

Quieter Neighbourhood - Wolves Lane



WOLVES LANE QUIETER NEIGHBOURHOOD

EXPERIMENTAL TRIALS UPDATE AND FEEDBACK QUESTIONNAIRE

What's this about?

The council recently ran trials of three measures aimed at reducing the level of through traffic in your neighbourhood. These measures had been broadly agreed with residents during the Quieter Neighbourhoods design workshops in January / February 2016. The trial measures we ran were:

- Phase 1 - No motor vehicle traffic signs at the junction of Grenoble Gardens and Berkshire Gardens with Wolves Lane
- Phase 2 - The same traffic signs as Phase 1 plus narrowing the entrance with temporary barriers
- Phase 3 - The same layout as Phase 2 with the existing one way system removed

We have produced this leaflet to let you know the results of the trials and ask you to tell us how you thought the trials went.

How did it go then?

The table below shows the total daily vehicles that turned into Grenoble Gardens and Berkshire Gardens during the week prior to the trials and during each 'phase' of the trials.

Grenoble Gardens		Berkshire Gardens	
	Week Day Average Vehicles (M – F)		Week Day Average Vehicles (M – F)
Baseline	2015	Baseline	1807
Phase 1	1803	Phase 1	1613
Phase 2	1868	Phase 2	1443
Phase 3	1728	Phase 3	1533

As you can see there was a small reduction in the overall number of vehicles using both Grenoble Gardens and Berkshire Gardens during the trial period. We had hoped that the reduction in through traffic would have been greater; however from residents' feedback through the trials it appears drivers were ignoring the signs.

The table below shows the number of vehicles which turned into Grenoble Gardens and Berkshire Gardens during the peak time of 7am to 10am.

Number of Vehicles Turning in Between 7am and 10am			
Grenoble Gardens		Berkshire Gardens	
	Week Day Average Vehicles (M – F)		Week Day Average Vehicles (M – F)
Base line	497	Base line	478
Phase 1	498	Phase 1	505
Phase 2	458	Phase 2	349
Phase 3	500	Phase 3	459

As you can see there is a general reduction of traffic turning into Grenoble Gardens during the peak times which equates to an average reduction of approximately 35 cars per week day. Also an increase in traffic in Berkshire Gardens was recorded initially. Obviously this is disappointing as we had hoped for a larger reduction in through traffic.

The table below shows the number of vehicles turning into both roads between 2pm and 5pm.

Number of Vehicles Turning in Between 2pm and 5pm			
Grenoble Gardens		Berkshire Gardens	
	Week Day Average Vehicles (M – F)		Week Day Average Vehicles (M – F)
Base line	432	Base Line	307
Phase 1	441	Phase 1	347
Phase 2	425	Phase 2	273
Phase 3	381	Phase 3	301

Again there has been only a small reduction in traffic through the week.

What are you going to do now?

We would like you to fill out the questionnaire attached to this leaflet. We are happy for more than one response from a property so please copy the questionnaire if your household wants to express more than one opinion on how you felt the trials went.

We will then review all of the responses and any additional ideas that residents think may reduce the level of through traffic in *Grenoble Gardens* and *Berkshire Gardens*. Any additional ideas residents put forward will firstly be checked to ensure that they can legally be constructed on public roads. For example, we would not be able to implement a 'no entry' sign at *Wolves Lane* that gave residents an exception to pass the sign - this would be illegal. Additionally we are not able to change all of the roads to two-way traffic as this is likely to receive a large number of objections which would outweigh those in favour.

The Council will carefully consider your responses, along with the survey results, before deciding how to progress the *Wolves Lane Quieter Neighbourhoods* project.

Your opinions of the trial are important to us and we would like to hear from all residents of *Berkshire Gardens* and *Grenoble Gardens*. The Council understands that you may have questions about the trials and what will happen next. If so please email roadsafety@enfield.gov.uk or write to Traffic & Transportation, Civic Centre, Silver Street, Enfield, Middlesex, EN1 3XD

In Car Safety



Dates and locations for our In Car Safety events where we will be offering free impartial advice on fitting seats. All events start at 10am and finish at 2pm.

Wednesday 17th February 2016

Halfords, 3 Great Cambridge Road,
Enfield EN1 3RW

Friday 29th April 2016

Tesco Ponders End, 288 High Street,
Enfield EN3 4DP

Wednesday 1st June 2016

Mothercare, Ravenside Retail Park,
Angel Road, Edmonton N18 3HA

Wednesday 10th August 2016

Southbury Leisure Centre,
192 Southbury Road, Enfield EN1 1YP

Tuesday 25th October 2016

Asda Southgate, 130 Chase Side,
Southgate N14 5PW

FREE face painting for children of
anyone getting their car seat checked.



WOLVES LANE QUIETER NEIGHBOURHOOD

EXPERIMENTAL TRIALS FEEDBACK QUESTIONNAIRE

Q1 Where do you live

Your House
Number:

Your Street Name:

Your postcode:

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Q2 To what extent do you agree or disagree with the following statements?

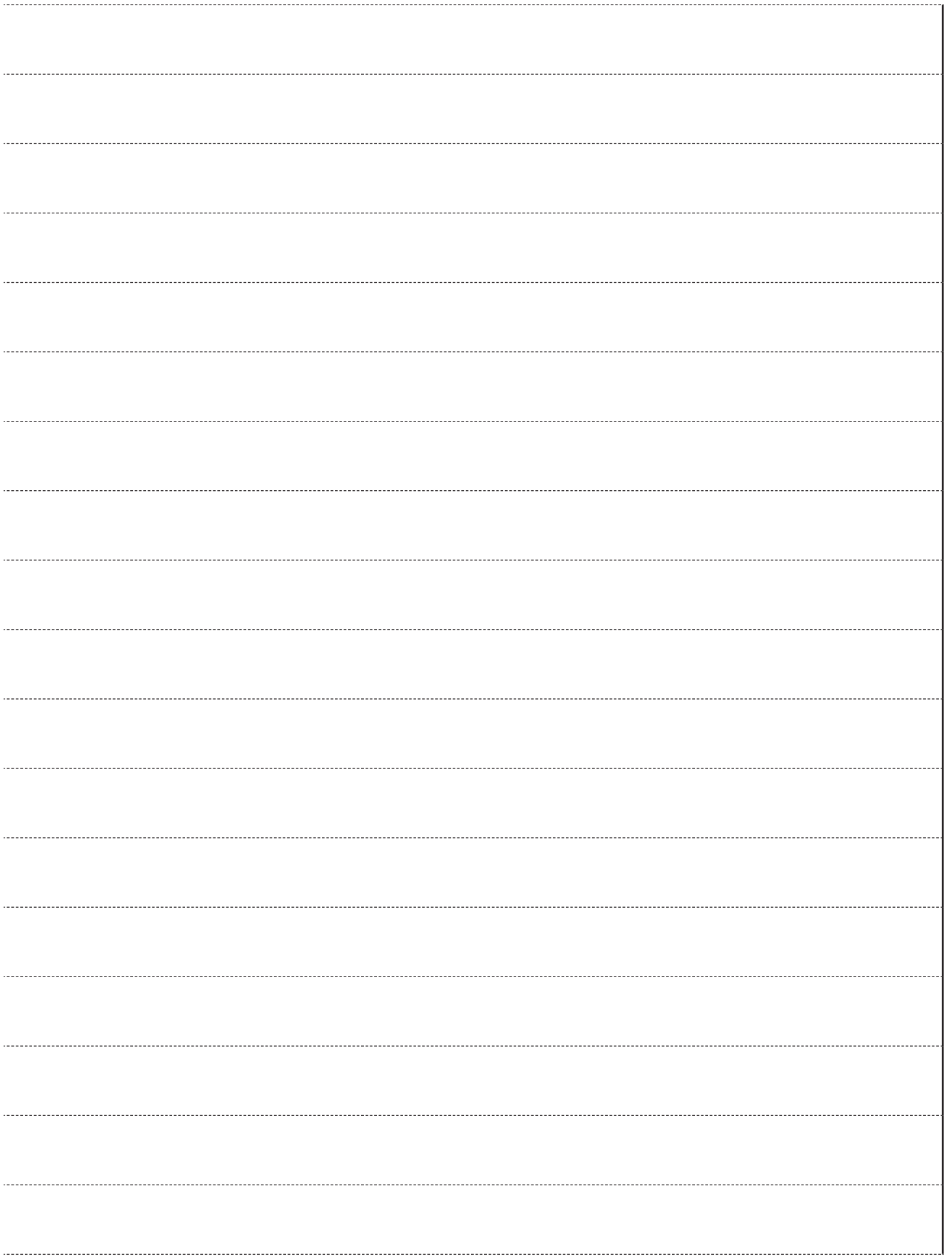
	Strongly Disagree	Somewhat Disagree	Neither Agree nor Disagree	Somewhat Agree	Strongly Agree
The proposals have been effective	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic levels have decreased	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The road feels safer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I will walk in the area more	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I will cycle more	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

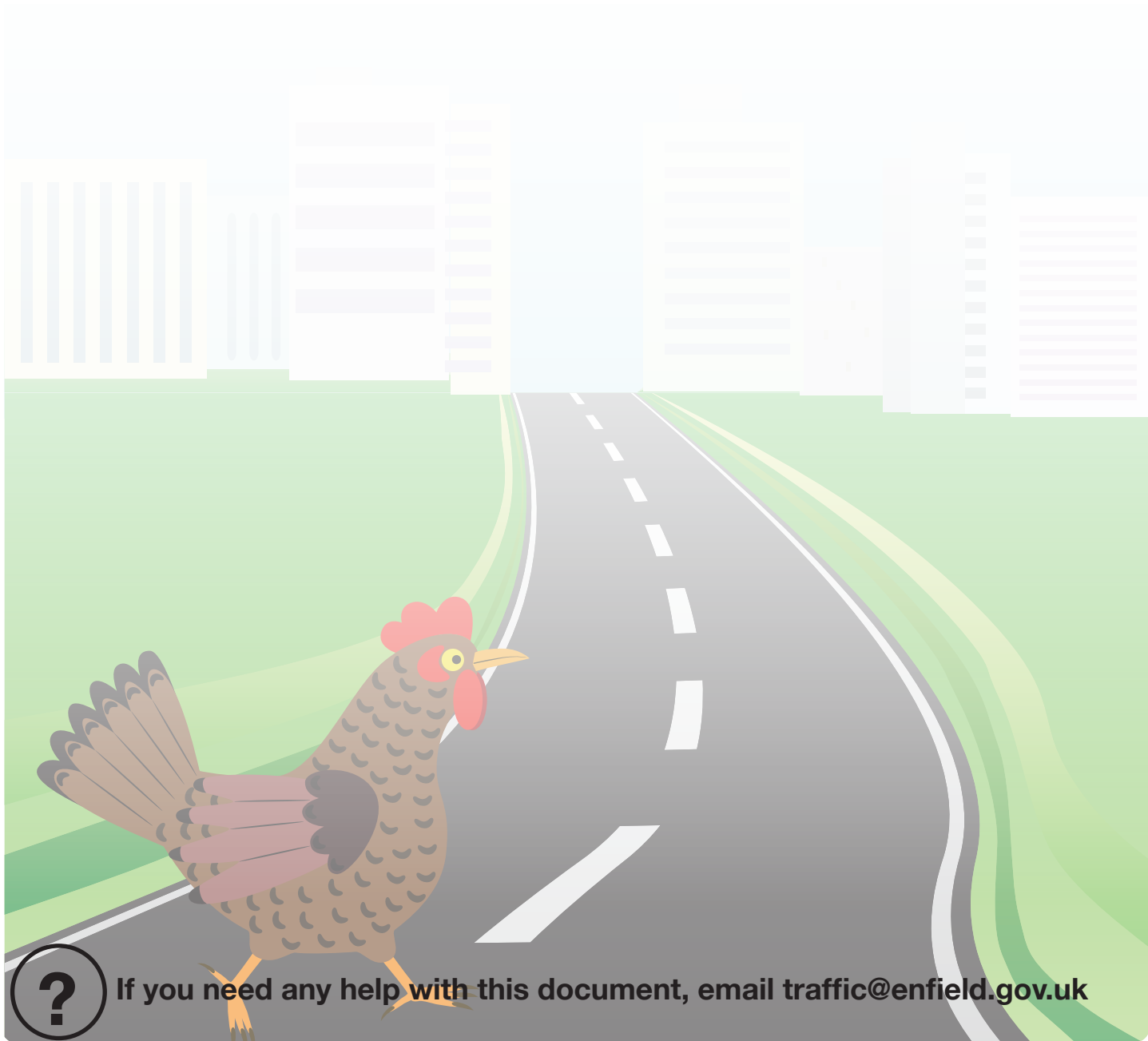
Q3 To what extent do you agree or disagree with the following statement?

	Strongly Disagree	Somewhat Disagree	Neither Agree nor Disagree	Somewhat Agree	Strongly Agree
Phase 2 (signs and buildouts) was more effective at reducing through traffic than Phase 1 (signs only)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q4 To what extent do you agree or disagree with the following statement?

	Strongly Disagree	Somewhat Disagree	Neither Agree nor Disagree	Somewhat Agree	Strongly Agree
Phase 3 (signs, buildouts and reverting the road to two way) was more effective at reducing through traffic than Phase 2 (signs and buildouts)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>





If you need any help with this document, email traffic@enfield.gov.uk