

cycleenfield



Cycle Enfield – 3rd West Partnership Board

15TH JUNE 2015



JACOBS

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Back to the Drawing Board

After winning the bid, we have gone back to the drawing board through consultation.

We had a successful and well attended first consultation with 320 attendees

It is acknowledged that there was some opposition to the scheme and people had some significant concerns

We have developed layouts that look to address these issues as much as possible, in conjunction with TfL and UDL

We would now like Partnership Board comments and feedback

A Reminder - Why the A105?

- Enfield is one of five Outer London boroughs identified as having the greatest number of potentially cycleable trips. The A105 area has significant potential.
- Nearly 80% of car trips in Enfield are of cycleable length
- A large number of trips are made between Enfield Town and Palmers Green and between Enfield Town and Edmonton Green
- The A105 currently has a higher proportion of cycle accidents compared to the average for an outer London borough, despite the low cycle numbers

Key Issues/Concerns

The initial consultation has identified the following comments, issues and concerns

Keep Palmers
Green triangle

Alternative
route away
from the A105

Shared
space



Parking and
loading

Low levels of
cycling in Enfield

Congestion on
the network

Concerns about Parking and Loading in Town Centres

- **Palmers Green**

- Loading – 100% retained in existing locations
- Parking – Net increase of approximately 13 spaces.
 - On street reduced by 7 from 44, with 20 spaces added to Lodge Drive car park, with some short-stay free parking

Winchmore Hill

- Loading – 100% retained, some relocation
- Parking – Net increase of potentially 54 retail spaces
 - On street reduced by 17 from 59, with the 71 spaces in Ford's Grove converted to Pay & Display bays.

Alternative Route Away from A105

- To provide a successful borough-wide cycle strategy, it is considered essential to have a **hierarchy of routes**, which includes quietways/greenways, as well as routes on strategic corridors, such as Green Lanes.
- A successful cycle network must include **direct access to key town centres** such as Palmers Green and Winchmore Hill as this is where cyclists need and want to get to, as well as other users.
- By providing the route through Palmers Green and Winchmore Hill it gives us the opportunity to **enhance the town centre**, as well as delivering cycle schemes.
- Palmers Green and Winchmore Hill currently operate more as busy traffic corridors rather than places. This scheme gives us the opportunity to give both areas a **greater sense of place**, with these town centre improvements.

Keep The Triangle

- Options have been looked at that retain the Palmers Green Triangle, enhancing the sense of place, with improved public realm

Shared Space

- The town centre designs use shared space principles with the cycle lane and footway at the same height with different materials to indicate separation, reduced kerb heights are also used between the parking and traffic lanes.
- There is also scope to consider 20mph zones at key locations along the route

Potential for Cycling in Enfield

- Of those not cycling on the day of the town centre survey, nearly 40% said they sometimes cycle, or would consider cycling in the future, and this number will only increase as a result of Cycle Enfield
- Main barriers to cycling are concerns about safety, which will be significantly reduced by the proposals and no access to a bike, which has changed with the introduction of a wide variety of supportive measures
- Lots of support for supportive measures
- 80% of trips in the borough are of a cycleable distance
- On average 50% of households in London have at least 1 bicycle

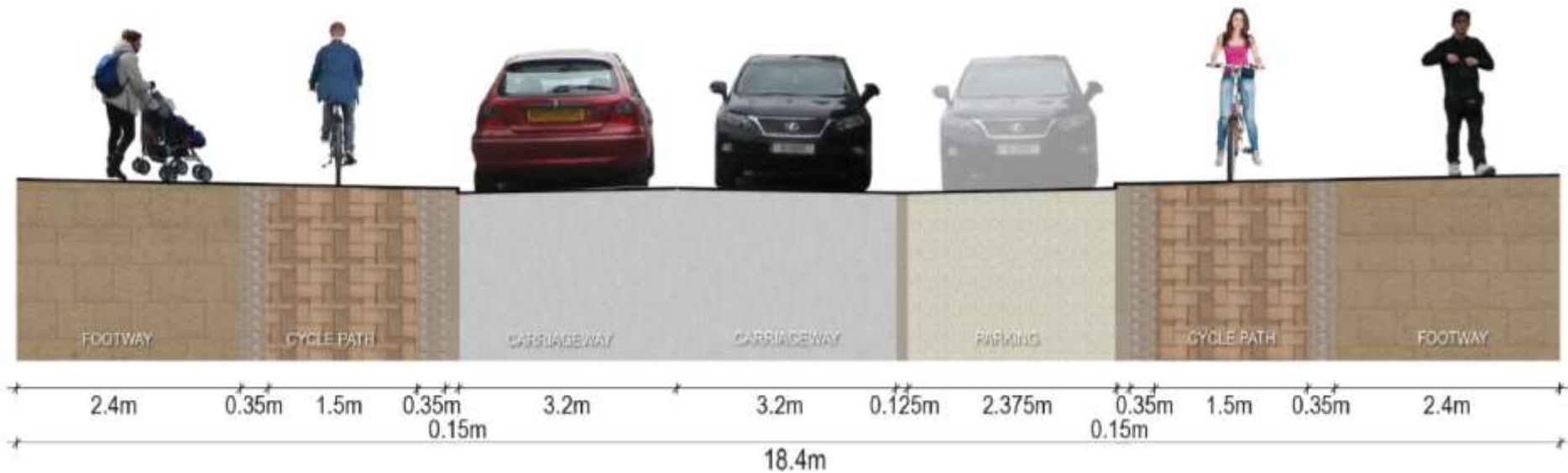
Congestion on the Corridor

- It is accepted that the schemes will generate some level of congestion. But the designs have sought to minimise the impacts
- TfL have reviewed the results of the modelling as part of their design review
- We are changing the nature of the road, to make it more town centre focused, which will naturally discourage some through traffic onto e.g. A10.
- This effect may be increased with 20mph zones
- The reduction in traffic due to mode shift and the above the implications are unlikely to be significant.

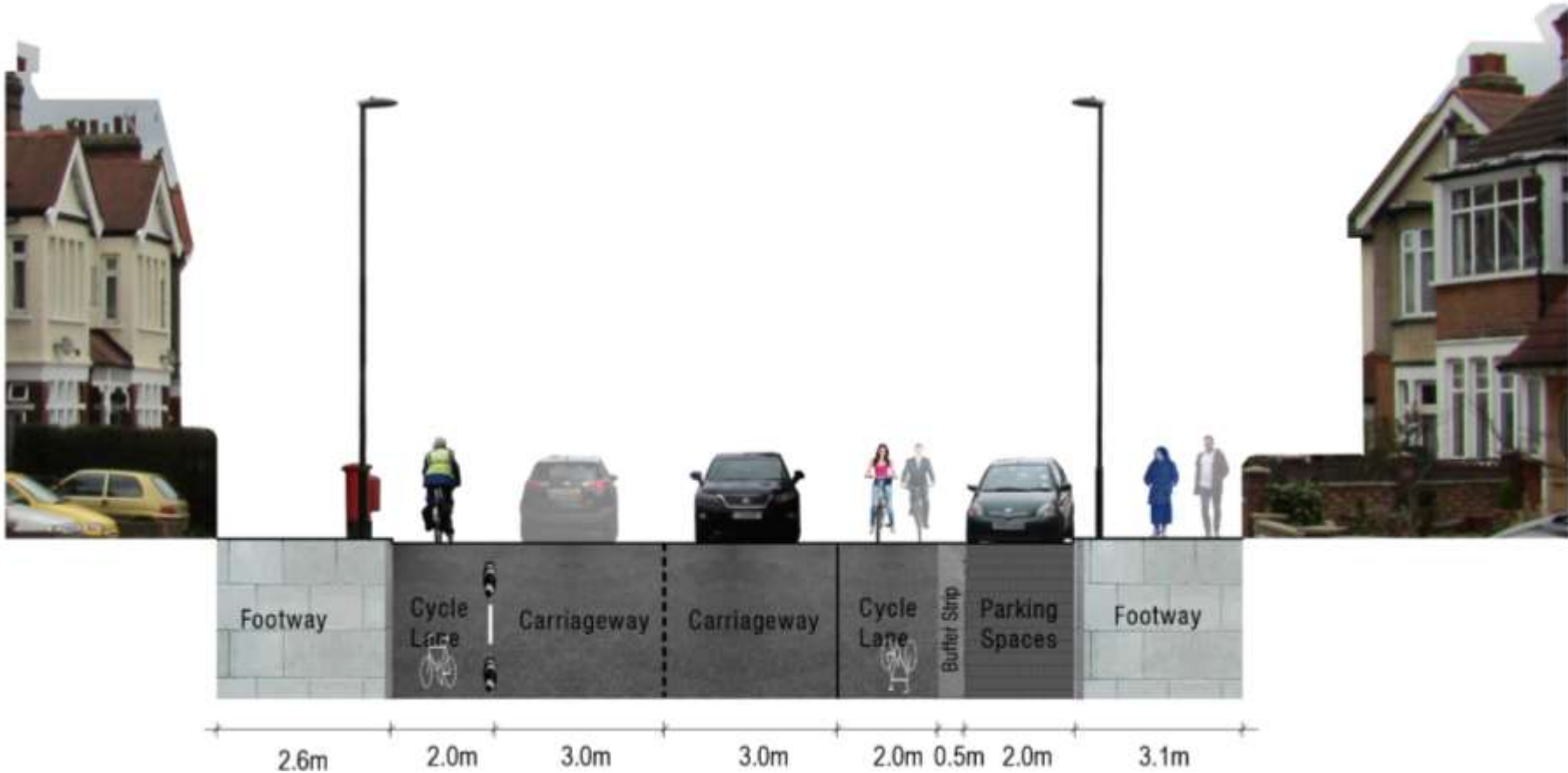
Residential Parking

- Surveys showed maximum occupancy on the A105 corridor of 57% of the available space, with an average of 34%.
- Formal spaces have been provided for 82% of the average
- The remainder would be relocated to spare occupancy on the side roads, which is approximately 21 vehicles on average.

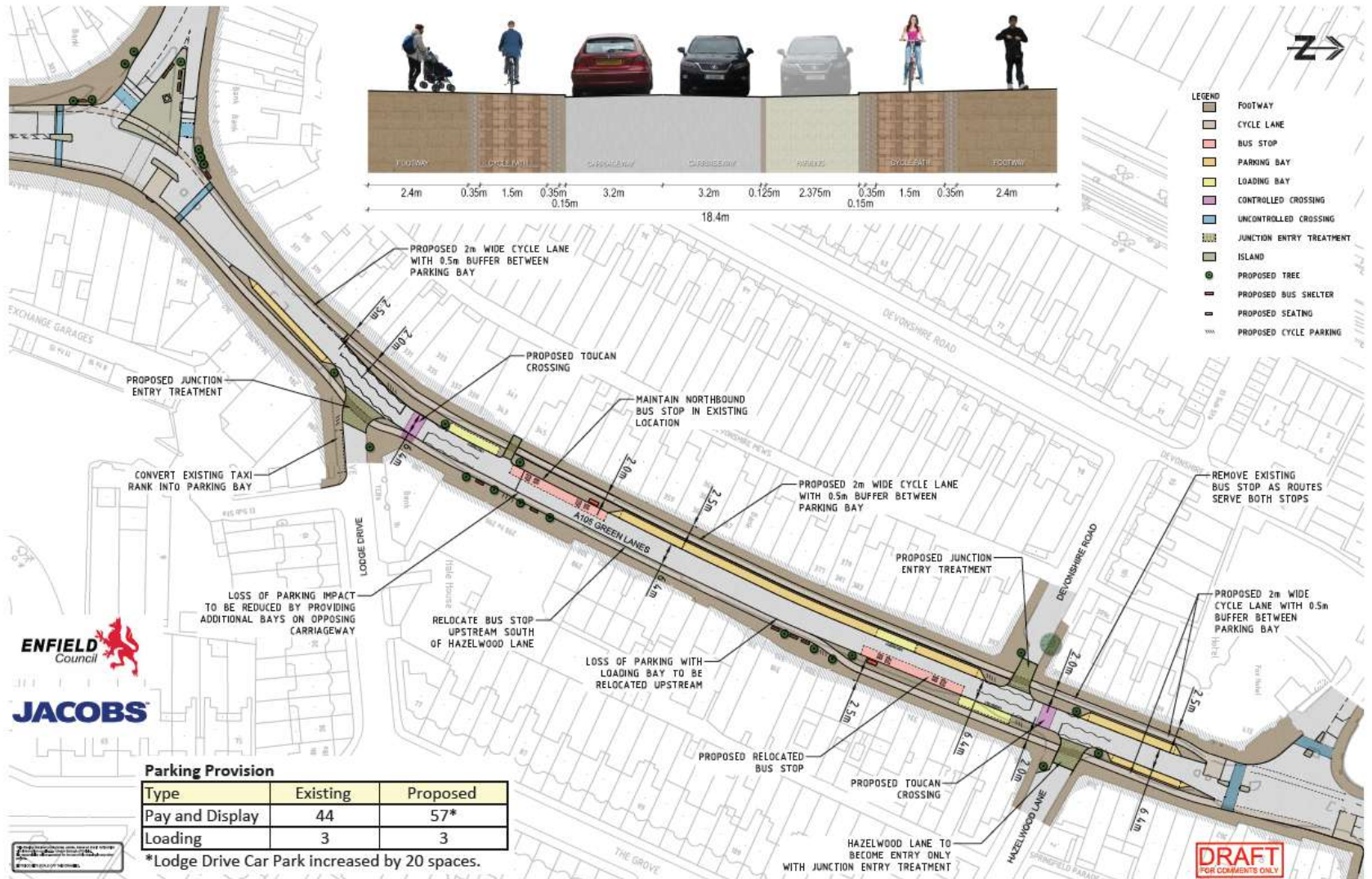
Town Centre Cross Section



Residential Area Cross Section



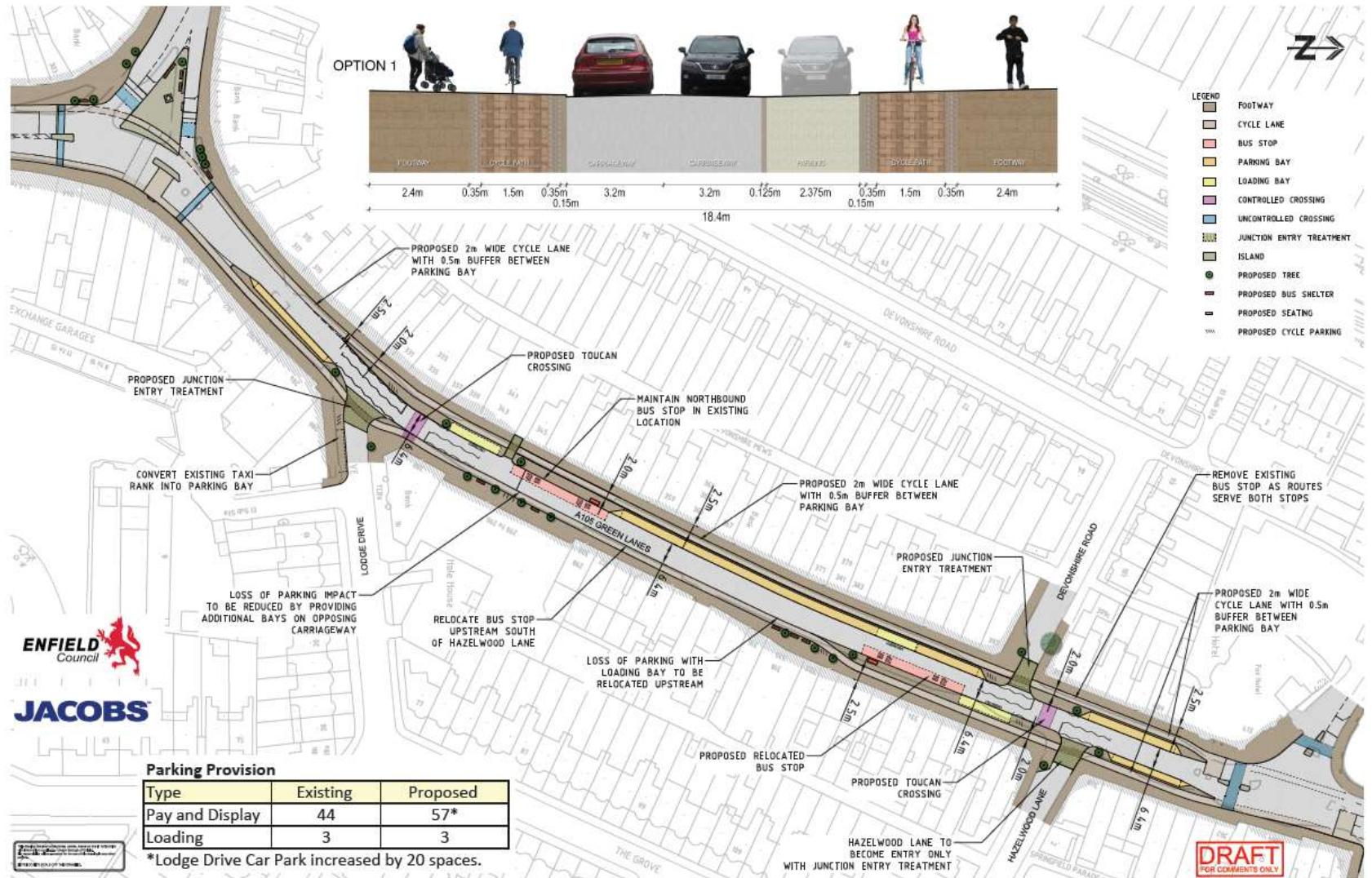
Consultation Drawing Example



Next Steps

- Business Event – 16th July 2015
- Public Exhibition - 17th & 18th July 2015
- Public Consultation - 17th July to 9th Oct 2015 (12 weeks)
- Enfield Scheme Approval – December 2015
- TfL Scheme Approval – March 2016
- Detailed Design - December 2015 to May 2016
- Construction – May 2016 to October 2016

Consultation Plan



Parking Provision

Type	Existing	Proposed
Pay and Display	44	57*
Loading	3	3

*Lodge Drive Car Park increased by 20 spaces.

Consultation Plan

Events Channel:

- 16 Business Exhibition
- 17/18 Jul Public Exhibition
- Aug Triangle Pop-Up
- 6 Sep Palmers Green Festival
- 12/13 Sep Enfield Town Show

Digital Channel:

- Youth Cycle Champions
- Twitter promotion
- Facebook promotion
- Photo Competition
- E-newsletter
- CE Website promotion
- LBE Website

Print Channel:

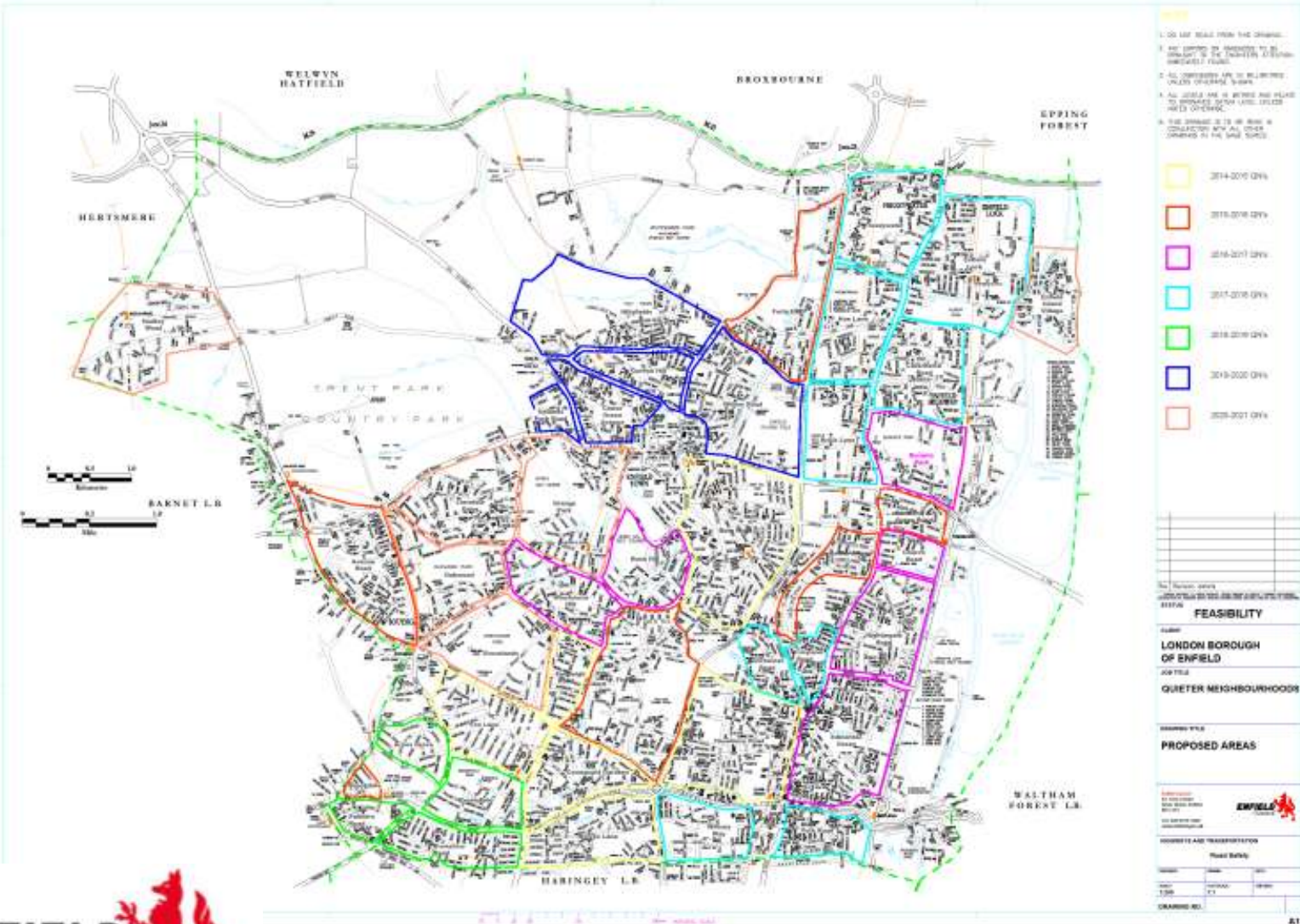
- Our Enfield
- JCDecaux boards - 14-28 Jul
- Posters in public buildings & Schools
- Bus sides – 13-27 Jul
- Bus internal panels – 6 Jul – 2 Aug
- Half page Newspaper adverts (week before Jul exhibition)

Consultation Channel:

- Letters to all businesses along the route
- Letters to residents along route and surrounding streets
- 12 week online consultation (option to complete off line)



What is a Quieter Neighbourhood?



What is a Quieter Neighbourhood?

- Born out of Cycle Enfield
- Encourage people to walk more
- Encourage people to cycle more
- Stakeholders participate in the design process
- New ideas and new traffic management techniques encouraged

The Quieter Neighbourhoods engagement method

- Questionnaire about traffic conditions and lifestyle distributed to entire area
- Includes an invitation to contribute to design workshops.
- Design workshops to be held locally with
 - Residents and associations
 - Schools
 - Safer neighbourhood police
 - Ward Councillors
 - Other professionals (Urban designers etc.)
- Full consultation on designs area wide

What type of traffic issues will it tackle?

- Rat running
- Speeding
- “The School run”
 - Very local congestion around the schools
 - Inconsiderate driver behaviour and parking
- Inappropriate commercial vehicles
- Some localised parking issues

How will we tackle these issues?

- Road closures
- Point no entries
- Traffic calming
- One way streets
- Play streets
- Home zones
- Parking restrictions
- Trials of suggested measures to gauge effectiveness and popularity

**Any Questions Before We Go Through
The Designs?**

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