

Cycle Enfield



Cycle Enfield – 4th West Partnership Board

21 JANUARY 2016



JACOBS[®]

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- Survey data
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Survey Data

Parking

- Parking and loading surveys carried out on A105 and 100m up every side road.
- Surveys period 06:00-00:00
 - Wednesday (07/01/15)
 - Saturday (10/01/15)
 - Sunday (11/01/15)
- Parking surveys carried out in hourly beats.
- Loading surveys carried out in 15 minute beats.
- Occupancy and estimate of duration of stay recorded.

Survey Data

Modelling

- Classified Turning Counts (Type and number of vehicles)
 - Weekday AM Peak 07:00-10:00 (08/07/14)
 - Weekday PM Peak 16:00-19:00 (08/07/14)
 - Saturday Peak 10:00-16:00 at key locations (12/07/14)
- Validation Data
 - Video cameras used to record green times, cycle time and degree of saturation on the same day as the turning count surveys

Winchmore Hill Parking

- Winchmore Hill (Ford's Grove to Sainsbury's)

Type	Existing	Proposed	% Retained
Pay and Display	59	45*	76%
Loading	2	2	100%

- Ford's Grove car park converted to pay and display with a zone of 20 no. 30 minute free parking spaces, to support local businesses. Free parking in all spaces after 6:30p.m. to support the evening economy.

- Winchmore Hill (Elm Park Road to Elsievene Road)

Type	Existing	Proposed	% Retained
Short Term Parking	55	49	89%
Loading	2	2	100%

- 10 additional parking spaces provided to offset loss of unrestricted kerb spaced (average occupancy 10 vehicles)

Palmers Green Parking

- Palmers Green (Bourne Hill to Fox Lane)

Type	Existing	Proposed	% Retained
Pay and Display	37	26	70%
Loading	2	2	100%

- Palmers Green (Fox Lane to Broomfield Lane)

Type	Existing	Proposed	% Retained
Pay and Display	47	41	87%
Loading	3	3	100%

- Lodge Drive Car Park increased by 20 Spaces, with a zone of 20 no. 30 minute free parking spaces to support local businesses. Free parking in all spaces after 6:30p.m. to support the evening economy.

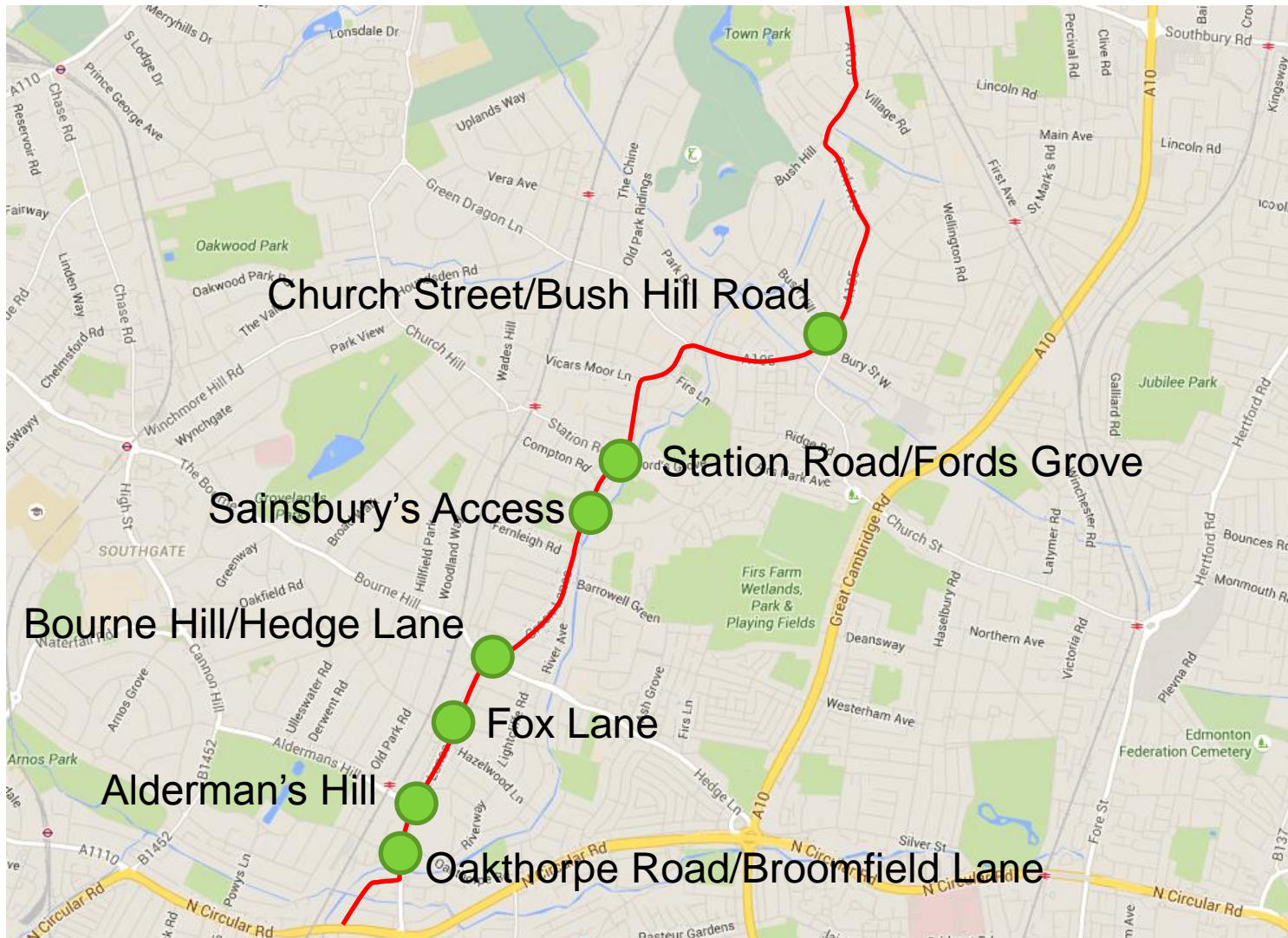
Residential Corridor Parking

- Residential Corridor (Equivalent to approximately 3.5km)

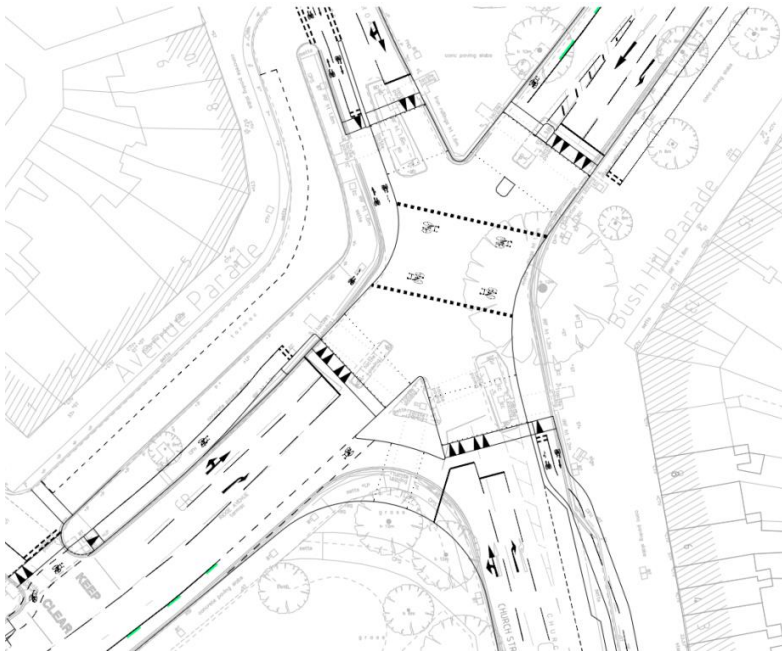
Type	Existing	Proposed
Residents bays	19	72
Average occupancy of lost uncontrolled parking	88	0
Shared use	18	21
Short term parking	10	6
Pay and display	8	0
Total	143	99
	Retained	69%

- Blue badge holders (including Dial-a-Ride) will be permitted to pick-up and drop-off in the lightly segregated cycle lanes

Key Junctions

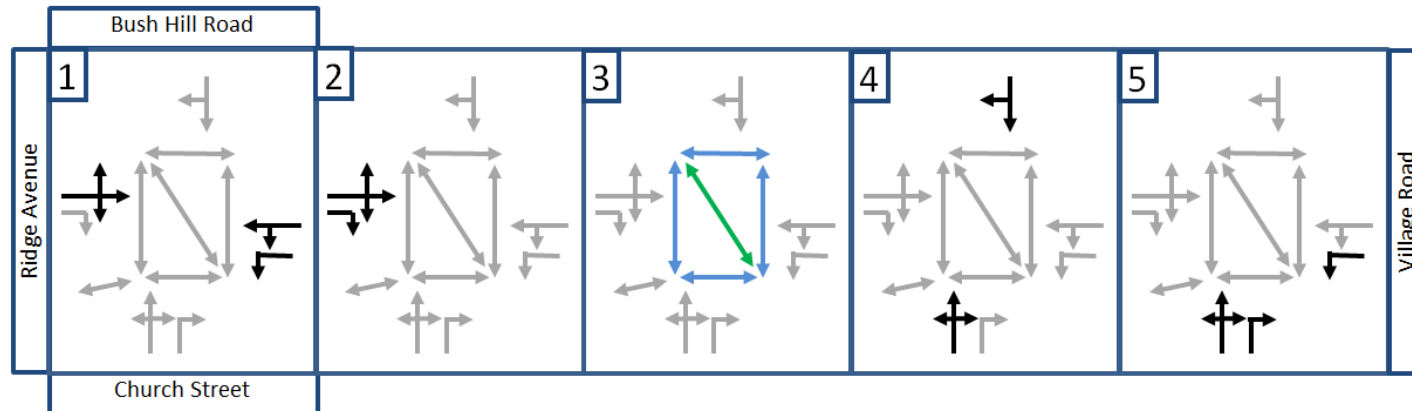


Church Street/Bush Hill Road

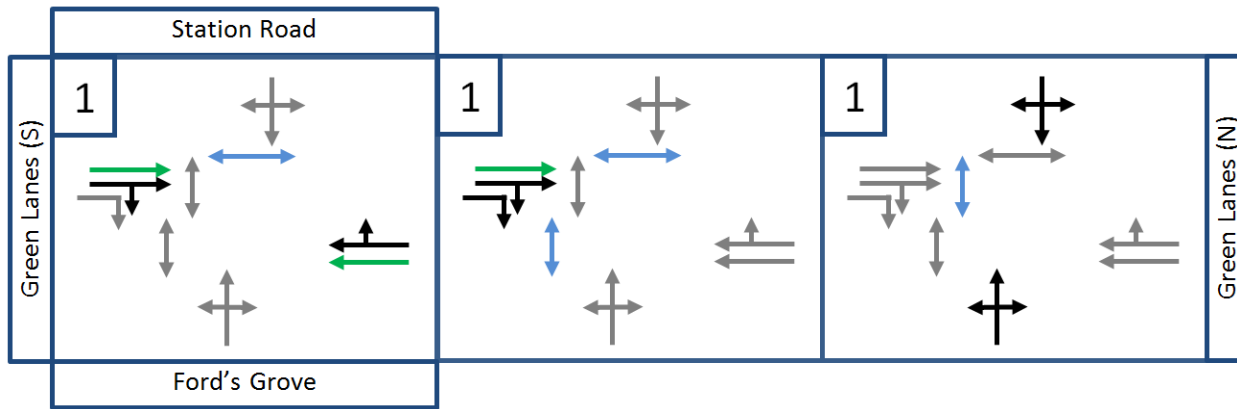


- Simplified junction with pedestrian/cycle stage added
- Capacity results improved from existing
- Average reductions in north/south delay 14 seconds

	Base		Proposed @5% Reduction	
	AM	PM	AM	PM
Max Degree of Saturation (%)	95.6	96.3	91.8	81.5
N/bound Average Delay (Secs)	60.5	46.4	51	39.3
S/bound Average Delay (Secs)	50.7	69	45	33.3

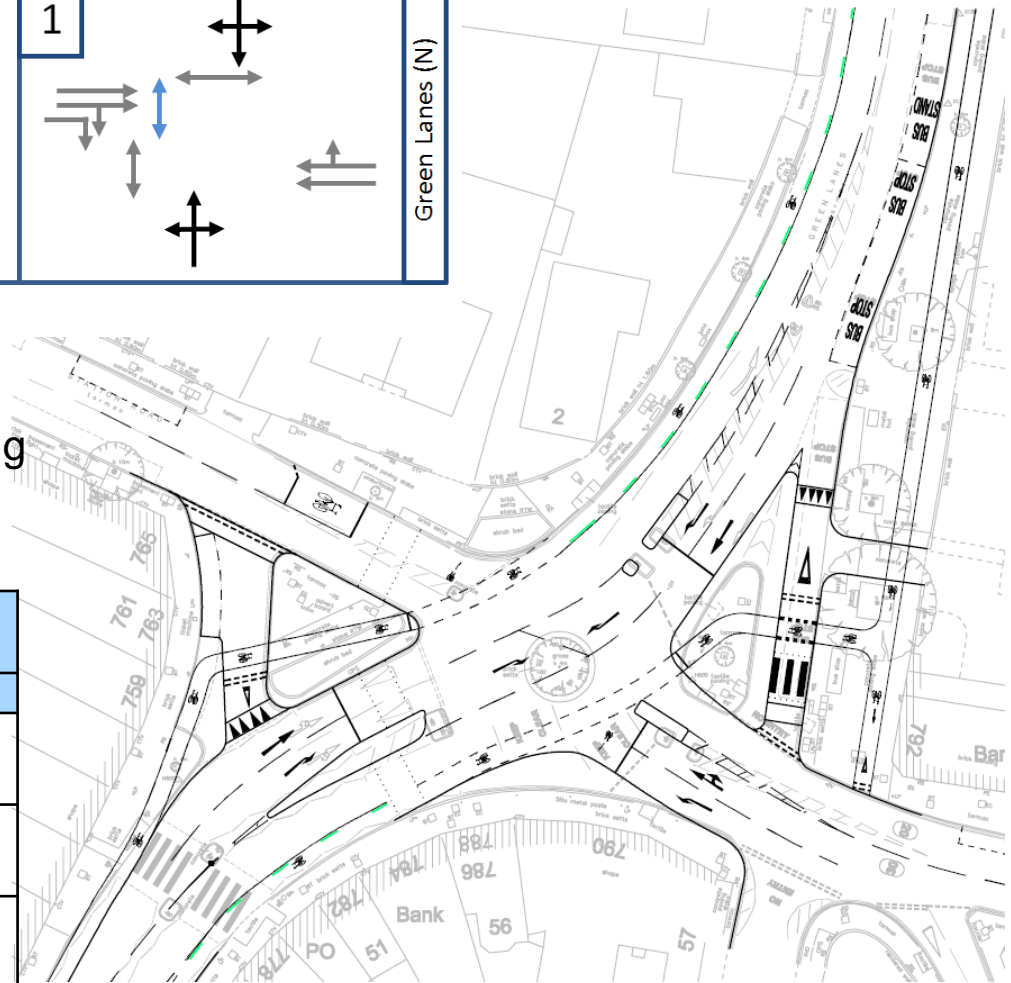


Ford's Grove/Station Road/Green Lanes

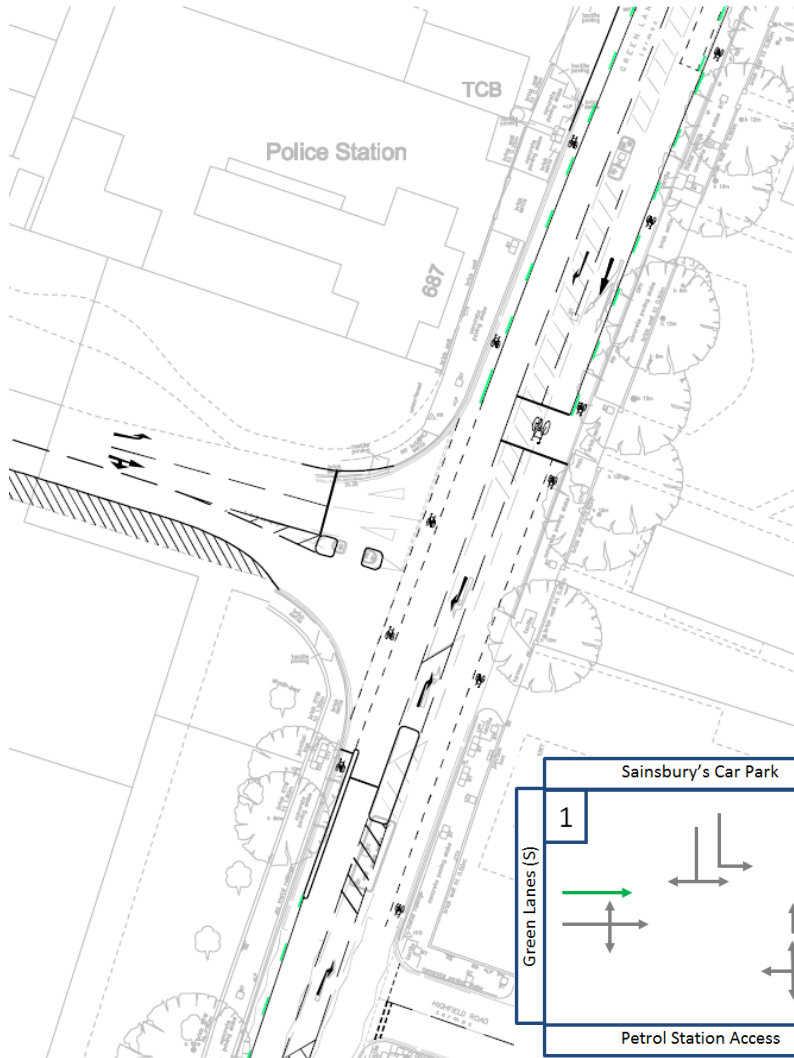


- Roundabout converted to signal control
- Capacity results comparable with existing
- Average increase in north/south delay 8 seconds

	Base		Proposed @5% Reduction	
	AM	PM	AM	PM
Max Degree of Saturation (%)	85	87	88.5	80.3
N/bound Average Delay (Secs)	7.6	16.3	12.9	19.8
S/bound Average Delay (Secs)	23.7	25.3	37.2	33.2



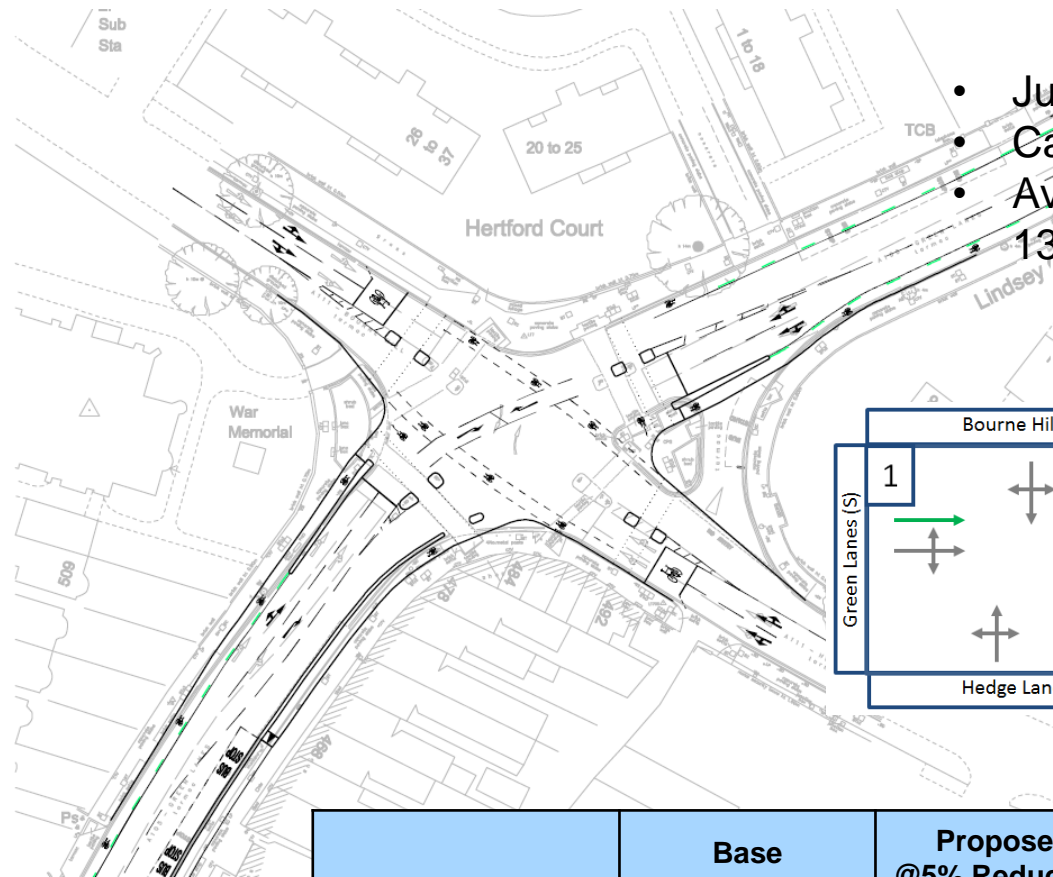
Sainsbury's Access/Green Lanes



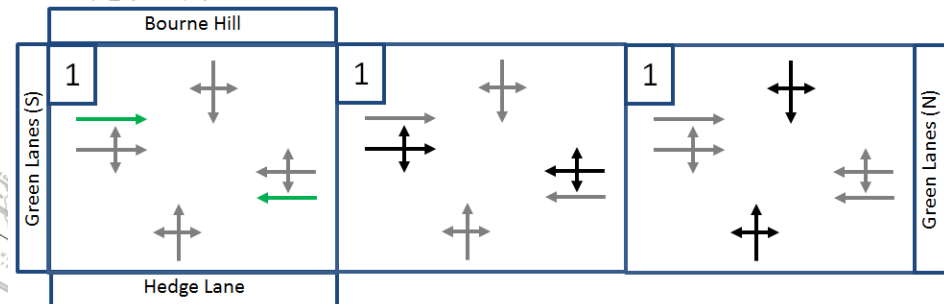
- Junction converted to signal control
- Capacity results reduced from existing
- Average increase in north/south delay 28 seconds

	Base			Proposed @5% Reduction		
	AM	PM	SAT	AM	PM	SAT
Max Degree of Saturation (%)	37.1	82	98.2	78.7	95.6	96.6
N/bound Average Delay (Secs)	Free Flow			26.2	51.4	62.3
S/bound Average Delay (Secs)	10.2	13.2	15.6	16.3	18.1	31.5

Bourne Hill/Hedge Lane/Green Lanes

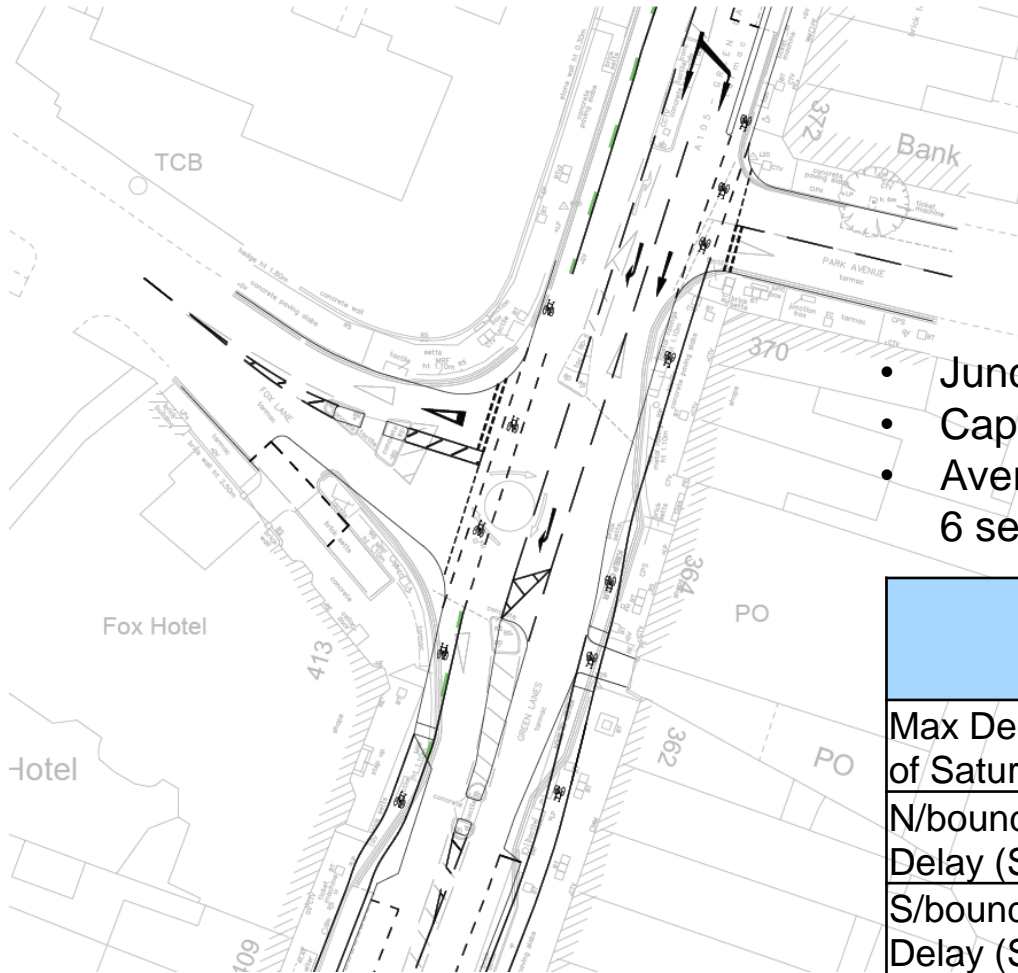


- Junction retained with cycle stage added
- Capacity results comparable with existing
- Average increase in north/south delay 13 seconds



	Base		Proposed @5% Reduction	
	AM	PM	AM	PM
Max Degree of Saturation (%)	96.7	97.2	94.1	94.1
N/bound Average Delay (Secs)	29	54.4	57.9	52.3
S/bound Average Delay (Secs)	36.7	32.6	57.6	38.4

Fox Lane/Green Lanes



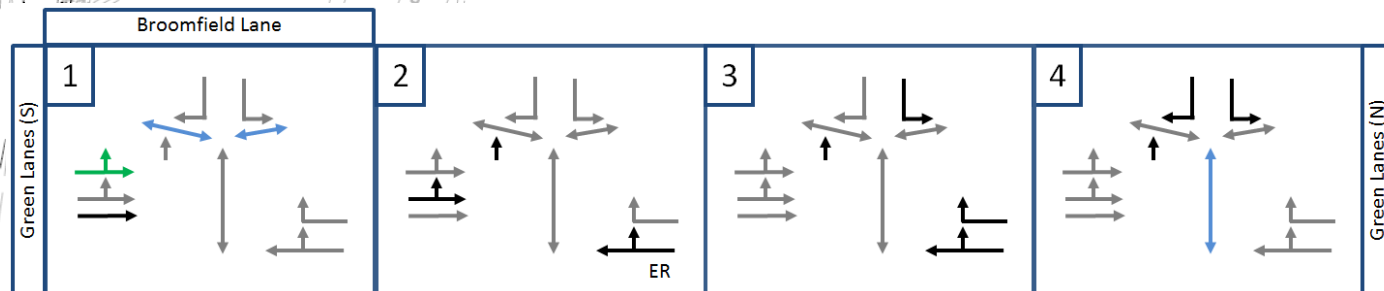
- Junction converted to priority control
- Capacity results comparable with existing
- Average reduction in north/south delay 6 seconds

	Base		Proposed @5% Reduction	
	AM	PM	AM	PM
Max Degree of Saturation (%)	77.9	87.6	74.0	83.0
N/bound Average Delay (Secs)	8.2	28.1	Free Flow	Free Flow
S/bound Average Delay (Secs)	8.8	8.8	13.8	16.2

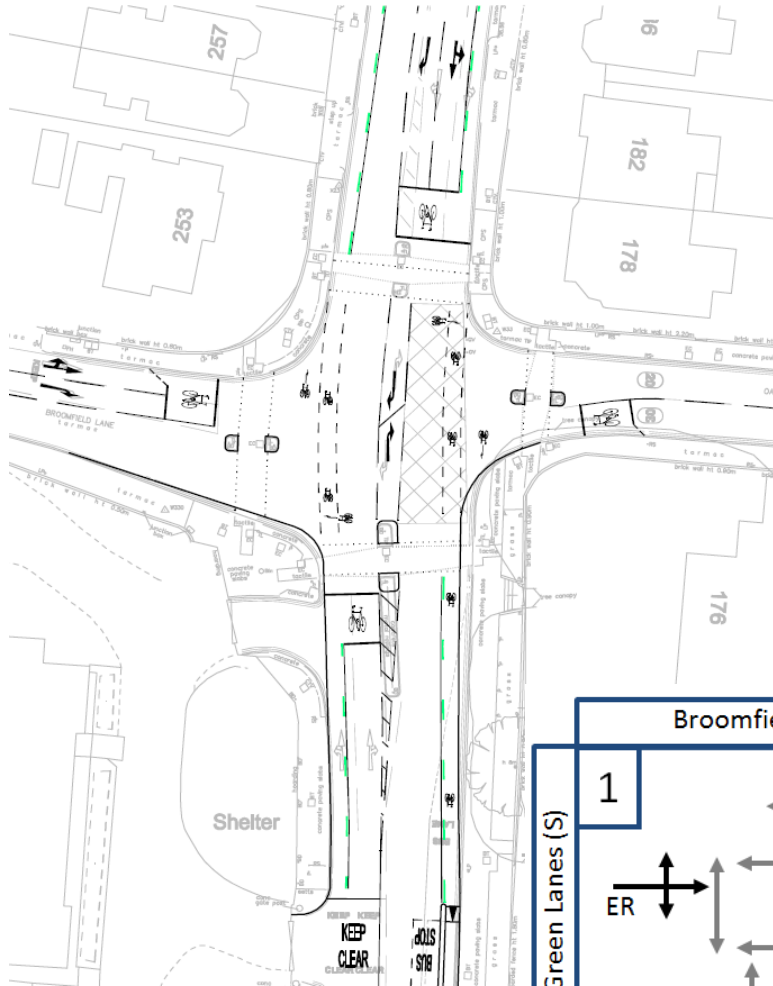
Alderman's Hill/Green Lanes

- Junction simplified with cycle stage added
- Capacity results improved from existing
- Average reduction in north/south delay 8 seconds

	Base		Proposed @5% Reduction	
	AM	PM	AM	PM
Max Degree of Saturation (%)	95.3	93.2	72.2	86.9
N/bound Average Delay (Secs)	22.9	35.1	20.5	30.3
S/bound Average Delay (Secs)	60.4	23.7	29	32

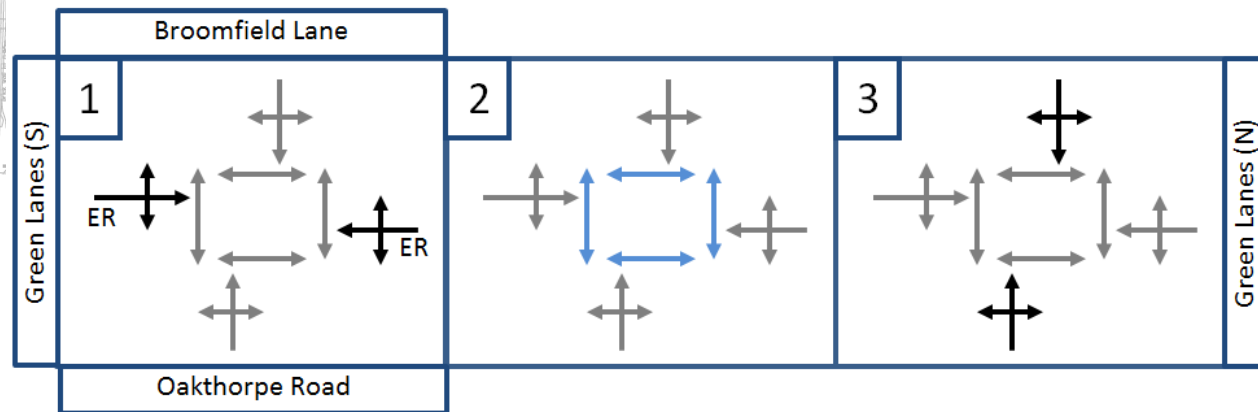


Oakthorpe Road/Broomfield Lane



- Junction retained with early release for cycles
- Capacity results improved from existing
- Average reduction in north/south delay 34 seconds

	Base		Proposed @5% Reduction	
	AM	PM	AM	PM
Max Degree of Saturation (%)	99.2	99.4	88.2	93.5
N/bound Average Delay (Secs)	30.6	76.8	23.1	40.3
S/bound Average Delay (Secs)	109	83.5	42.8	57.4



Corridor Journey Times

- An assessment has been carried out on the impact on journey time along the length of the corridor, factoring in the junctions
- The average journey time for the length of the corridor is approximately 10-15mins depending on the time of the day
- Estimated increase in journey times
 - AM Peak northbound 1.8 minutes or 33 secs per mile
 - AM Peak southbound 1.3 minutes or 24 secs per mile
 - PM Peak northbound 1.3 minutes or 25 secs per mile
 - PM Peak southbound 2.5 minutes or 47 secs per mile