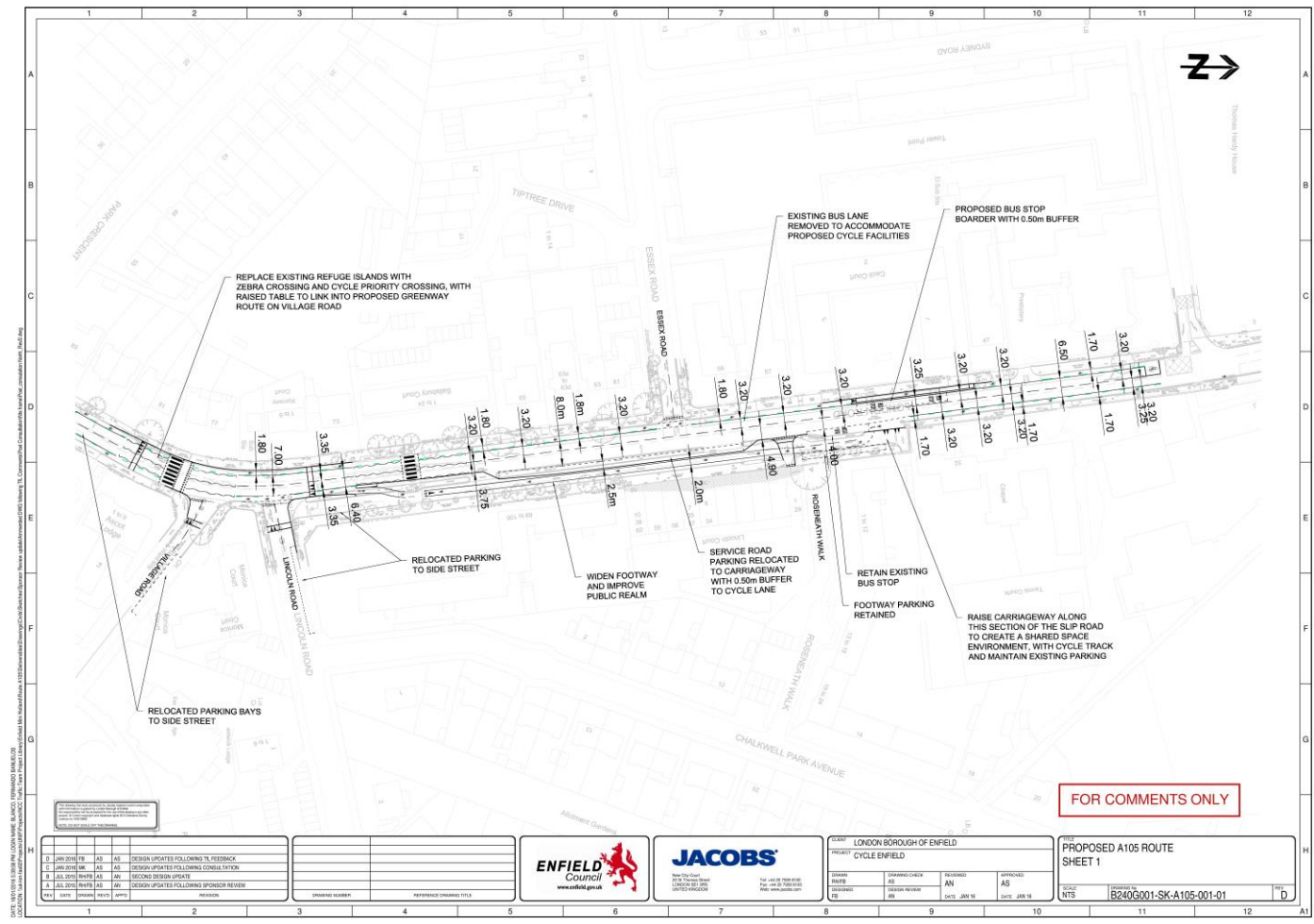
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Drawing 1 -



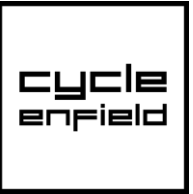
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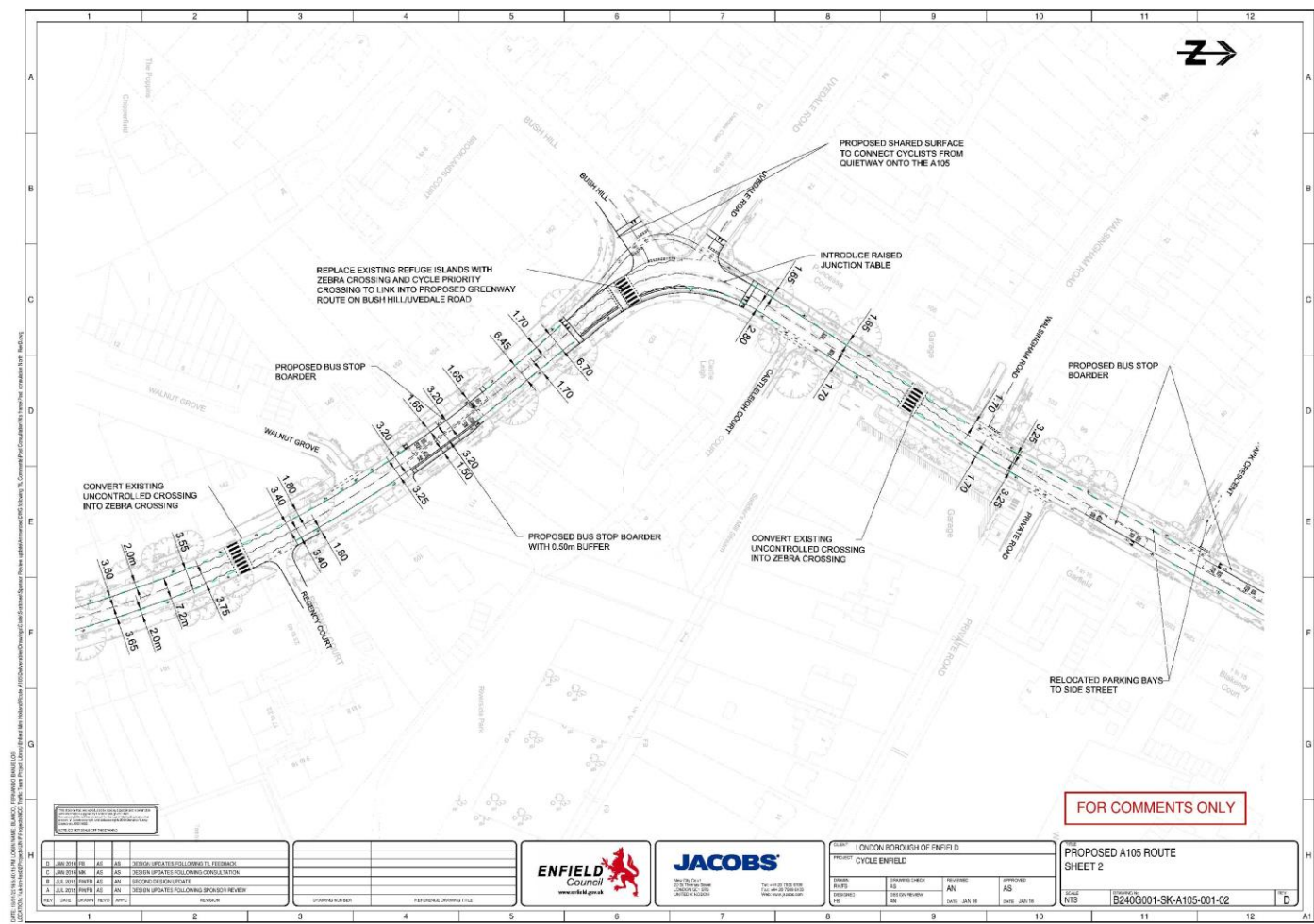
Raised table extended to include Lincoln Road.



Drawing 2



13



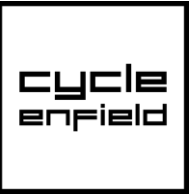
FOR COMMENTS ONLY

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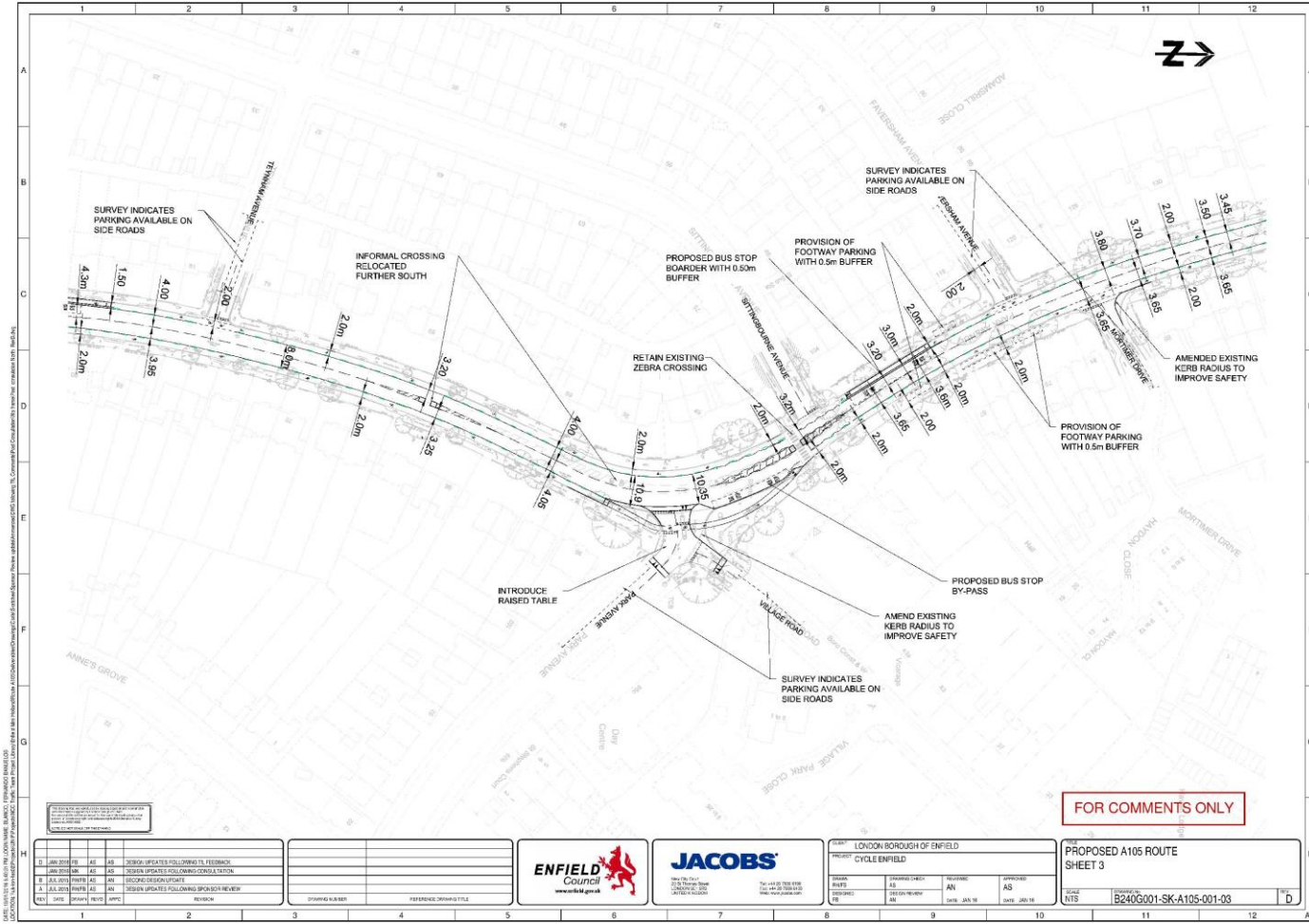
New Zebra crossing outside of Regency Court. Bus stops returned to current position.



Drawing 3



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2	15/01/18	AS	AS	ISSUE FOR CONSULTATION
3	15/01/18	AS	AS	ISSUE FOR CONSULTATION
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DRAWING NUMBER	PROPOSED A105 ROUTE
REFERENCE DRAWING TITLE	



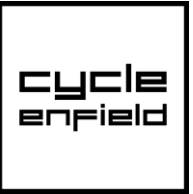
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CYCLE ENFIELD	
DESIGNER: AS	APPROVED: AN
DRAWN: AS	CHECKED: AN
DATE: 15/01/18	DATE: 20/01/18

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CYCLE ENFIELD	
PROPOSED A105 ROUTE SHEET 3	
SCALE: NTS	PROJECT CODE: B240G001-SK-A105-001-03

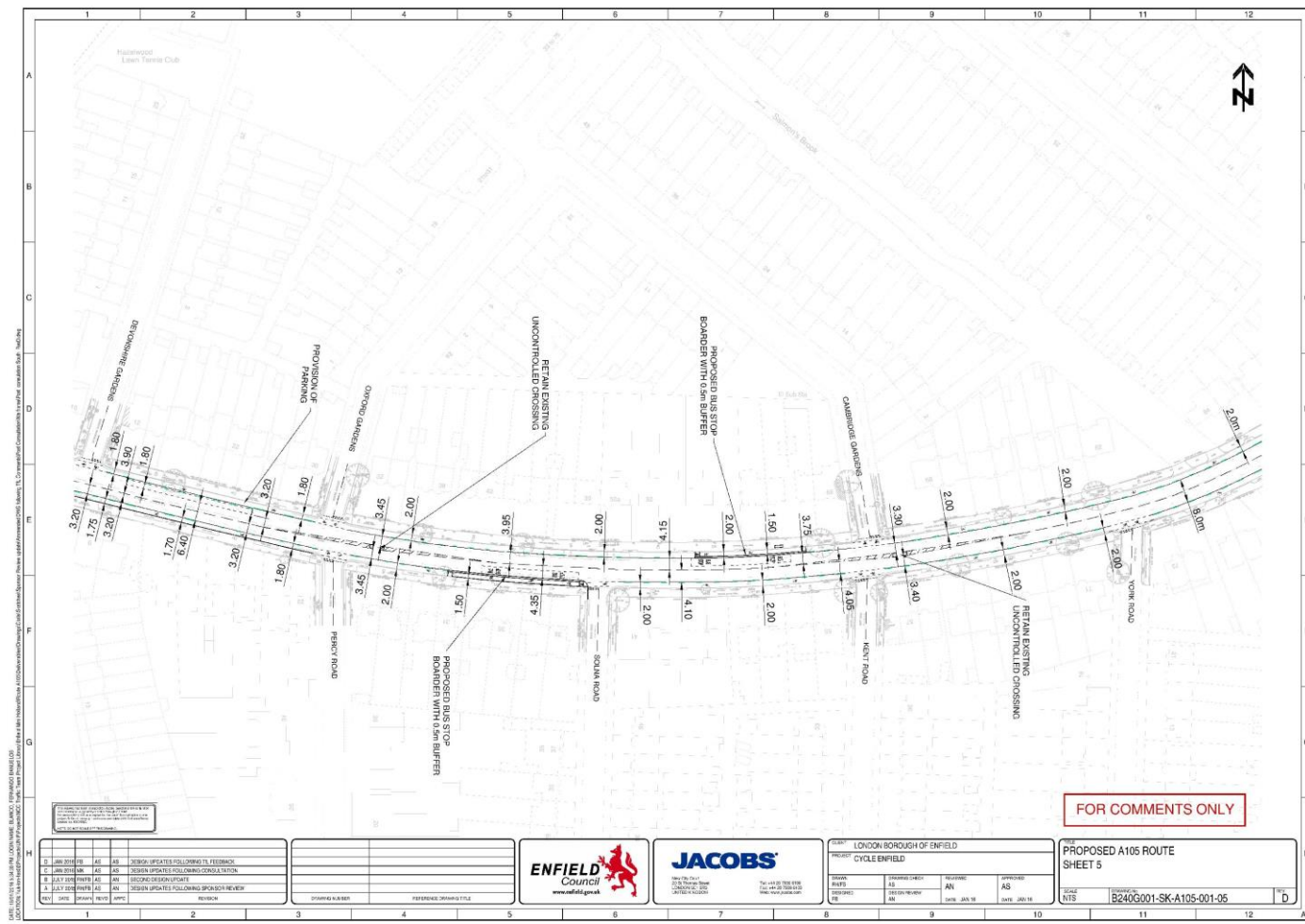
No change.



Drawing 5



16

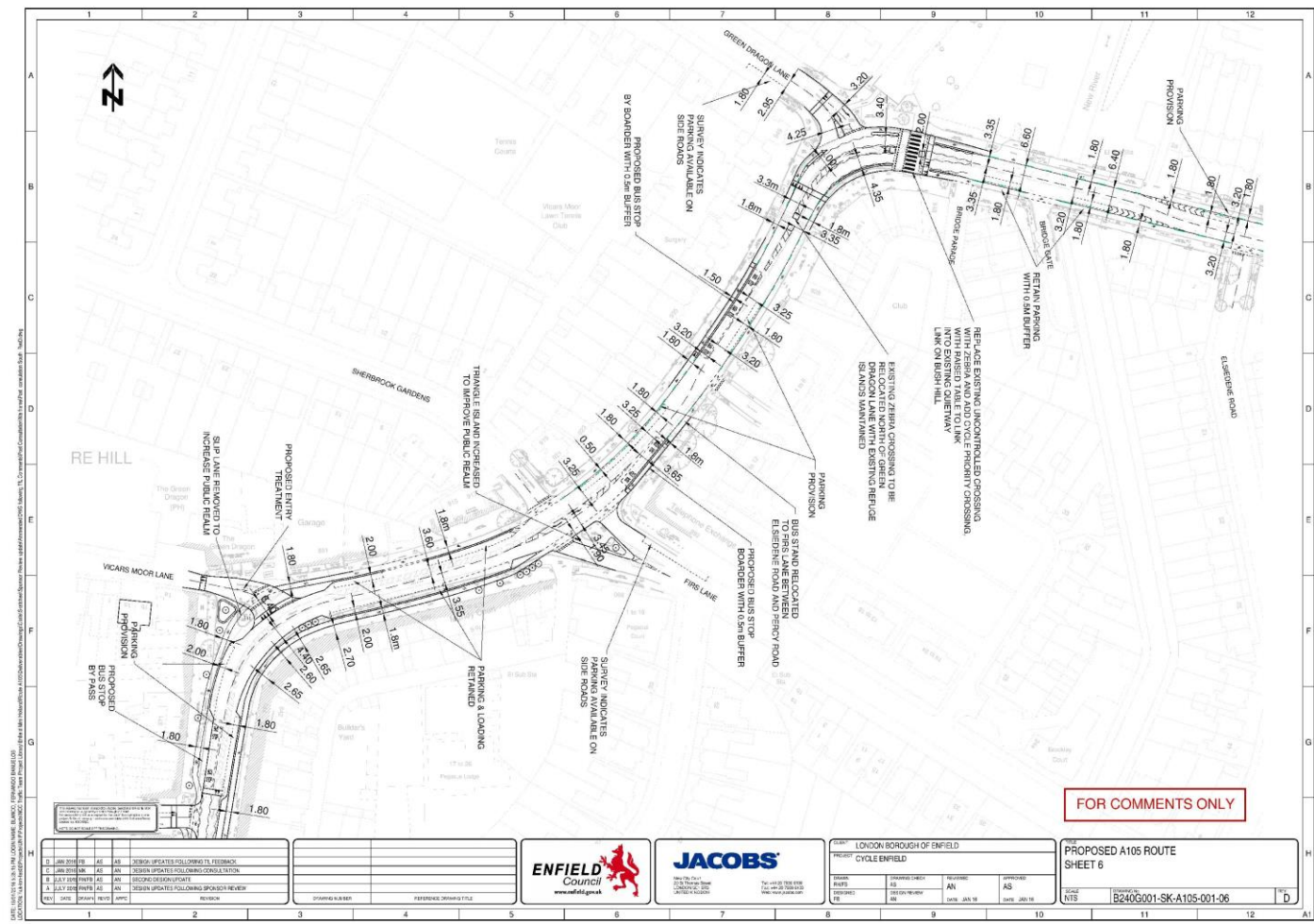
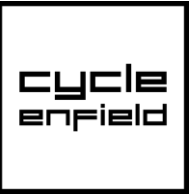


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Example of cycle lane re-aligned to the inside of parking bays.



Drawing 6

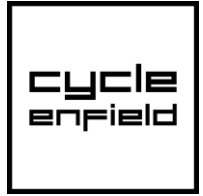


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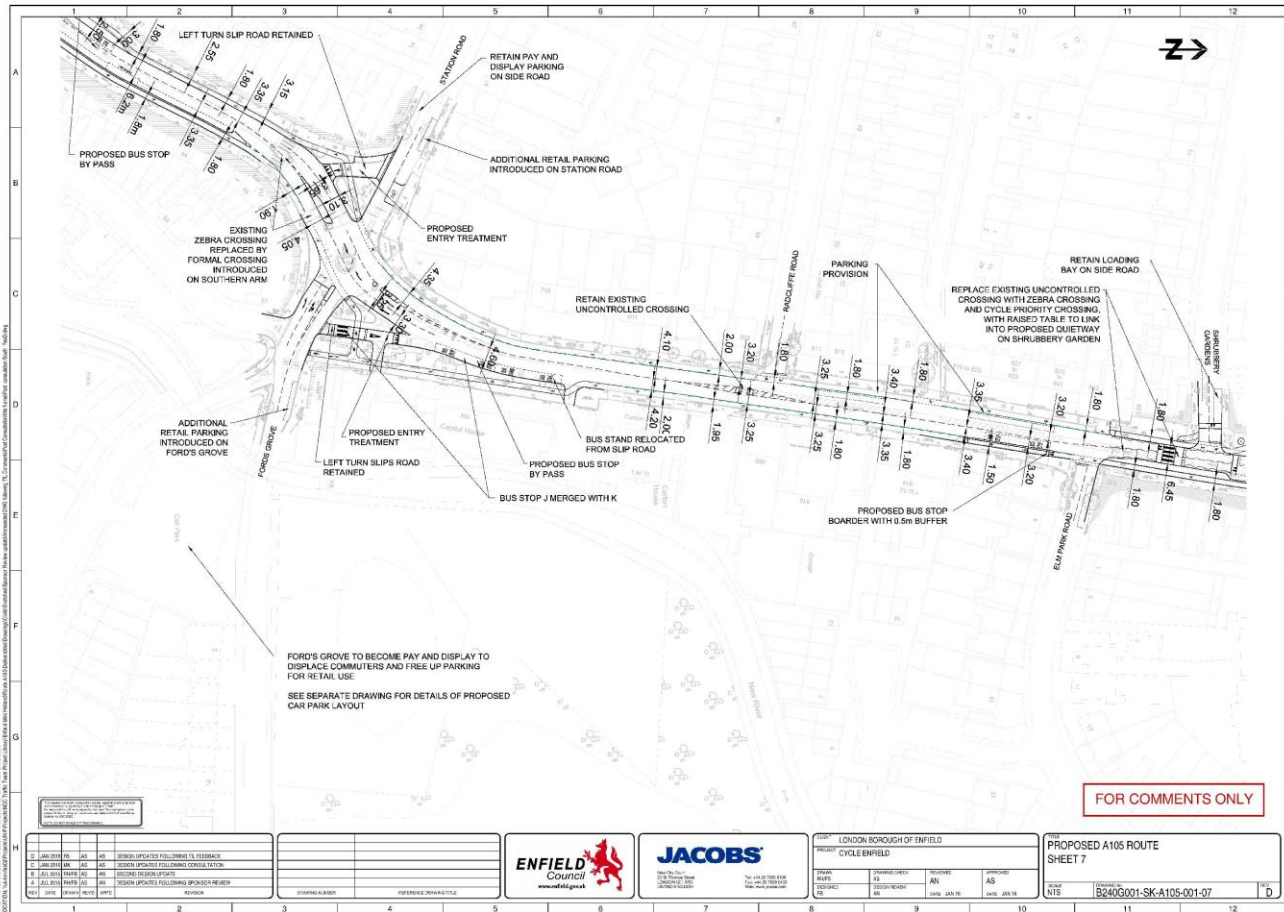
Right turn pocket into Green Dragon Lane incorporated, along with flared exit from Green Dragon Lane to the A105. Vicars Moor Lane junction reverted to two-way.



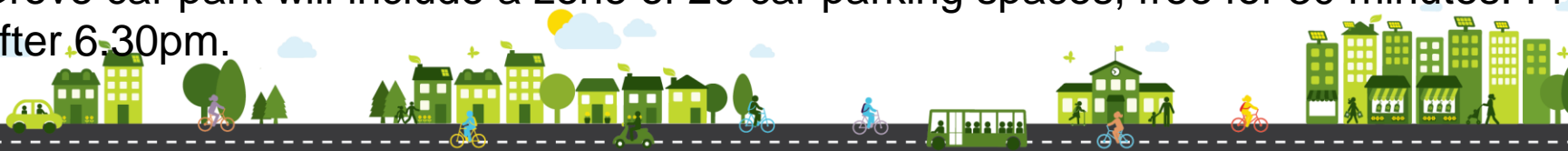
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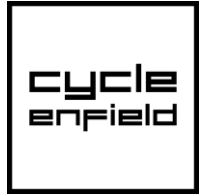
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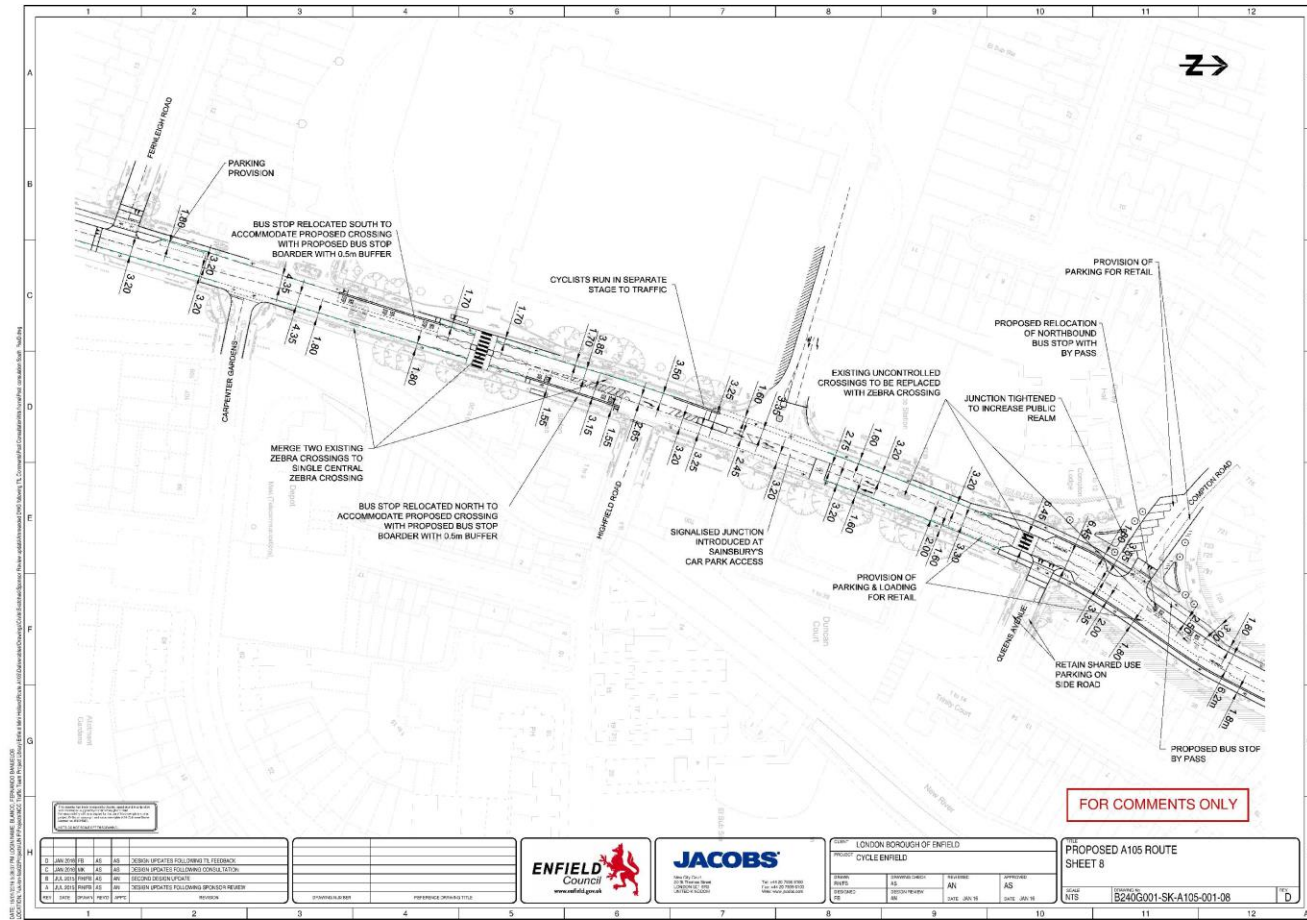
Slip road included to allow north bound traffic to turn left into Station Road. An additional car parking space to be incorporated. 125 bus stand will be retained. Fords Grove car park will include a zone of 20 car parking spaces, free for 30 minutes. Free after 6-30pm.



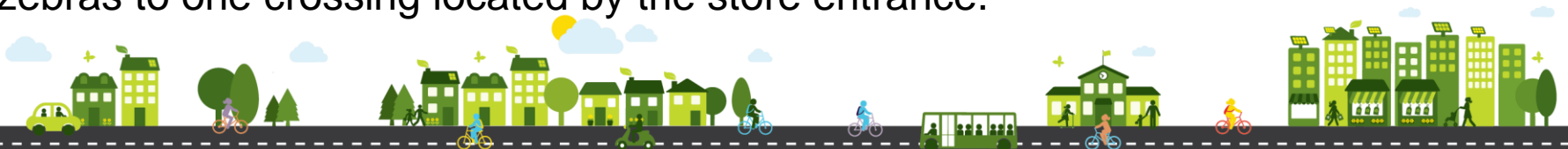
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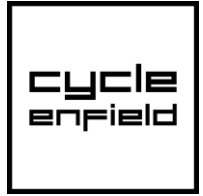
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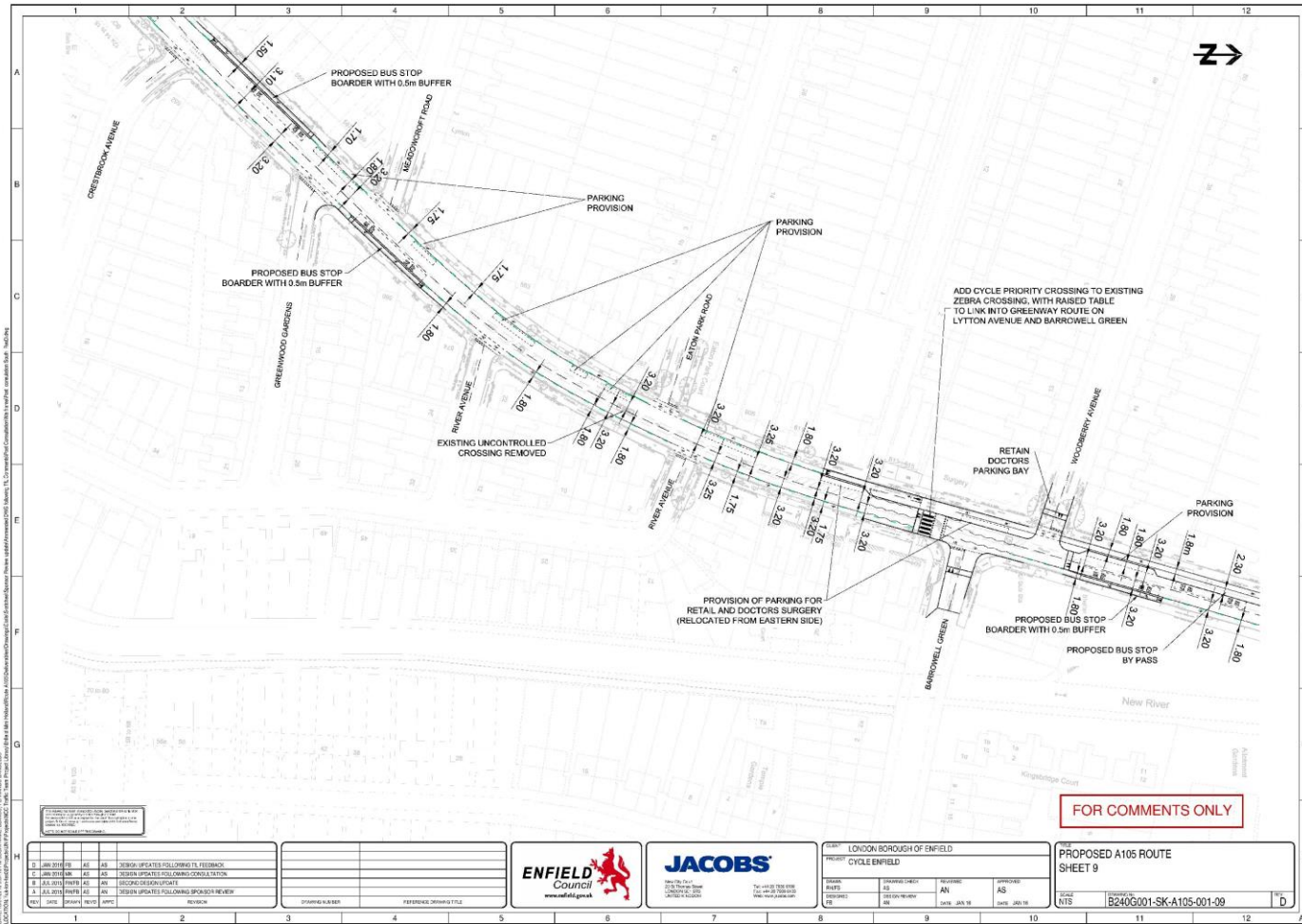
Compton Road parking re-designed to include 2 additional spaces (reduces public realm). Bus stops by Sainsbury's placed by the store front, with a merger of the 2 zebras to one crossing located by the store entrance.



Drawing 9



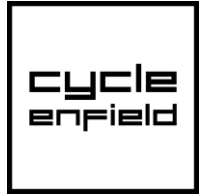
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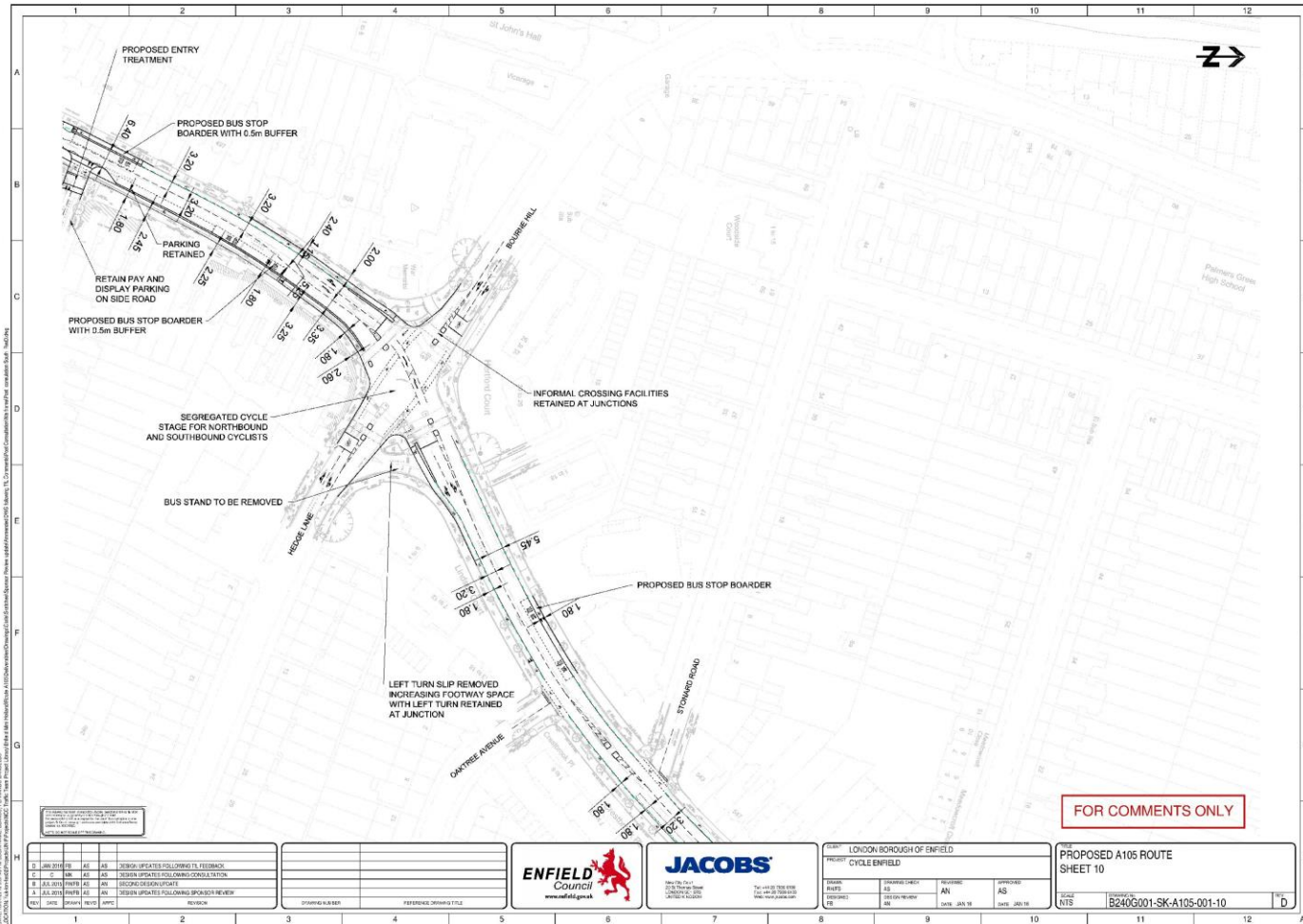
Cycle lane aligned inside of parking bays.



Drawing 10



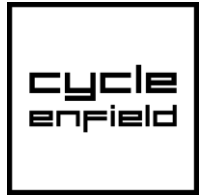
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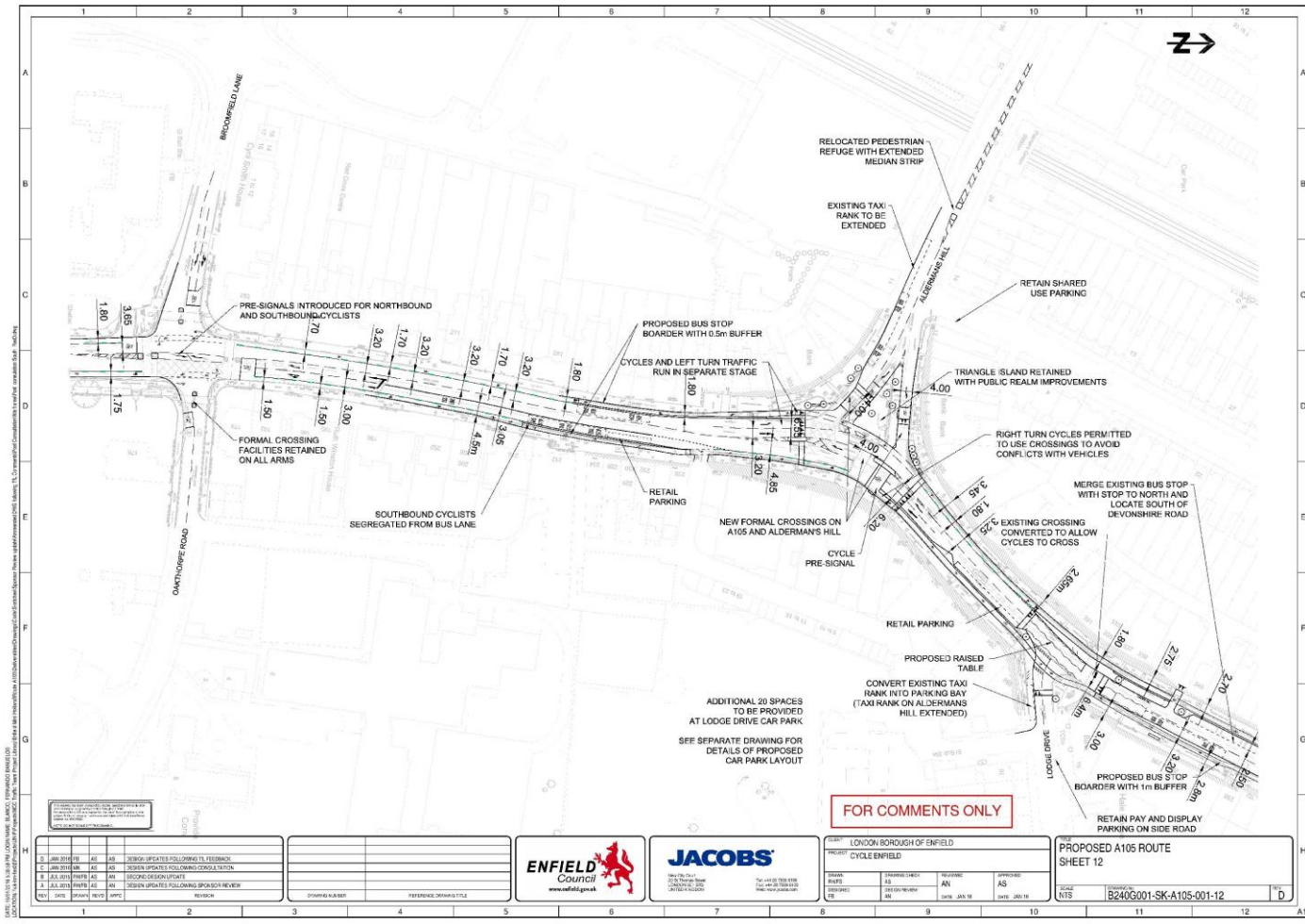
Informal crossing by St Monica's upgraded to a Zebra crossing. Bus stops retained in current position – which removes 2 parking spaces.



Drawing 12



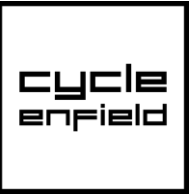
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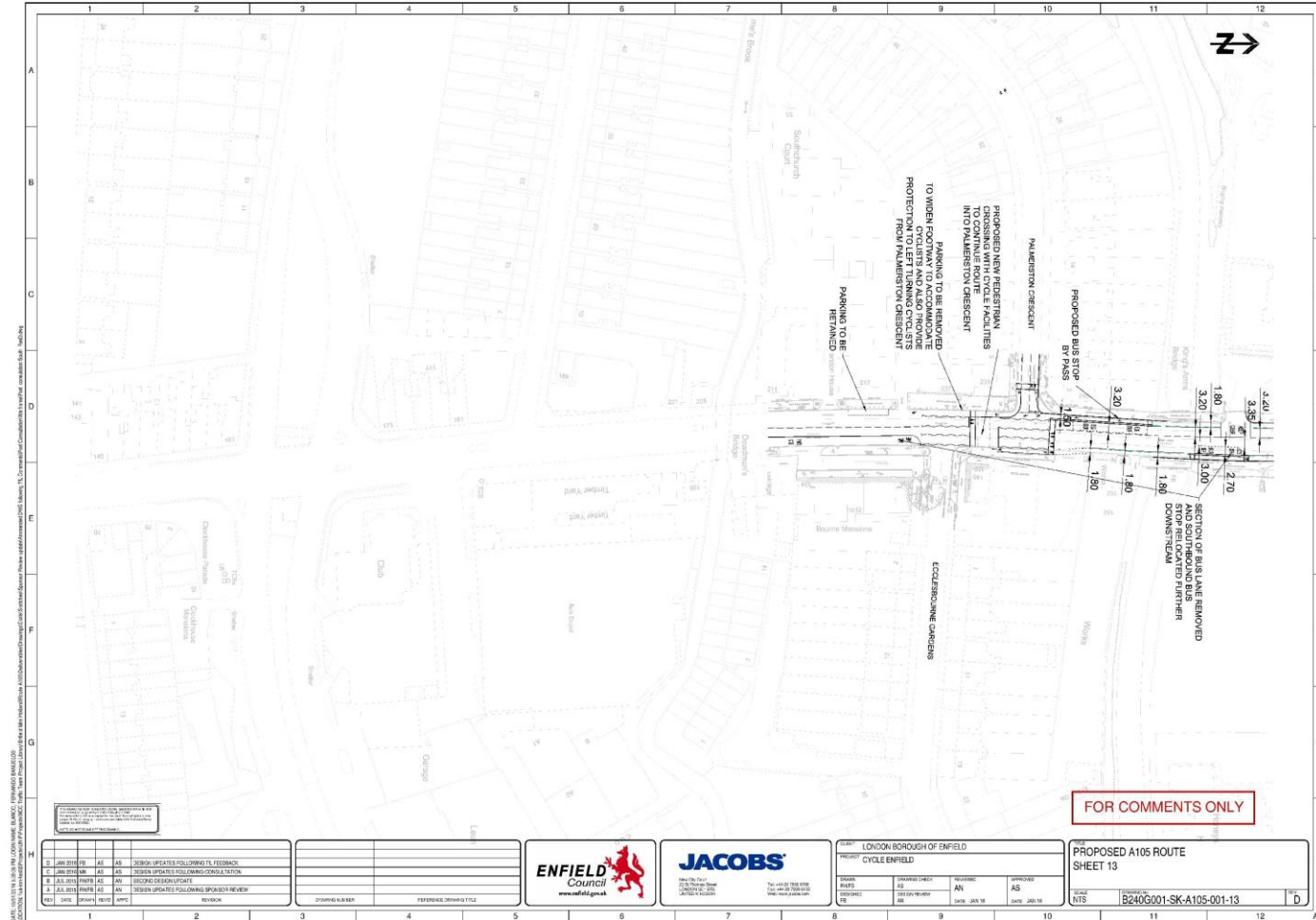
Option which retains the triangle will be taken forward. Lodge Drive car park will include a zone of 20 car parking spaces, free for 30 minutes. Car park will have 24hr access, signed from the high street, free after 6.30pm.



Drawing 13 / 14 (Palmerston Crescent)



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NO.	DATE	BY	REVISED	REVISION
1	01/06/2016	AS	AS	DESIGN UPDATES FOLLOWING FEEDBACK
2	01/06/2016	AS	AS	DESIGN UPDATES FOLLOWING CONSULTATION
3	01/06/2016	AS	AS	DESIGN UPDATES FOLLOWING CONSULTATION
4	01/06/2016	AS	AS	DESIGN UPDATES FOLLOWING CONSULTATION
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DRAWN	DATE	REVISION



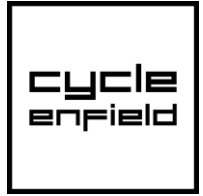
PROJECT	LONDON BOROUGH OF ENFIELD
PROJECT	CYCLE ENFIELD
DATE	01/06/16
DATE	01/06/16
DATE	01/06/16

PROJECT	PROPOSED A105 ROUTE
SHEET	SHEET 13
DATE	01/06/16
DATE	01/06/16
DATE	01/06/16

Option 1 will be taken forward, with the route along Palmerston Crescent



Conclusion



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- Robust methodology
- Excellent participation
- Useful insights by local people
- Identification of areas to improve communication
- Numerous changes to the design proposals as a direct outcome of the consultation



Questions

