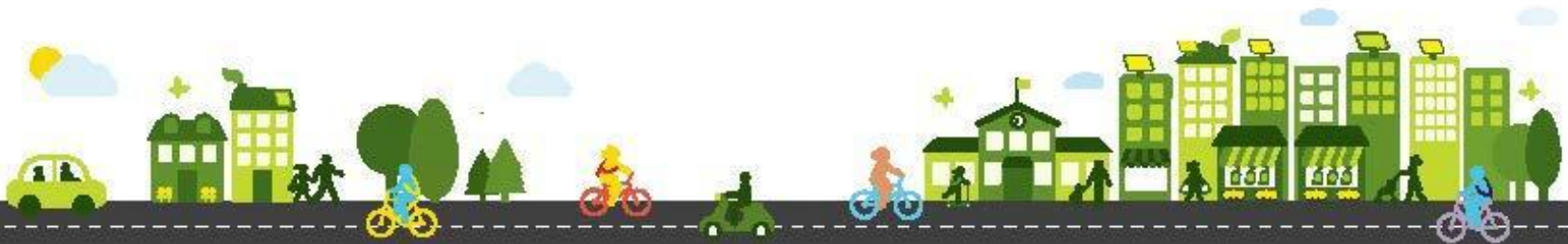


cyclenfield



Cycle Enfield – 2nd West Partnership Board

14TH MAY 2015



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Agenda

- Progress Report
- Summary Of Surveys
- A105 Town Centre Surveys
- A105 Base Traffic Flows
- Assessment Criteria
- Feedback On Public Exhibition
- Next Steps
- Questions

Progress report

- Surveys completed and analysed
- Base traffic models developed and signed off by TfL
- Feasibility designs have been submitted to TfL for initial comment before being presented at the next Partnership Board

Summary of Surveys

The following surveys were undertaken

- Town Centre Surveys
 - To understand why people use the town centres and how they travelled there
- Traffic Surveys
 - To understand traffic volumes and congestion in the area
- Parking & Loading Surveys
 - To understand existing demand in the area
- Topographical Surveys
 - To get accurate dimensions of existing carriageway
- C2 Surveys
 - To understand utilities in the area

A105 South Survey Locations



Firs Lane to Compton Road

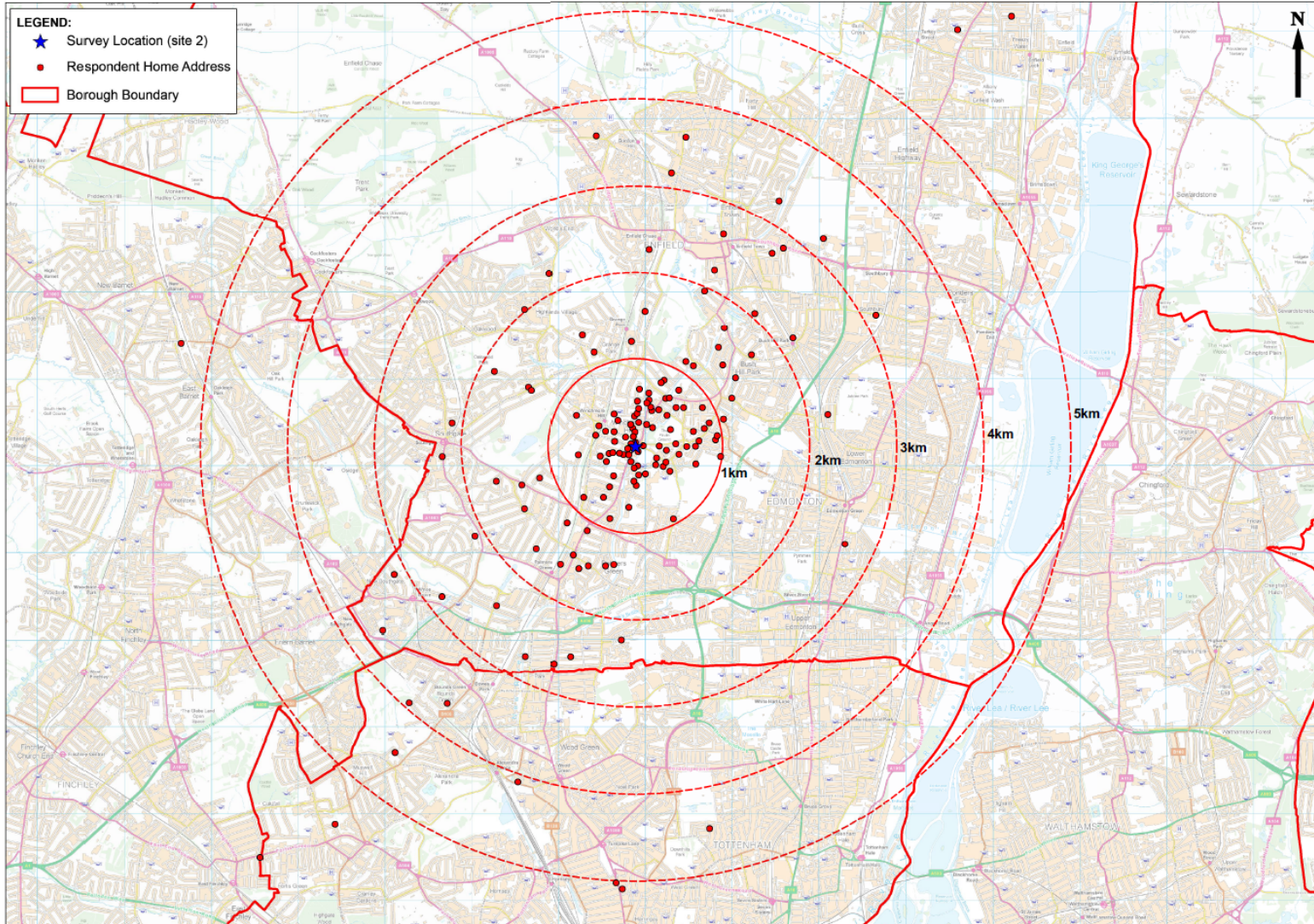
Bourne Hill to Oakthorpe Road

A105 Town Centre Surveys

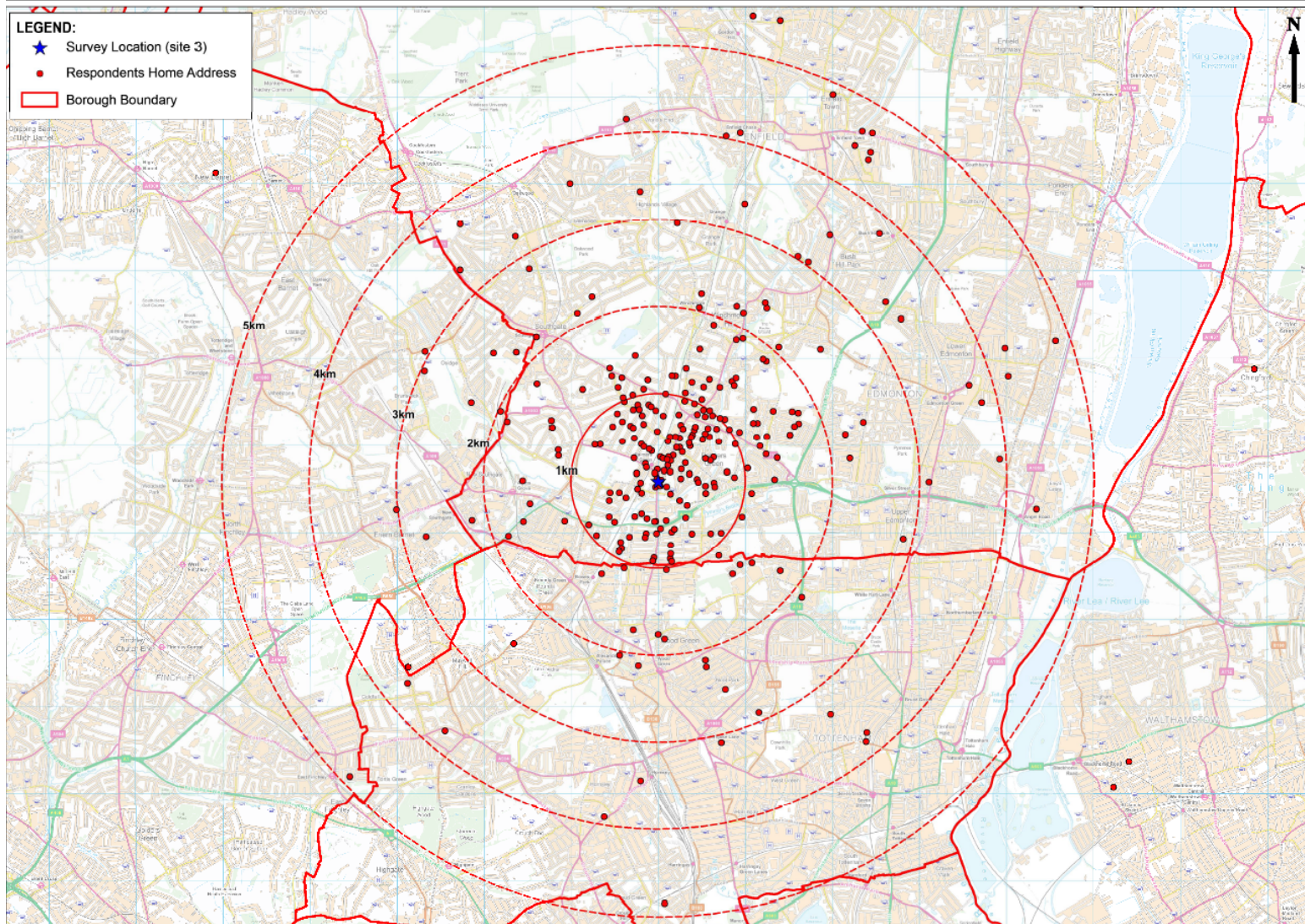
The Surveys were carried out in late 2014/early 2015 over a number of weeks outside of the school holidays:

Location	Saturday	Weekday	Total
A105, Firs Lane to Compton Road	157	159	316
A105, Bourne Hill to Oakthorpe Road	254	252	506

Firs Lane to Compton Road Respondent Postcodes

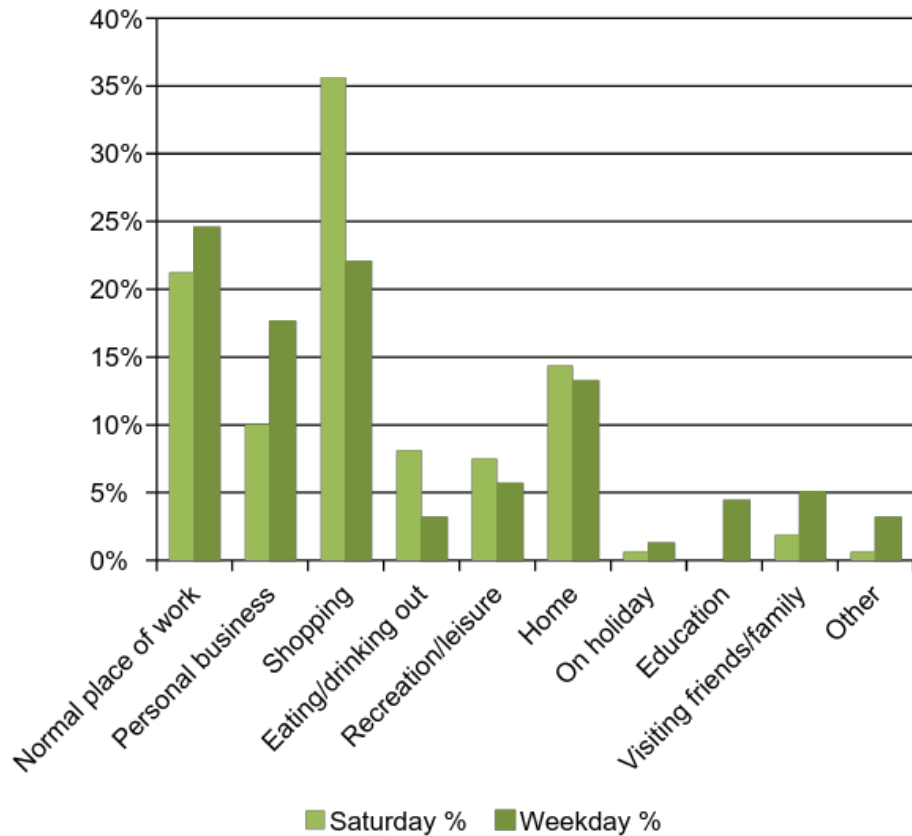


Bourne Hill to Oakthorpe Road Respondent Postcodes

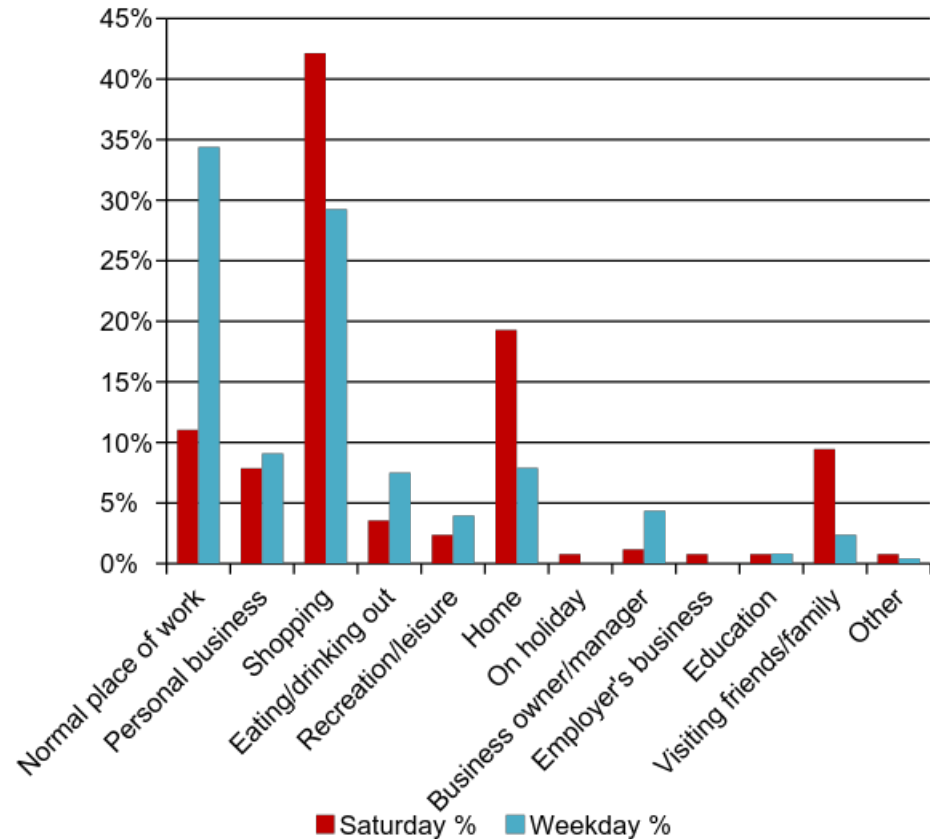


Main reason for visiting town centre?

Firs Lane to Compton Road

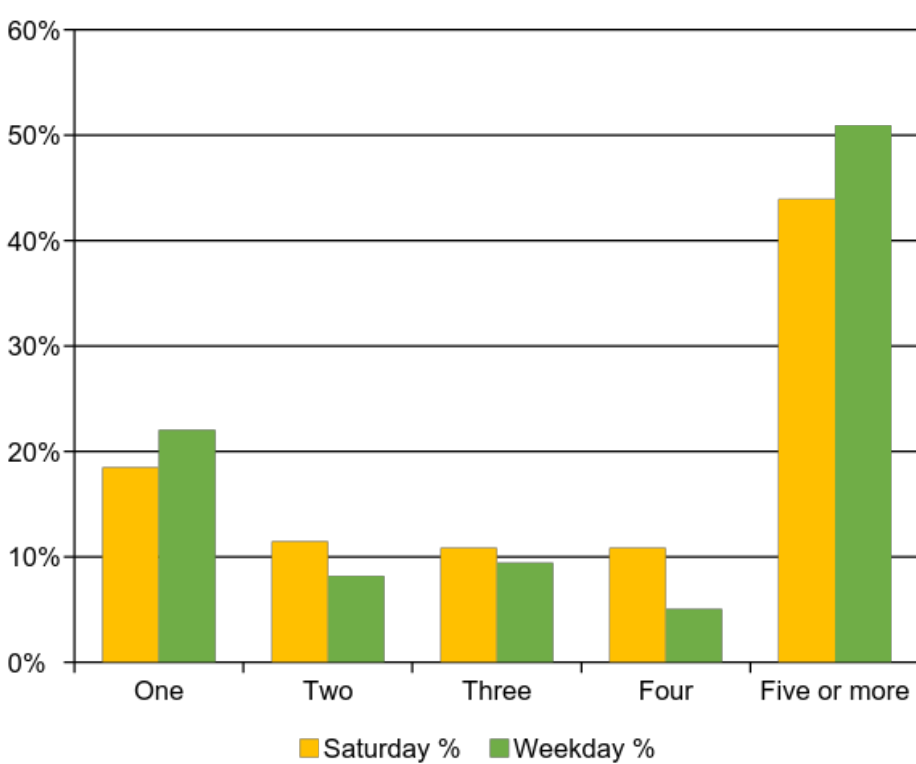


Bourne Hill to Oakthorpe Road

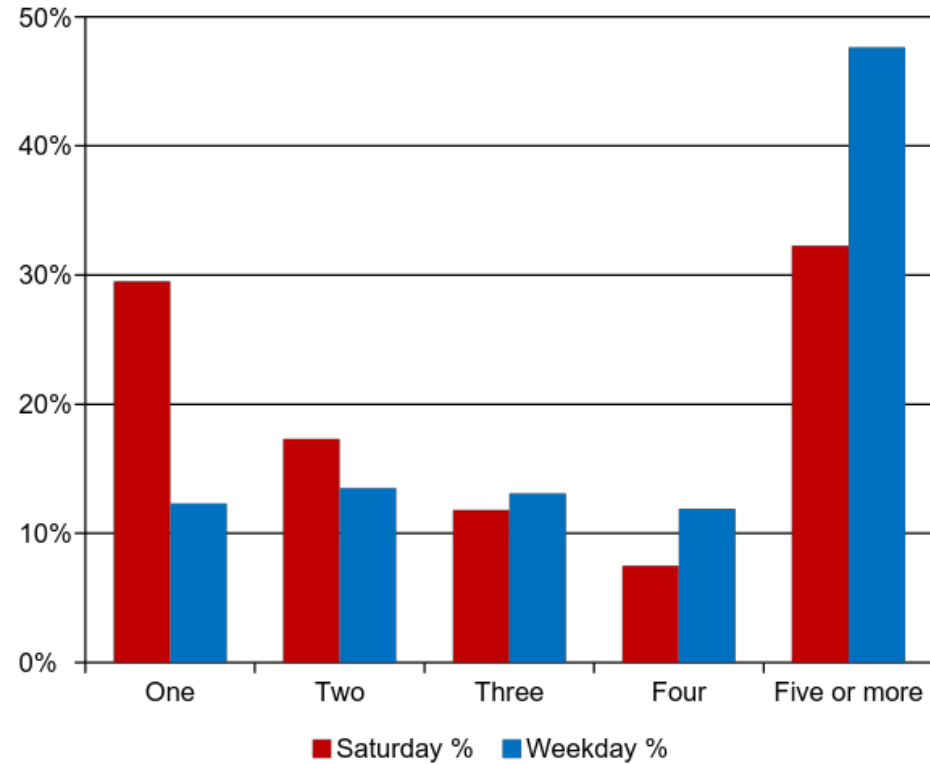


Number of visits per week?

Firs Lane to Compton Road

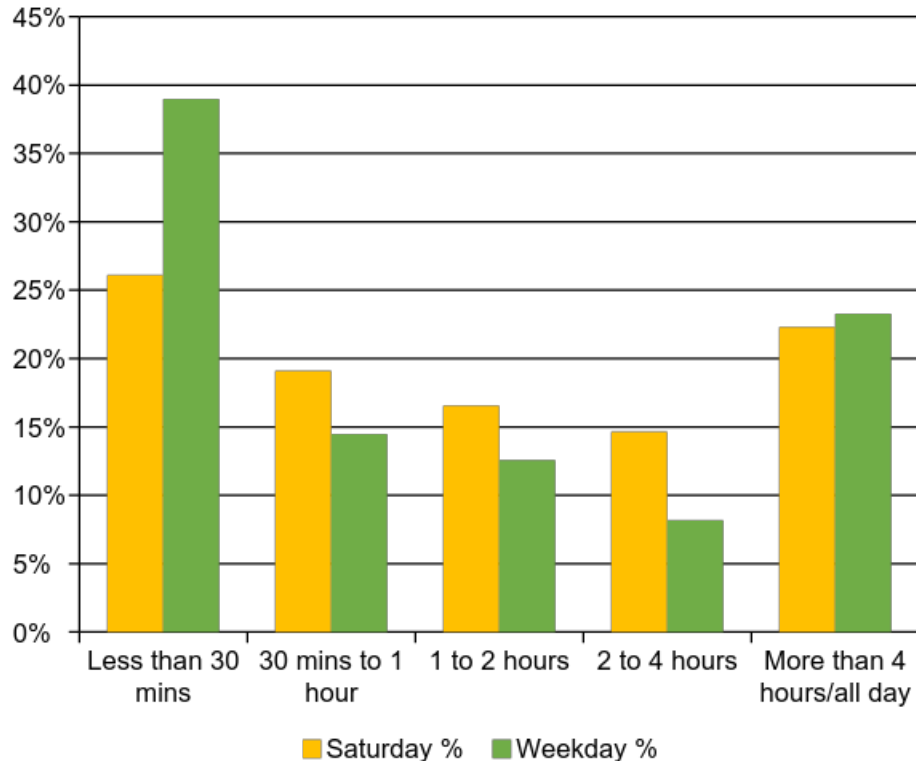


Bourne Hill to Oakthorpe Road

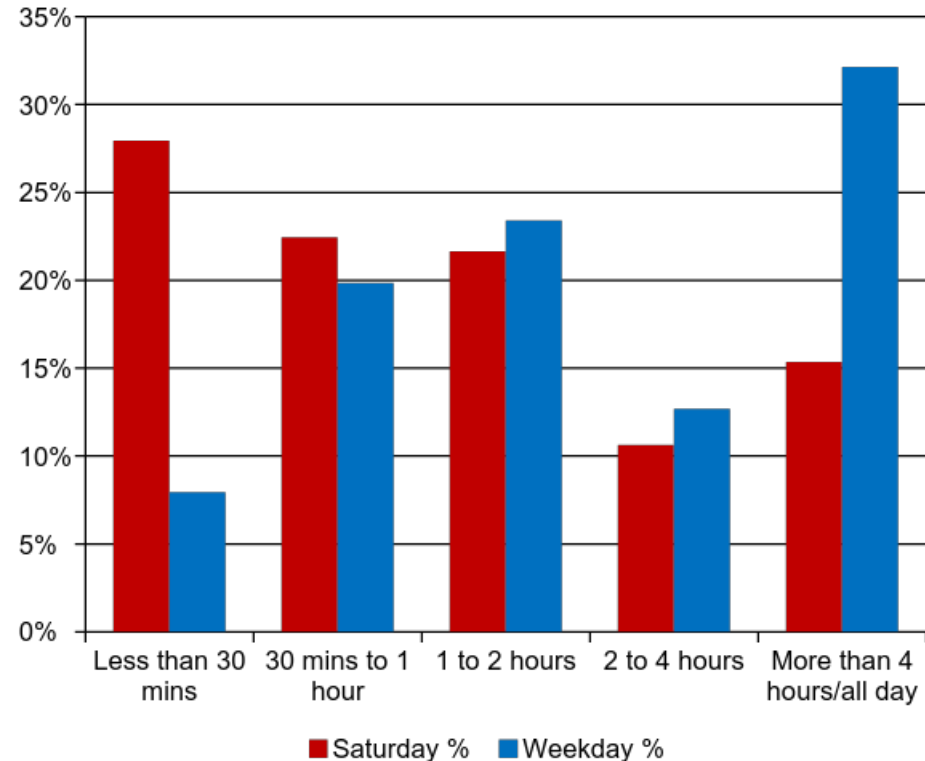


How long do you intend on staying?

Firs Lane to Compton Road

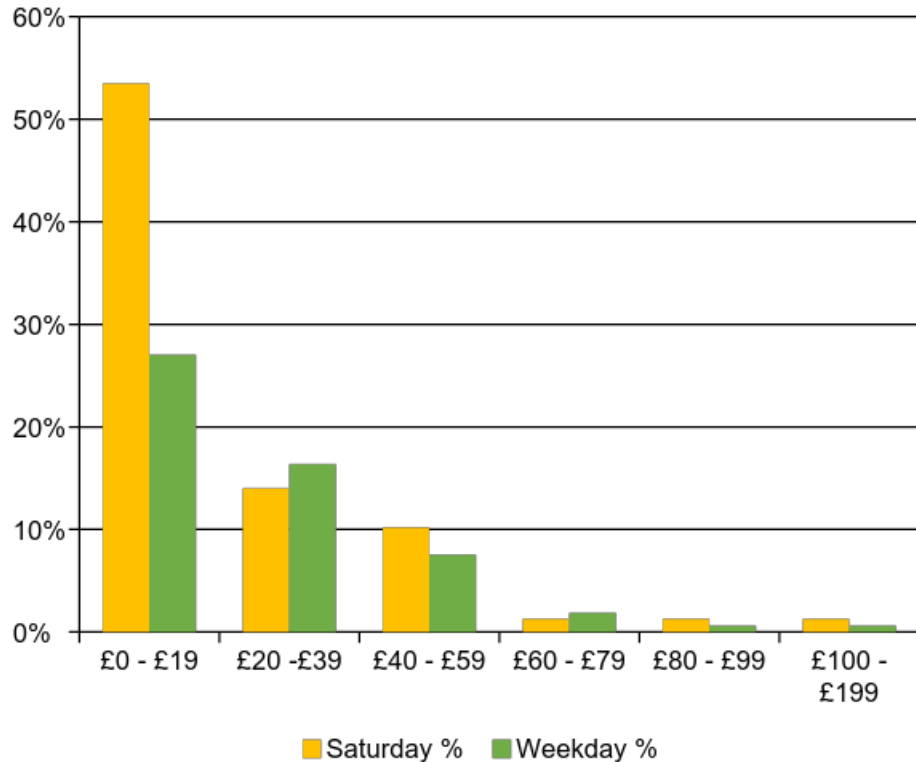


Bourne Hill to Oakthorpe Road

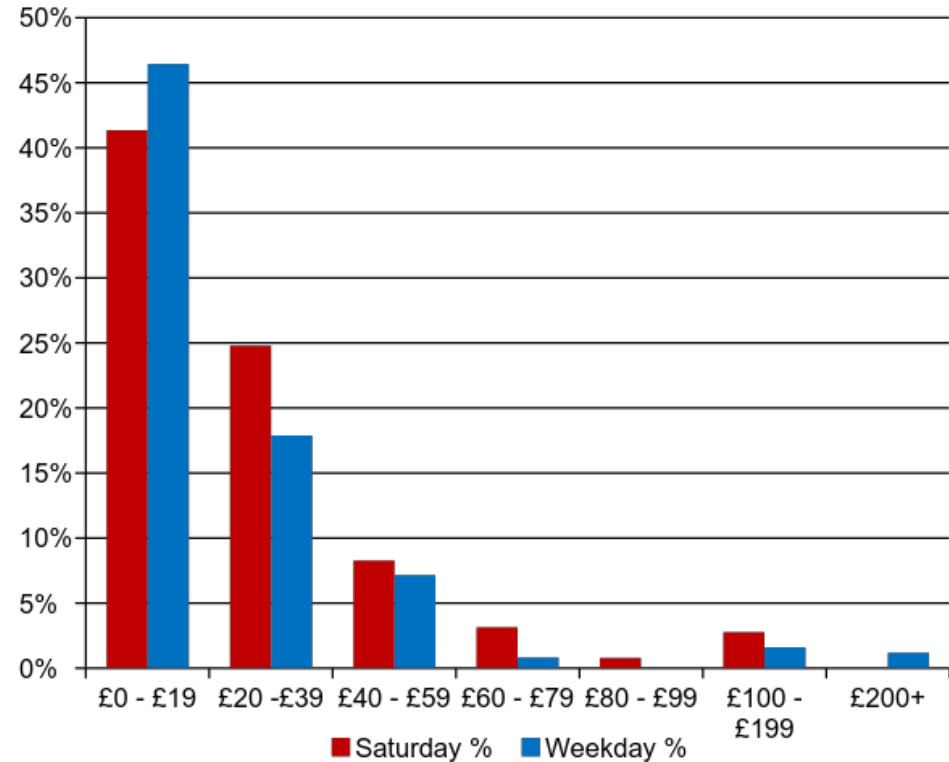


How much do you think you will spend today?

Firs Lane to Compton Road

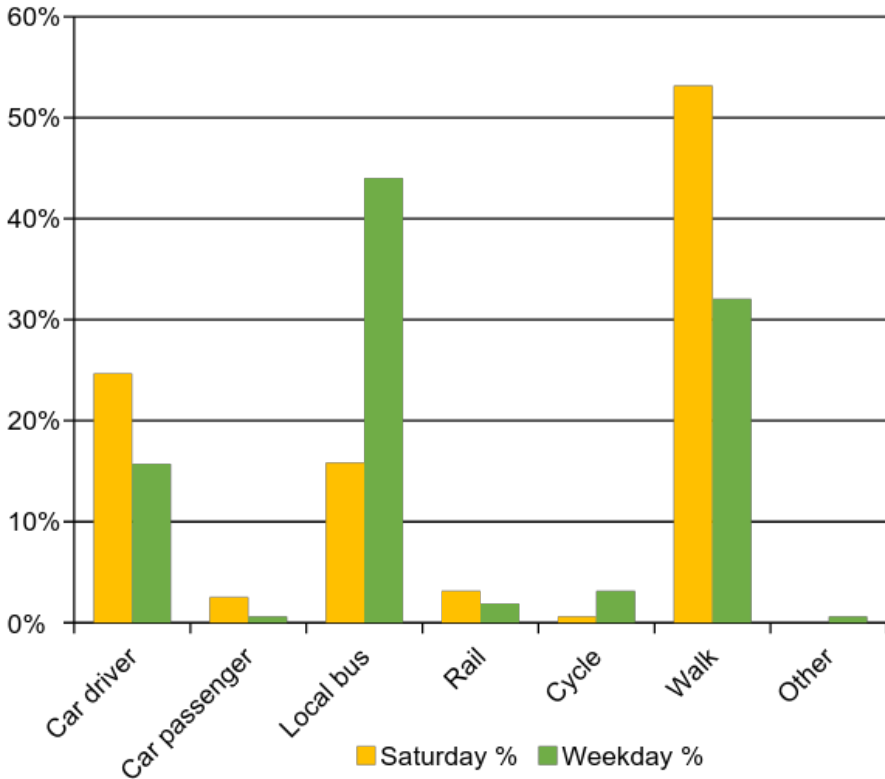


Bourne Hill to Oakthorpe Road

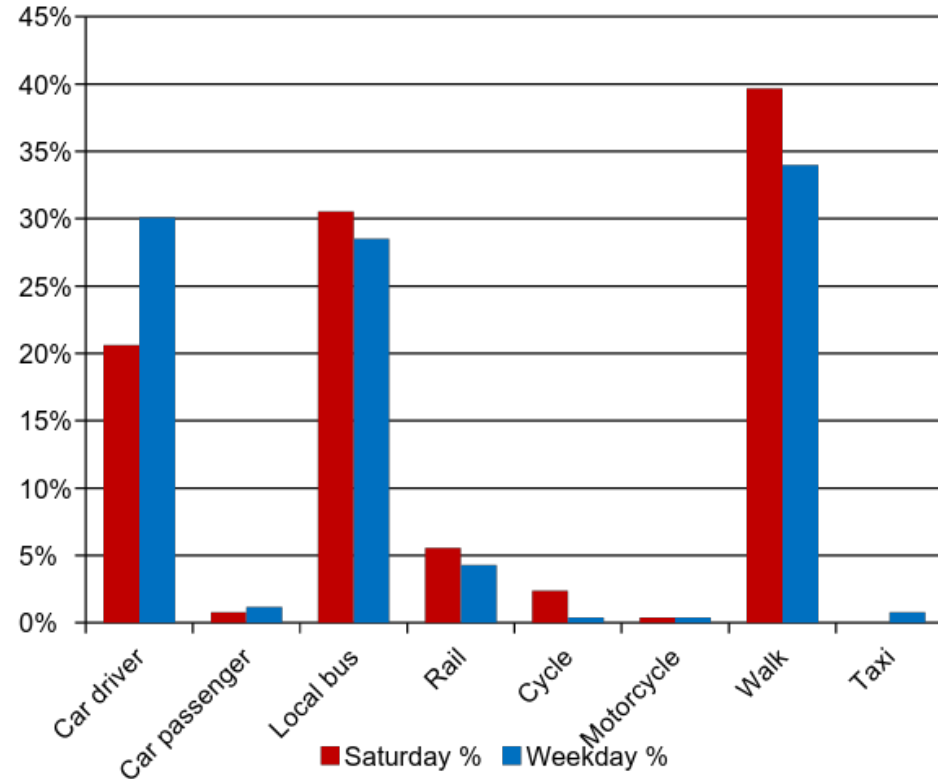


What is your main mode of transport here today?

Firs Lane to Compton Road

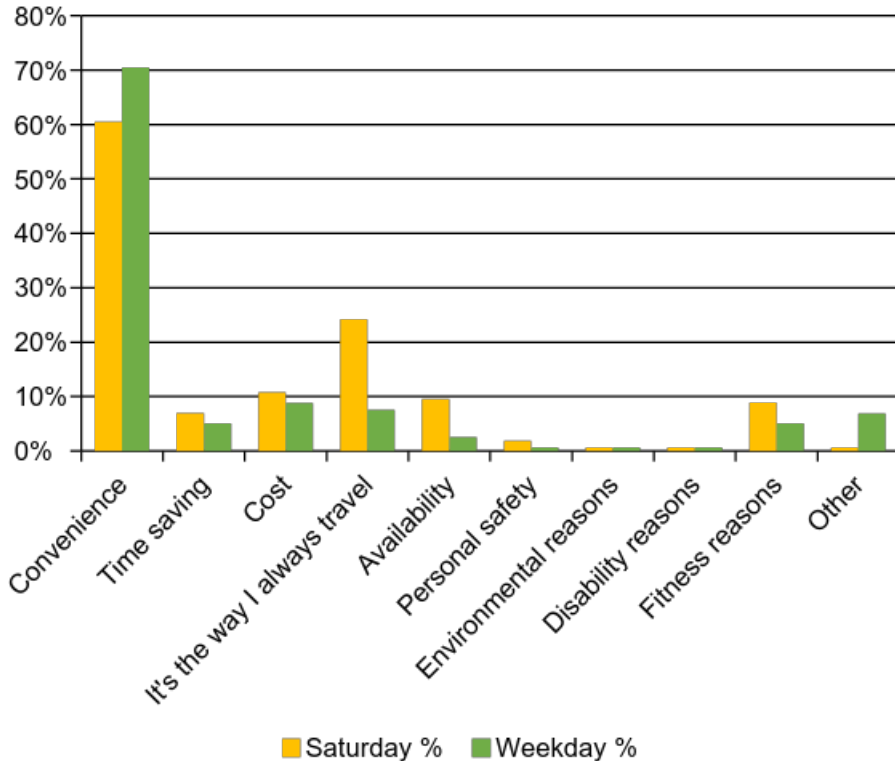


Bourne Hill to Oakthorpe Road

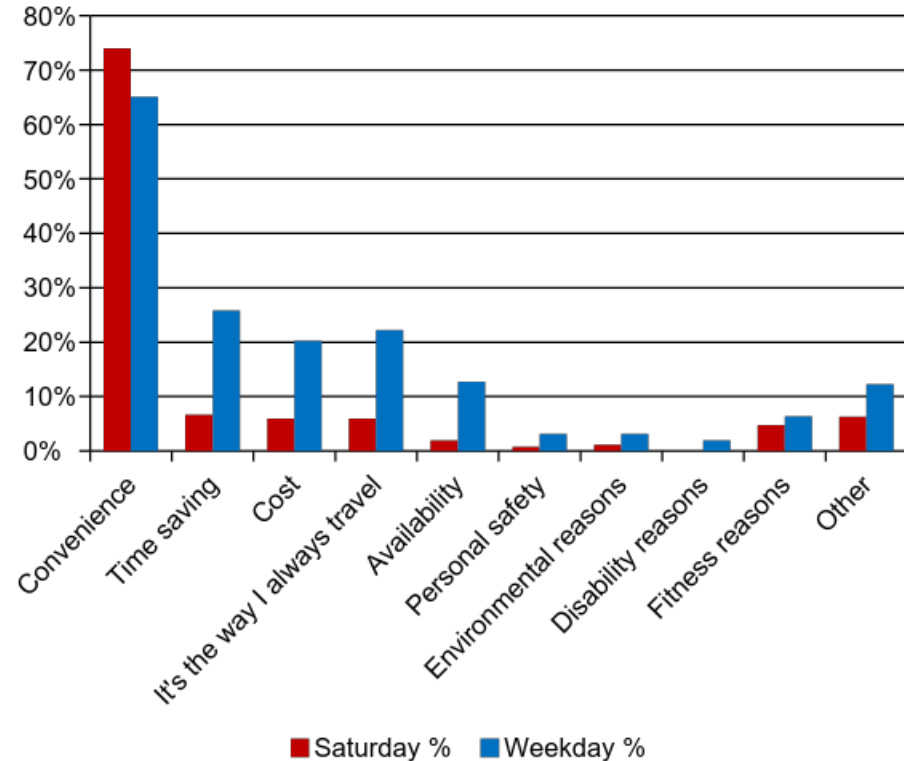


Why did you choose to travel this way?

Firs Lane to Compton Road

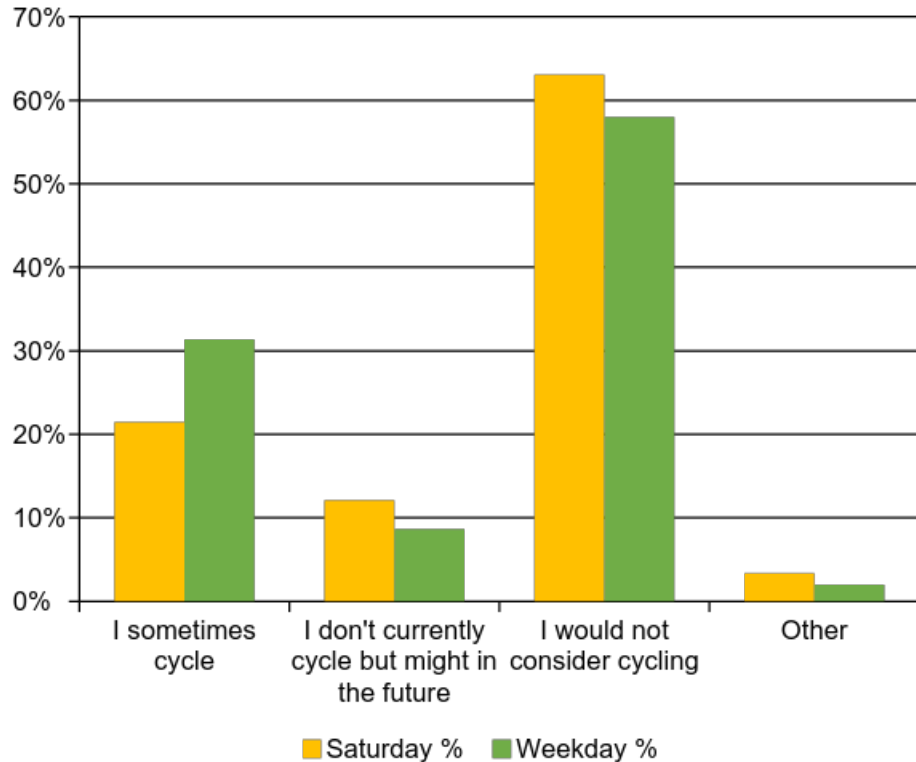


Bourne Hill to Oakthorpe Road

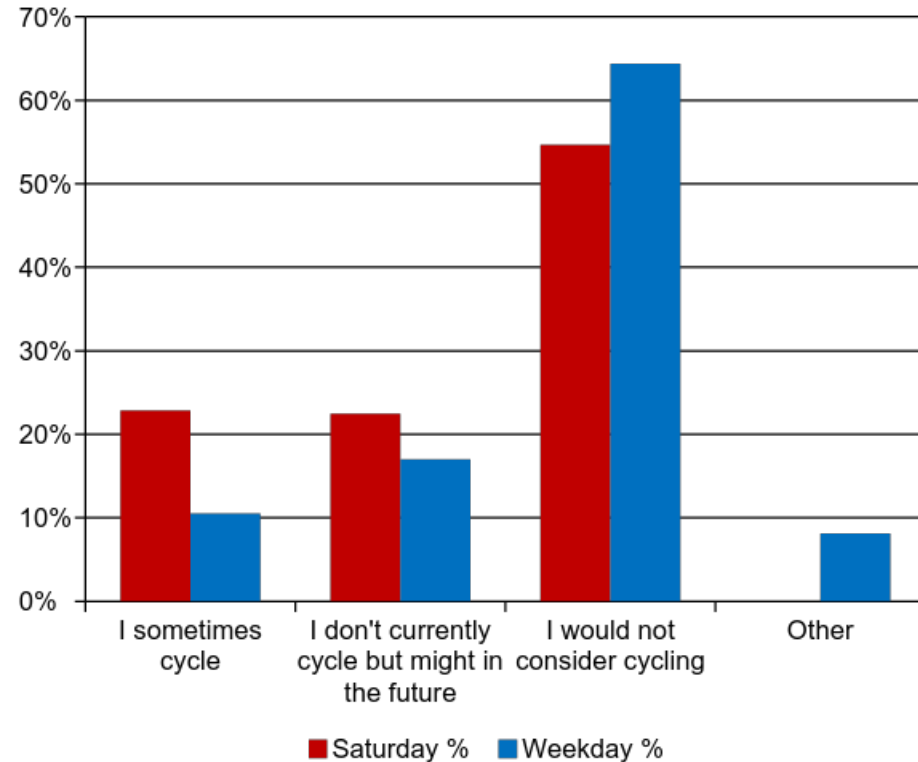


If not already, could you cycle?

Firs Lane to Compton Road

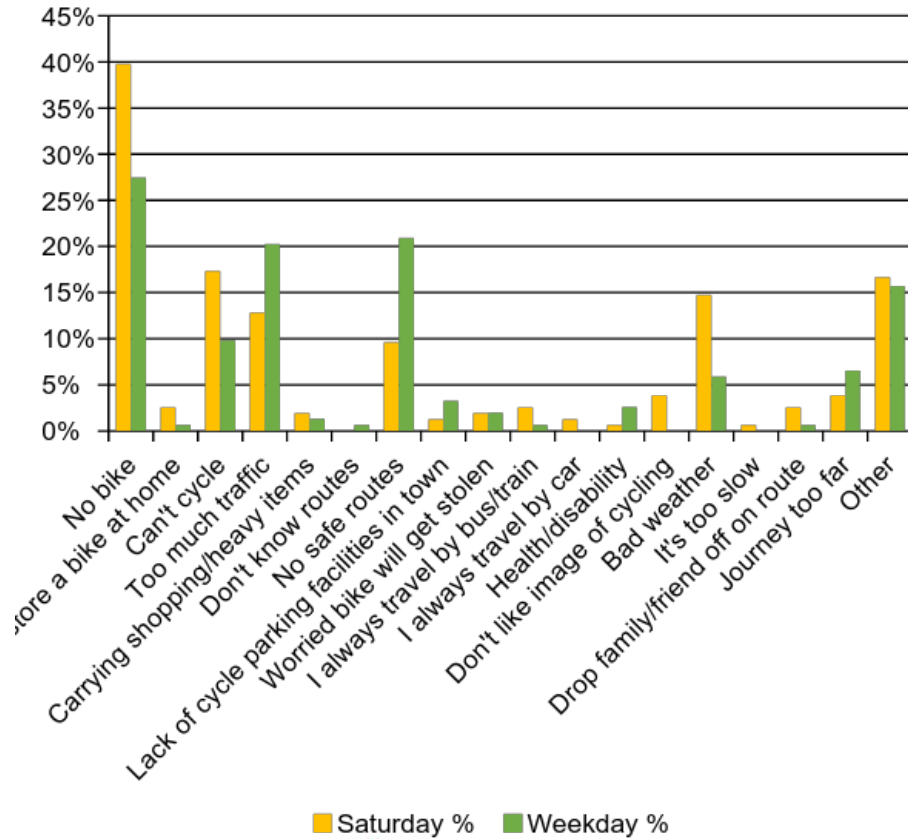


Bourne Hill to Oakthorpe Road

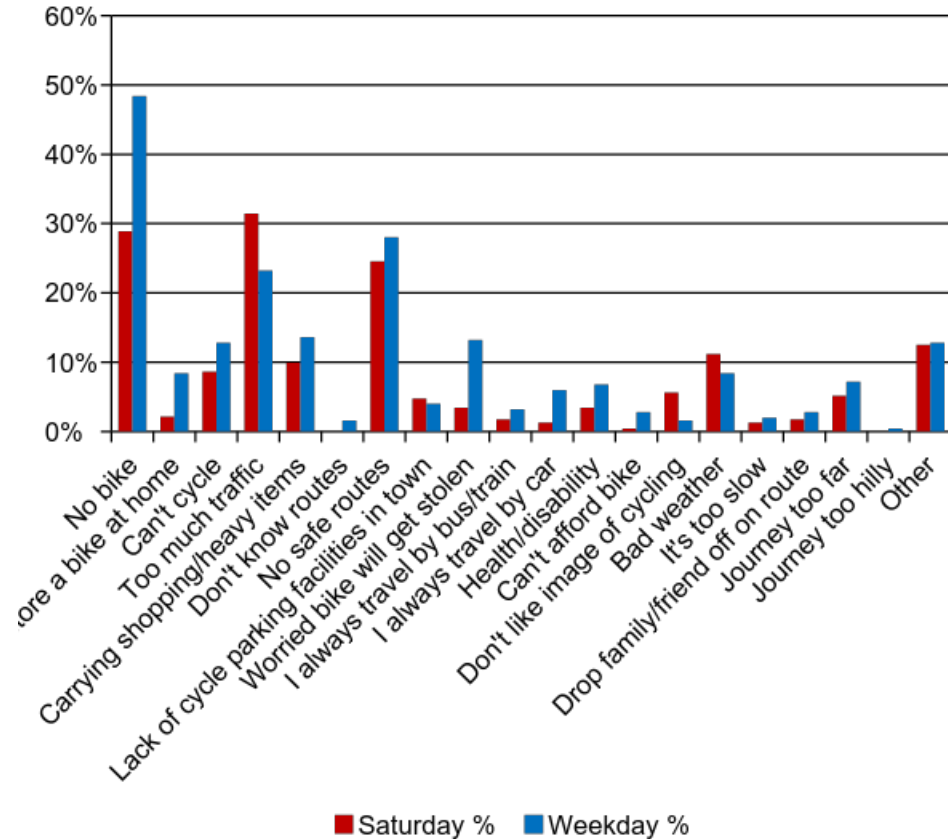


What are your main reasons for not cycling?

Firs Lane to Compton Road



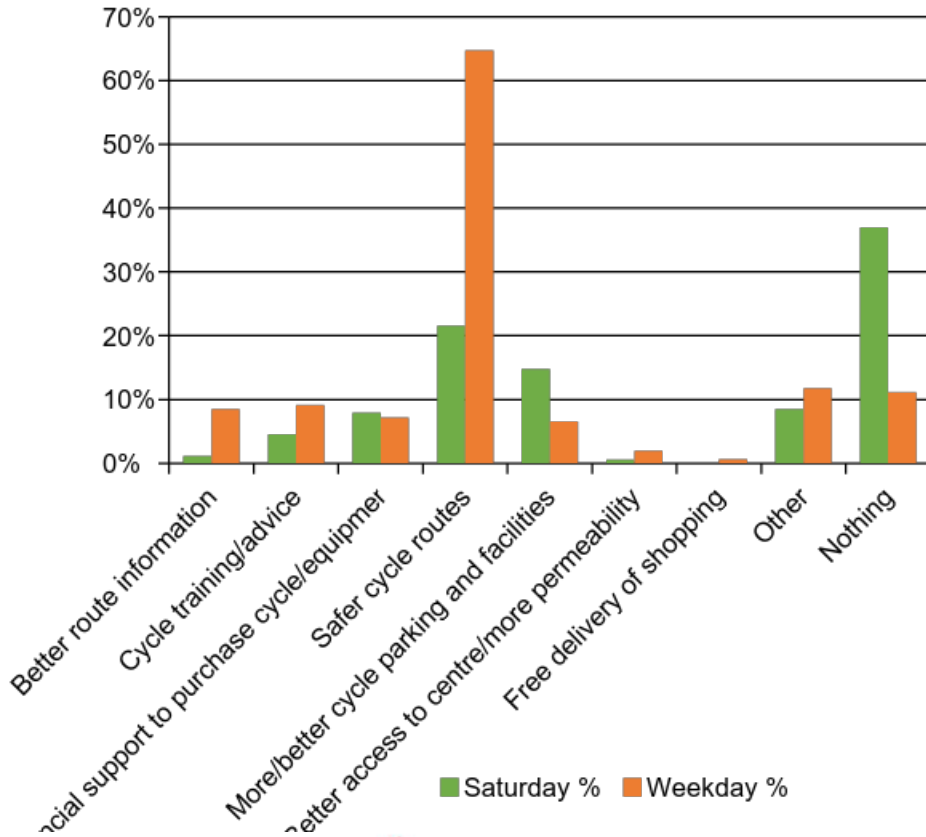
Bourne Hill to Oakthorpe Road



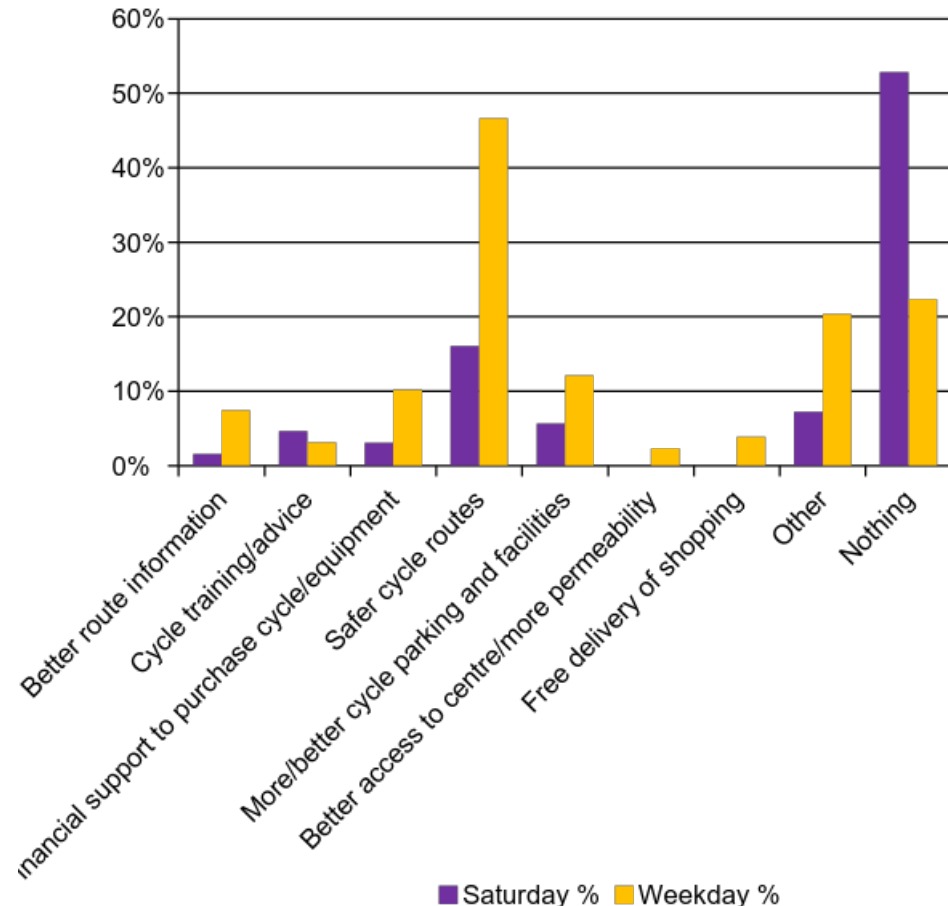
What would encourage you to cycle more often?

*More than one can be selected

Firs Lane to Compton Road



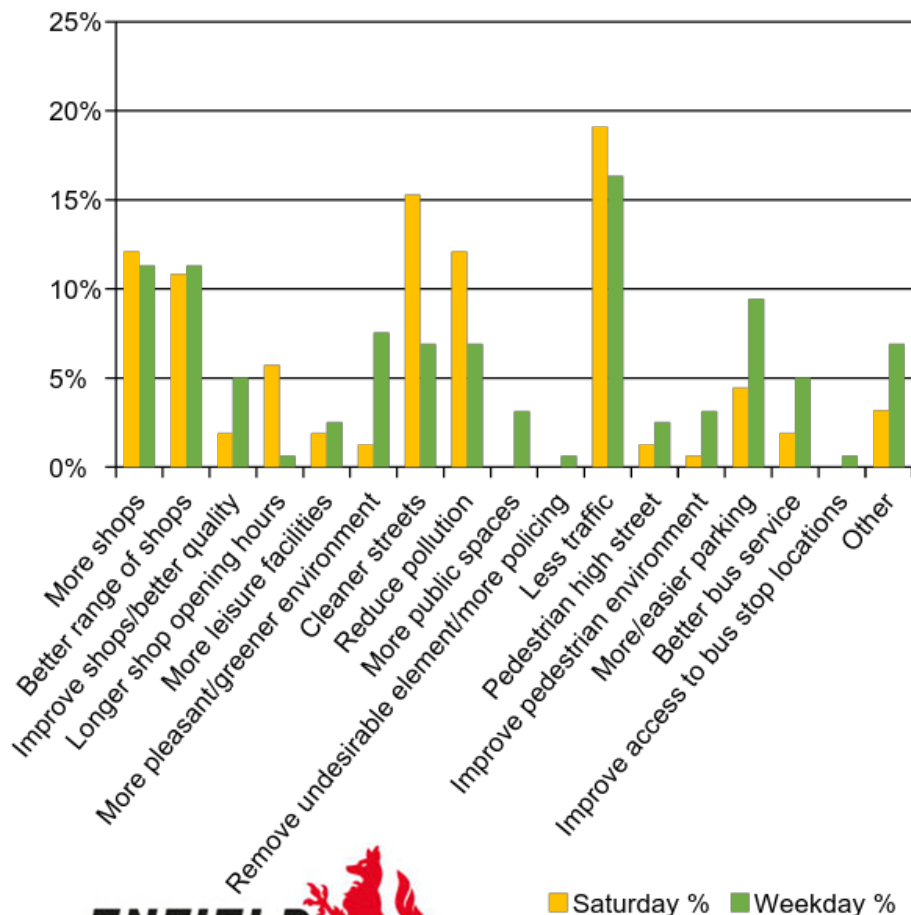
Bourne Hill to Oakthorpe Road



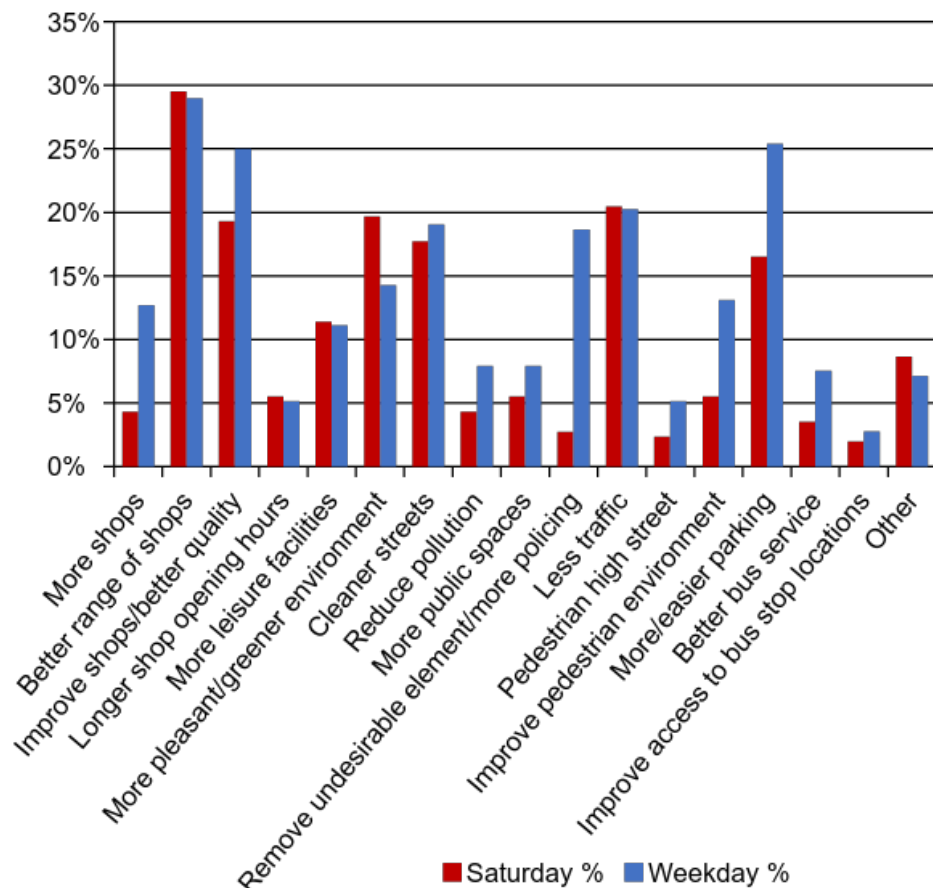
In what ways do you think this town centre could be improved generally?

*More than one can be selected

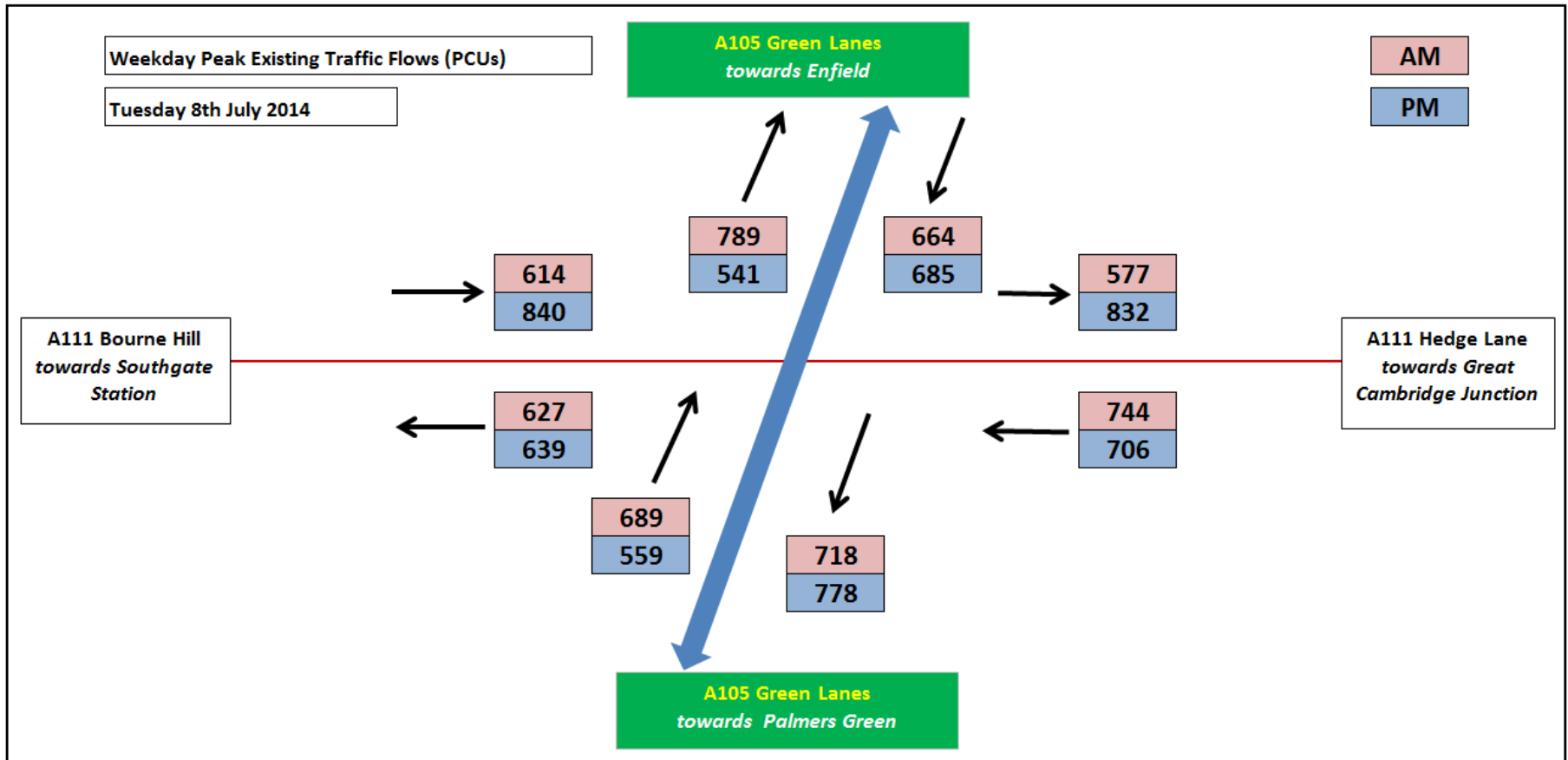
Firs Lane to Compton Road



Bourne Hill to Oakthorpe Road



A105 Weekday Peak Hour Flows



Assessment Criteria

The following criteria will be used to assess each option

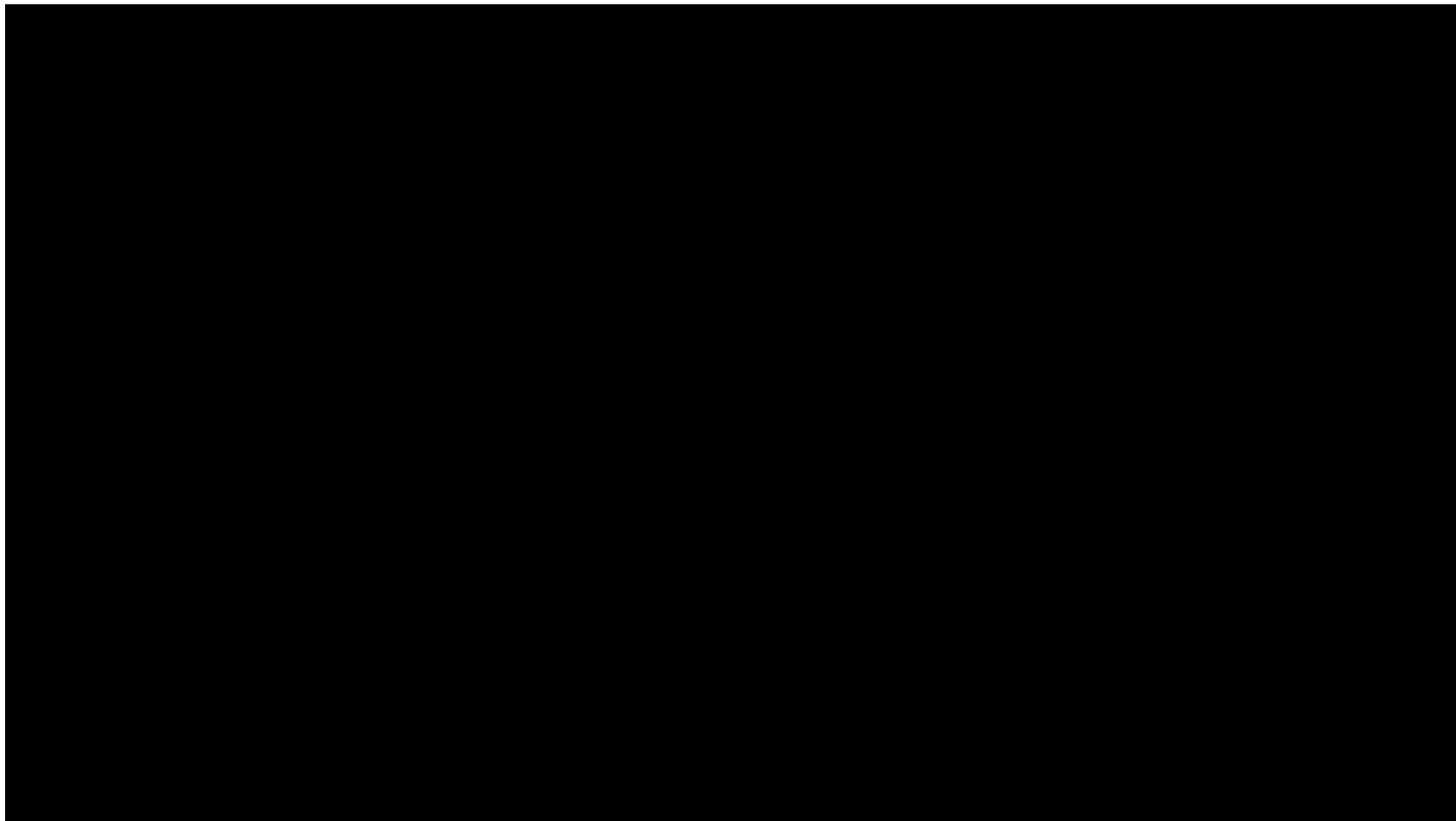
Assessment Criteria		Benefit/Cost	Impact (-3 to +3)	How Measured?
1	Cycle	Facility Width		Cycle width (dimension)
		Facility Type (Light/full seg etc.)		Advisory/light/full Pre-signals/segregation at junction etc.
		Journey time		Delay from modelling at junctions Delay due to bus stops on corridor etc.
2	General Traffic	Vehicle Journey Times		Delay from modelling at junctions Delay due to bus stops on corridor etc.
3	Buses	Bus Stop Accessibility		Qualitative assessment at bus stops
		Bus Journey Times		Delay from modelling at junctions Bus stop laybys on corridor
4	Pedestrians	Footway Level of Service		Reduction/Increase in footway width measured
5		Crossing Facilities		Number and type of facility
6	Parking	Level of Parking Provision		Number and type of facility
7	Loading	Level of Loading Provision		Number and type of facility
8	Safety	Accident Reduction		Qualitative assessment of accident reduction

A105 Public Exhibitions Feedback

270 Comments/Issues/Ideas Received

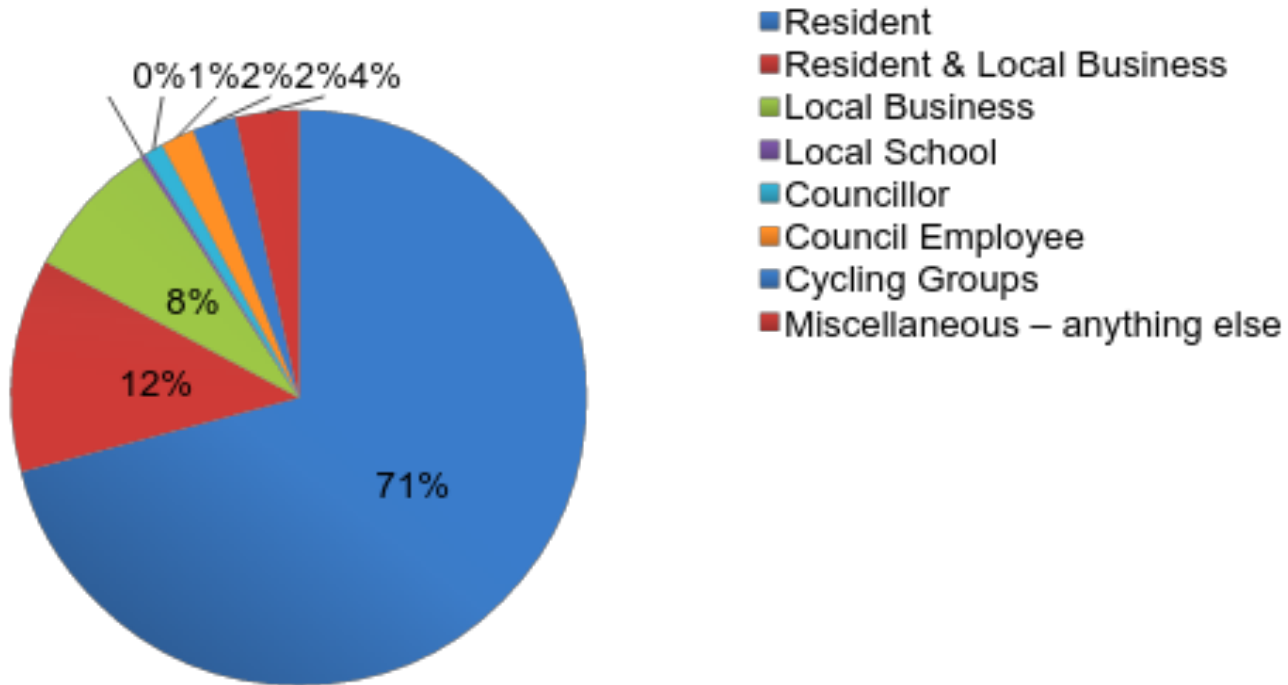
- Parking – A number of residents /retailers highlighted the loss of parking would affect their business
- Use an alternative route – A number of comments raised the issue that an alternative route should be used instead of Green Lanes, with the New River route mentioned as an alternative.
- Lack of pedestrian facilities at the junction of Bourne Hill
- Palmers Green Triangle – A number of comments were raised about retaining/improving the environment around the triangle
- Drop off – a few comments were raised about the issue of taxi's drop off/pickups especially with elderly patrons and disabled drivers
- Congestion – Some commented on the already congested nature of Green Lanes
- Environmental improvements – comments were raised about improving the area in Palmers Green and other locations.
- Emergency vehicles – couple of comments were raised about problems of passing traffic.

Exhibition Film

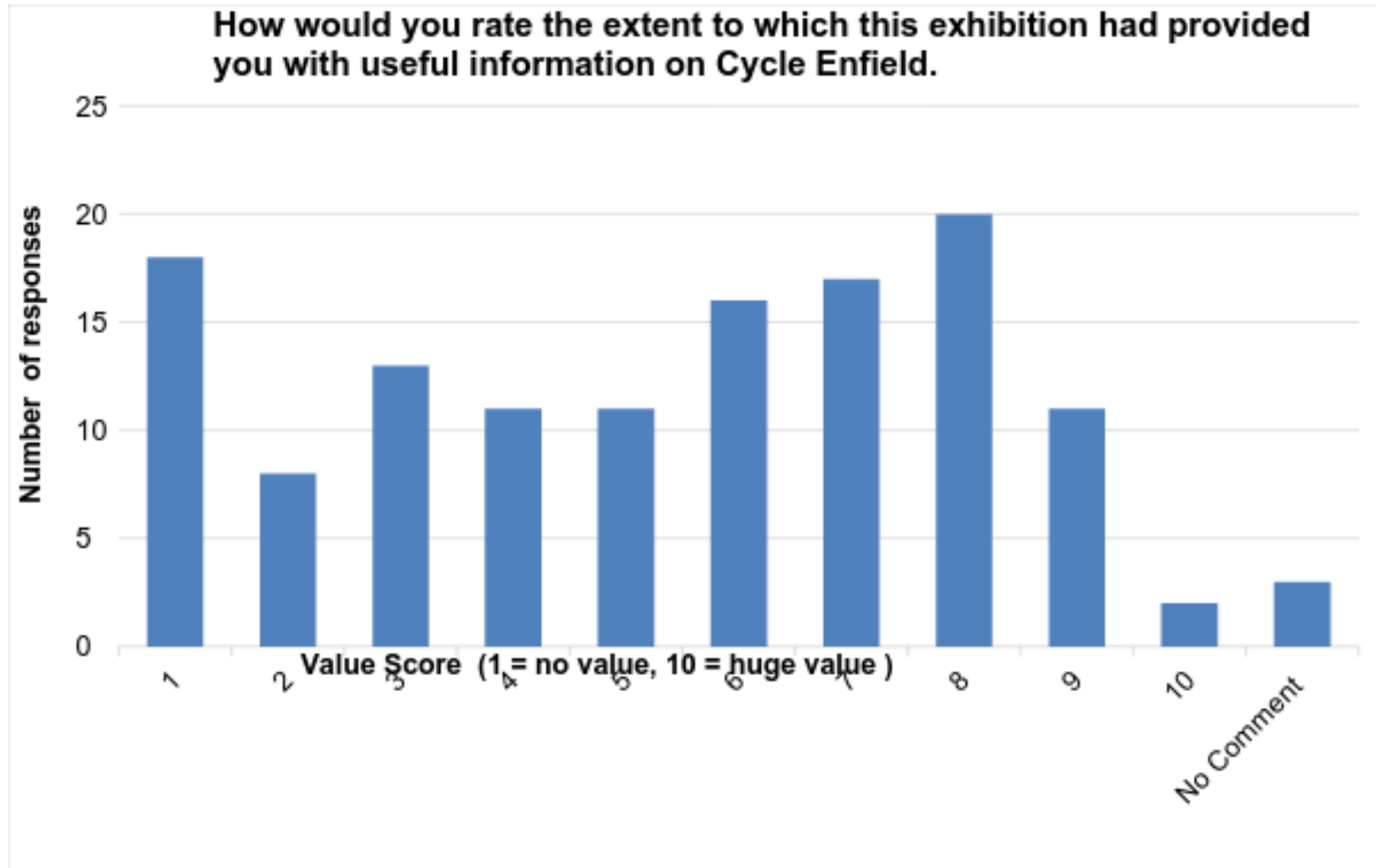


Public Exhibition - 11th February – 320 attendees

Attendance

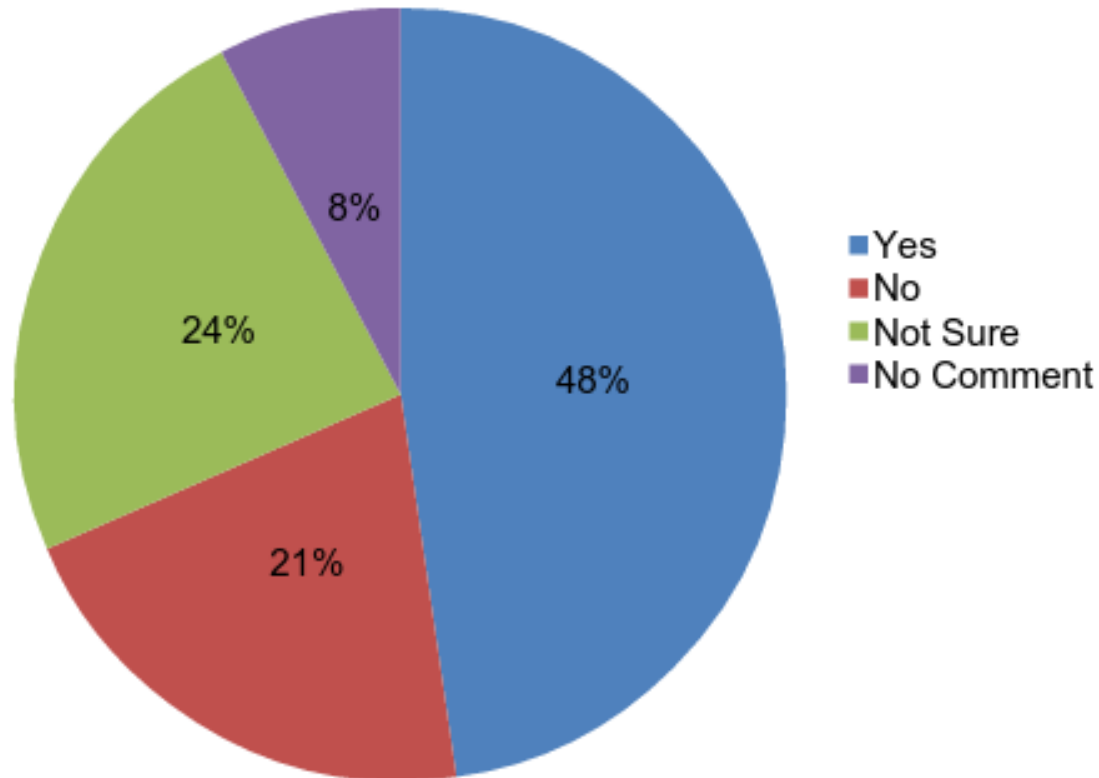


Exhibition Feedback – 11th February, 130 responses



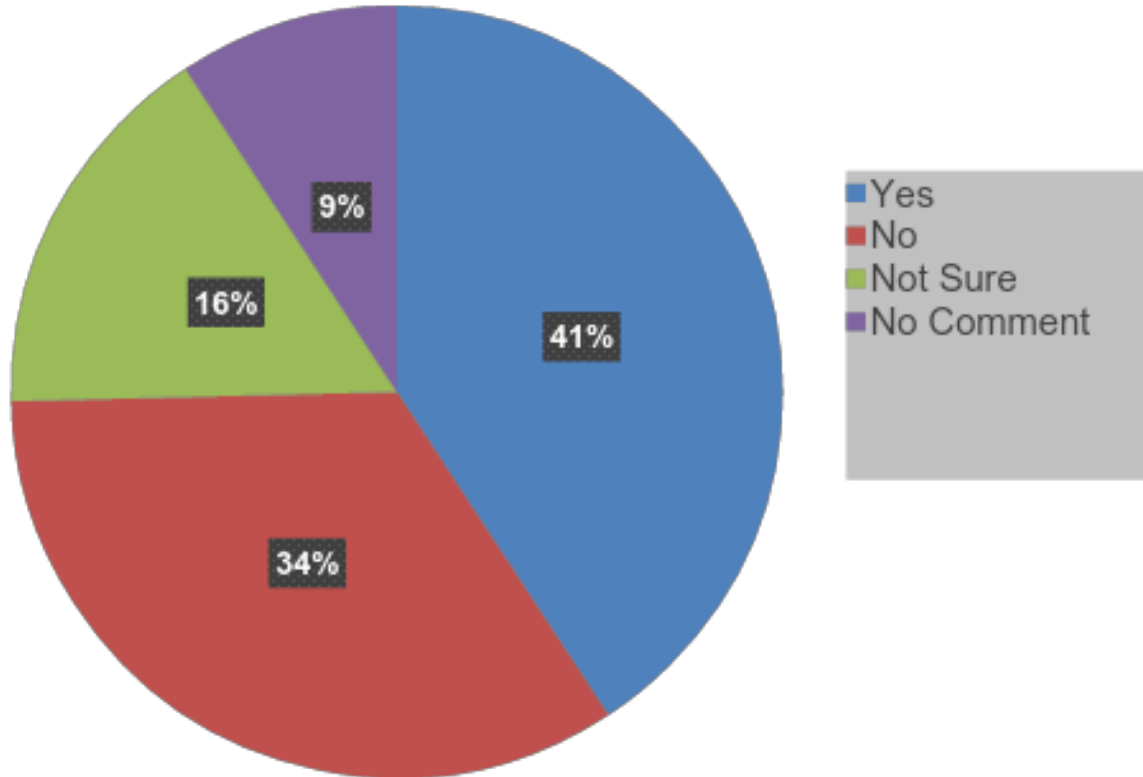
Exhibition Feedback – 11th February, 130 responses

As a result of today, do you feel you have had, and/or will have in the future, the opportunity to share your views on Cycle Enfield?



Exhibition Feedback – 11th February, 130 responses

Do you think investment in Cycle Enfield provides an opportunity to improve Enfield?



Next Steps

- Further design progression & proposed modelling continuing until public consultation
- Next Partnership Board (Designs Presented) – Jun 2015
- Public Consultation – Late July 2015 to Oct 2015
- Scheme Approval – Dec 2015
- Detailed Design – Dec 2015 to April 2016
- Implementation – April 2016 to Oct 2016

Questions

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