A105 Scheme

Consultation Report

(Executive Summary plus additional annexes showing detailed methodology and qualitative analysis)

Dated 29 January 2016

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1.0 A105 Executive Summary of Consultation Results

1.1 In 2015 Enfield Council conducted a 12 week public consultation (from Friday 17th July – Friday 9th October) on the proposal to introduce a cycle lane along the A105, from Palmers Green to Enfield Town.

1.2 Information about the proposals were made available at a 3 day exhibition, online on a dedicated Cycle Enfield website, at a permanent display at the Civic Centre and at a range of events throughout the 12 week period. Members of the public and stakeholders were invited to give their views either by filling in the questionnaire online (hosted on internationally used consultation software). Owing to the A105 scheme covering a large geographic area, the consultation materials showing detailed drawings formed a significant pack of materials. Whilst not practical to issue these to individual homes, printed copies of the consultation materials were available and issued to those that made a request (these were also available in alternative formats such as large print).

1.3 The consultation was advertised extensively:

a. Sending over 14,000 letters to homes and businesses along the route and a further 60,000 consultation booklets to homes in the surrounding area (this booklet promoted the availability of printed materials on request)
b. Displaying posters in the high street, on buses and in public buildings.
c. Secured 64 notices to lampposts along the route.
d. Advertised in local newspapers and community magazines.
e. At ward forums, community events and visits to local venues such as the Ruth Winston Centre.

1.4 The formal consultation generated 1646 responses in total (received either online or via returned paper copies). Other responses were also received which are discussed at para 2.0 and 2.1 of this summary. Each respondent was required to indicate whether they supported the overall proposals for the A105 scheme.

Table 1 – Overall responses

Answer	Number of Responses	% of overall responses
Yes	835	51%
Partially	142	9%
No	640	39%
Not Sure	26	1%

1.5 Responses were not limited to people who live in the borough. The A105 scheme proposes significant changes and as such it was appropriate that anyone impacted by the proposals were offered the opportunity to comment, such as those visiting or working in Enfield, or living near the boundary border. Despite this, more than 84% (1383) responses were from local people living in Enfield. Indeed, the vast majority (73%) of responses were received from people with N13 (432 responses), N21 (431 responses), EN1 (179 responses) and EN2 (161 responses) postcodes. This significant local participation ensured that the consultation generated a range of valuable insights into how the scheme could be developed. Table 2 illustrates the overall support responses for those 1383 respondents who had an Enfield postcode.

Table 2 – Overall responses, Enfield postcodes only

Answer	Number of Responses	% of overall responses
Yes	624	45%
Partially	121	9%
No	613	44%
Not Sure	25	2%

1.6 A significant number of comments were received in support of the overall responses that people selected. Following detailed analysis of this qualitative data, the key trends are summarised in the tables below.

Table 3 – most common comments by those who supported the scheme

Reason/explanation	Number of comments
To make cycling safer	201
More attractive, better public spaces, more liveable, improved town centres etc.	99
Improvements to public health/fitness/wellbeing tackling obesity etc.	96
More people will cycle/will give more people the confidence to cycle etc.	93
Better air quality/environmentally-friendly, less pollution etc.	88
Will have a positive impact on passing trade, local shops, businesses etc. (including a few saying that it will be neutral or it will change but not for the worse)	71
Reduce congestion, improve traffic flow, a more efficient use of road space etc.	58

Table 4 – most common comments by those who did not support the scheme

Reason/explanation	Number of comments
Impact on shops and businesses	238
Impact on congestion (including mentions of the changes to bus stops requiring buses to wait in the main carriageway)	228
Concerns about the arrangement at bus stops (boarders and bypasses) with potential for conflict between bus passengers and passing cyclists	122
There are not enough cyclists currently (or the new scheme will not attract enough new cyclists) to make it worthwhile	115
Impact on air quality/air pollution etc.	105
It's a waste of money/resources, money should be spent on something else etc.	96

Table 5 – most common comments by those who partial supported the scheme

Reason/explanation	Number of comments
Concerns about bus lane arrangements at bus stops (bypasses and bus boarders)	18
Impact on shops/businesses due to lack of parking	12
Rat running or impact on congestion on residential streets	10
The route chosen for the scheme – it should avoid the main road and follow quieter streets (or the riverside path)	10

The demand for cycling doesn't justify the scheme	10
The proposed provision is not good or safe enough – should be more segregation	10
Concerns about the impact on congestion on the main road/shopping streets	10

1.7 Of the 1646 responses received, 56% were from males, 42% from females and 2% a combination of those who were transgender or preferred not to say.

1.8 Responses were received from a range of age groups; the table below offers an insight into how the responses to the overall support question varied dependent on age.

Table 6 – level of support for the scheme by different age groups (from those living in Enfield)

Answer	**0 – 59** (929 responses)	**60+** (439 responses)
Yes	56%	24%
Partially	8%	10%
No	35%	62%
Not sure	1%	4%

1.9 Participants were also asked to provide their views on the consultation process. In all cases, the majority of people either agreed or strongly agreed that the consultation provided the necessary information, was understandable and provided the opportunity for people to have their say.

Table 7 – views on the consultation process

Response	**The consultation gave me all the information I needed (1,186 responses)**	**The consultation was clear and easy to understand (1,191 responses)**	**The consultation allowed me an opportunity to have my say (1,191 responses)**
Agreed or strongly agreed	55% (650)	56% (665)	68% (811)
Neither agreed or disagreed	16% (189)	17% (204)	12% (144)
Disagreed or strongly disagreed	29% (347)	26% (309)	18% (218)

1.10 In addition to providing an indication of their overall level of support, respondents were also able to offer their view on individual sections of the route, and provide additional supporting comments. The key issues raised from these elements of the consultation were collated and subject to detailed review by the design team. This process contributed to the design changes that are detailed in table 9 below.

1.11 In addition to the high level of responses to the formal consultation, a local campaign group against the proposals produced a postcard that they encouraged local residents to return. Enfield Council received 841 copies of this postcard. Each postcard received was recorded into a database and analysed. Of the 841 cards returned, 57% had postcodes that duplicated those received via the formal consultation, 41% were pre-printed with the words 'No Thank you' and just over 6% were completely anonymous. Where comments were provided, the reasons stated were analysed and found to align with those received via the consultation process. Consequently, the postcards received did not generate any additional insight to the key themes described in Table 3 - 5 above.

1.12 A total of 22 e-mails and 11 letters were also received as responses to the A105 consultation. It was clear that some of these were duplicate responses to those received via the consultation process described at para 1.4 (identical responses seen in the software). For others it was not always apparent whether they were duplications or not. All of the responses received were analysed and the key issues raised were found to align with the issues listed in table 3, 4, & 5 above. Additional correspondence was received throughout the period, requesting clarification on various aspects of the scheme. This communication has not been included in the numbers above.

1.13 Enfield Council maintains the view that Cycle Enfield can bring a range of economic, health and transport benefits to the borough. In respect to the A105 scheme, it is clear that this view is also held by a significant number of the community who have echoed these factors in their reasons for supporting the proposals. However, it is also clear that there are a significant number of concerns raised via the consultation. The table below provides a response by Enfield Council to the major concerns raised via the consultation process.

Table 8 – Enfield Council Response to key concerns raised in the A105 consultation

Ser	Consultation Issue	Enfield Council Response
1	Concerns that the proposals may have a negative impact on shops & businesses along the A105.	The proposals for the A105 have been subjected to an independent economic impact assessment which concluded that once installed the cycling infrastructure would have a negligible impact on town centre impact viability (with some minor negative/negligible impacts during construction). However the report identified a series of measures that if implemented could result in a neutral or positive level of impact. They further identified that if as anticipated, the scheme has a transformational effect on town centre attractiveness and liveability, there could be a longer term uplift of up to 10-15% of town centre revenue. In both Palmers Green and Winchmore Hill, the plans result in a net increase of overall shopper car parking. Whilst in places there is a reduction in some on street car parking spaces, significant on street parking is retained (and will be increased as a result of the consultation). In Palmers Green, Lodge Drive car park will be re-designed to include an additional 20 spaces. Improved signage from the high street will be provided. Additionally, a 30 minute free parking zone will be created within the car park containing 20 spaces, encouraging the car park to be used for shorter shopping trips. In Winchmore Hill, Fords Grove car park will be converted to pay and display to discourage people driving short journeys to park for the station and create additional capacity for shopper parking. Following the consultation, the number of high street parking spaces will also be increased (see table 9 below). Additionally, a 30 minute free parking zone will be

		created within the car park containing 20 spaces, encouraging the car park to be used for shorter shopping trips. We are aware that these concerns have been heightened by claims from anti-campaign groups such as 'Local people wouldn't be able to park in Palmers Green and Winchmore Hill to use their local shops restaurants etc'. These suggestions were factually incorrect, but we understand that their constant repetition by a vocal minority will naturally have caused concern for a number of local residents and business owners.
2	Concerns that proposals may increase congestion.	Increases in the population in Enfield and any forecast growth in traffic volumes will lead to increased pressure on our roads, resulting in significant increases in congestion and further reductions in air quality. Doing nothing will lead to increasing levels of congestion. An assessment has been carried out on the impact on journey times along the length of the corridor, factoring in both the re-designed junctions and the impact of the bus stop boarders. The average journey time for the length of the corridor is approximately 10-15 minutes depending on the time of day. The modelling suggests the following 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 Providing infrastructure like that proposed, to enable increasing levels of active travel in future years, will provide an ongoing means of addressing the issue of congestion.
3	Concerns that proposals will cause danger at bus stops.	The bus stop bypass and bus stop boarder designs that are proposed have been used in other parts of London and the UK. There are a number of councils who have implemented these designs (e.g. Camden Council and Brighton & Hove Council) who have monitored their impact and have not reported any significant issues. Whilst it is acknowledged that this is a design not previously seen in Enfield, it is apparent from the consultation comments there are some misunderstanding of how the bus stop boarders will work. To better illustrate the layout of bus stops a detailed explanation has been added to the Cycle Enfield website. There will also be some adjustments to the design

		explained in table 8.
4	Concerns that there are not enough people cycling to justify the proposals.	Enfield Council understands that there are currently very low levels of cycling in the Borough. Indeed, it is believed this is one of the reasons why Enfield was successful in securing this external investment from TfL. We know from our survey of Enfield residents (we asked 3,516 people across the borough) that the number one thing that the council could do to increase cycling is to create safe cycling routes. Evidence from across the UK and beyond indicate that these routes need to be direct and convenient in order to encourage some people to choose cycling instead of the car for some of their local journeys.
5	Concerns that the proposals may have a negative impact on air quality.	The proposals for the A105 have been subject to an independent Air Quality Assessment. This report concluded that although there are some increases in concentrations at junctions, with a 2.5% reduction in traffic, annual average NO_2 concentration is predicted to decrease by 0.25 µg/m³ to 0.5 µg/m³ at roadside locations. This would bring improvements to air quality, a foundation to be built upon as active travel is increased further in future years.
6	Suggestions that the money should be spent on other issues.	It is not possible for Enfield Council to spend this money received from TfL on other council services. It is anticipated that implementing our Cycle Enfield proposals across the entire borough will cost approximately £42m over 4 years. The significant majority of this funding comes from the successful 'Mini Holland' bid which secured £30m from the Mayors of London cycling budget. A further £7.7m is funding that Enfield would always have received from TfL to contribute towards transport improvement programmes. A further £1.5m will be received from Network Rail and £1m gathered as developer contributions. All but two of the twenty outer London boroughs bid for the opportunity to attract the 'Mini Holland' funding because they all recognised what a significant opportunity this was to bring economic, health and transport benefits to those boroughs that would be successful in their bids.
7	Concerns that alternative routes should be chosen, away from major roads.	The New River route was investigated but would not be a workable solution. In the first instance, there are a range of land ownership and access issues. Those aside, this scheme is intended to increase cycling as a normal form of transport. The routes selected need to connect the places that people

		want to travel to on a daily basis (shops, train stations etc) and should be accessible at all times of day and night. Other quieter routes are also part of the overall Cycle Enfield network. Like any transport system, the network should be made up of quieter smaller routes, connecting to major routes that enable direct and convenient travel. More detail of why the A105 route was developed instead of a New River route is at Annex C.
8	Concerns that 'rat running' may increase.	In addition to the main road routes, Enfield Council intend on implementing an initiative called Quieter Neighbourhoods. This programme divides the borough into approximately 40 residential zones and will consider ways in which traffic can be calmed and 'rat running' reduced through these residential areas. The scheme will be resident led, which means the council will hold workshops to discuss the various measures that are available to a particular area, and allow local residents to decide what measures they wish to implement. Some initial pilot work for Quieter Neighbourhoods has already started. However, the full rollout of this work will be sequenced in concert with the major Cycle Enfield road schemes, providing an opportunity for any 'rat running' issues to be addressed.
9	Concerns that the proposals do not do enough to make cycling safe.	The proposals for the A105 will provide a transformational improvement in safety for people cycling. As part of the wider Cycle Enfield programme, the Council are striving to create a borough wide network of cycling infrastructure. This is an ambitious programme and as much as possible will be achieved with the resources available, whilst delivering balance with the needs of other road users.

2.3 As a result of the feedback from the consultation, a number of design amendments have been made. Some general points are listed first, followed by more geographic specific issues listed in order from the most northerly parts of the scheme (near Enfield Town) to the most southerly aspects (Palmers Green).

Table 9 – A105 Consultation You Said, We Did

Ser	You said	We did
General changes along the route		
1	You said you were concerned about stepping on/off the bus into the cycle lane.	A buffer strip (at pavement height) will be introduced at 22 of the bus stop boarders, creating an additional space between the bus and the cycle lane, 6 bus stop boarders will remain as

		the original design. We have produced an illustration available on the Cycle Enfield website to help better illustrate how bus stop boarders will be designed as from the comments received it is clear that there were some misunderstanding of how this would work. This illustration shows that bus users will not have to jump down from the bus into the cycle lane and then up onto the pavement. The design of these areas will ensure that pedestrians have priority, extending the pavement area across the cycle lane. This design will now be developed further by the introduction of the buffer strips.
2	You said you were concerned that the cycle lane would prevent access to places by people with a disability who are transported by private vehicles. You were also concerned that the cycle lane would restrict the dial-a-ride from operating at locations such as the Ruth Winston Centre.	Any blue badge holder will be able to set down and pick up passengers at any point along the route, even if that means temporally entering the cycle lane to position their vehicle by the kerb edge. The situation is the same for the dial-a-ride buses operating in Enfield.
3	You said you were concerned about loading at points along the route where we have not designed loading bays.	The same volume of formal loading bays in the high street areas as currently exists is incorporated into the designs. We are currently investigating the feasibility of temporary loading permits for loading / unloading in additional areas along the route. This would be assessed on a case-by-case basis.
4	You said you were concerned that in places the cycle lane was located on the outside of parking bays, when it could be located on the inside of parking to provide greater protection.	We have amended the designs so that they cycle lane will now remain on the inside of parked vehicles along the entirety of the route, providing a greater sense of safety and distance from moving motor traffic.
Location specific changes (listed from Enfield Town in the north to Palmers Green in the south)		
5	You said the removal of the informal crossing point outside of Regency Court would make it difficult for residents to cross the road to access the north bound bus stop.	We will introduce a new zebra crossing directly outside of Regency Court, this new addition will mean that the bus stops will now remain in their current position (minor movements were proposed in the original consultation).
6	You said you did not want to see the removal of the northbound bus stop located outside Bush Hill Gardens.	We will change the design to ensure this bus stop is included in the designs. This will result in the removal of the three car parking spaces at this location. The consultation demonstrated some confusion over the car parking that is currently available in the service road by Bush Hill parade – all of these car parking

		spaces will be retained in the design. We will also amend the proposed junction of Bush Hill Road/Church Street/Park Avenue. This will provide improvements for pedestrians, stopping all motor traffic when pedestrians are able to cross – enabling pedestrians to cross diagonally (should they wish) from one shopping parade to another. It will also enable left turns (travelling North) into Bush Hill. Finally, the new junction design will also improve the connection between the A105 route and the Quietway that will connect Enfield Town to Edmonton Green.
7	You said that you did not like seeing Vicars Moor Lane converted to an exit only junction.	Vicars Moor Lane will now remain as two-way operation but with the northbound slip road removed. This will enable the increase in public space and improve cycle safety without restricting access.
8	You said you did not like the proposed closure of the left hand turn traveling northbound from Green Lanes into Station Road.	We will amend the designs to maintain a slip road that allows northbound traffic to turn left into Station Road.
9	You asked where the 125 bus would terminate if we removed the stopping point by Station Road,	The original proposals were for the 125 bus to terminate off the route. However, we will now include a bus stand in the same vicinity as it is currently.
10	You said that you wanted to see some more of the high street car parking kept within Winchmore Hill high street areas.	Along Winchmore Hill Broadway we will introduce an additional 3 high street car parking spaces compared to the original consultation proposals. One of these spaces will be incorporated into the design of the left hand slip road into Station Road, and a further two will be incorporated into the designs for Compton Road by converting some of this parking into diagonal bays. This will result in a slight reduction of the new public space created in this area. Fords Grove car park will be converted to pay and display to discourage people driving short journeys to park for the station and create additional capacity for shopper parking. Additionally, a 30 minute free parking zone will be created within the car park containing 20 spaces, encouraging the car park to be used for shorter shopping trips. Parking in this car park will be free to all users after 6.30pm to support the evening economy. In Winchmore Hill, from Fords Grove to Sainsbury's 76% of the high street car parking spaces (proposed 45 spaces versus the current 59) will be retained.

		From Elm Park Road to Elsiedene Road, 89% of the high street car parking spaces (proposed 49 spaces versus the current 55) will be retained. A marked bay(s) for 10 parking spaces will also be provided to offset the loss of unrestricted kerb space in this area (surveys show an average occupancy of 10 vehicles).
11	You said that our proposals to move the Southbound bus stop at Sainsbury's further away from the store would be inconvenient.	We have relocated the bus stops to maintain convenient access to Sainsbury's. In addition, we will merge the two zebra crossings in this location, to provide one central crossing directly by the access to the store, conveniently located between both the northbound and southbound bus stops.
12	You said you were concerned about the re-location of the northbound bus stop outside of St Monica's church.	In the designs, we have put the northbound bus stop back to its current position. This does mean that we have also moved the southbound bus stop back to its current position south of Hedge Lane (it's not possible to have both bus stops outside of St Monica's). The return of the southbound bus stop does mean a reduction of 2 car parking spaces to that described in the original consultation. Based on the town centres survey, and the understanding that more people travel by bus than car, this was deemed to be the best approach. This also resolves some issues that were raised regarding the use of this bus stop as an interchange. The informal crossing by St Monica's will be upgraded to a zebra crossing.
13	You said you were concerned about reducing the flow of traffic through the Fox Lane junction.	We have converted the Fox Lane junction, removing the proposed traffic lights and created a T-junction. This will reduce the potential of northbound traffic queuing through Palmers Green. This does result in the removal of the proposed signalised pedestrian crossing at the junction. Pedestrians will continue to cross via informal crossings however the junction will become a raised area to reduce speed.
14	You said you were concerned about converting Hazelwood Lane into exit only.	In the designs, we have reverted Hazelwood Lane to two-way working.
15	You said you were concerned about the removal of The Fox Pub bus stop.	In response to the consultation, whilst we still propose to remove one of the northbound bus stops between the triangle and Fox Lane, we will locate the new bus stop into a more balanced central position on the high street, which will ensure the distance between bus stops remains less than the TfL maximum guideline of 400 meters. This will mean that the southbound bus stop is located in the designs closer to its current location and will convert from a bus stop bypass to a bus stop boarder. At this bus stop boarder, a one metre buffer strip will be introduced between the kerb

		edge and the cycle lane. This change will also result in an additional car parking space on the high street.
16	You said you were concerned about the number of high street parking spaces in Palmers Green.	In the amended designs, in the Palmers Green high street from Fox Lane to Alderman's Hill, the designs incorporate 87% of the current on street car parking spaces (41 spaces proposed versus the current 47). For the Palmers Green section from Fox Lane to Bourne Hill 70% of the high street car parking spaces are included in the designs (26 spaces proposed versus the current 37). However, we will re-design the number of available car parking spaces in Lodge Drive car park, which will result in an increase of 20 car parking spaces. We will improve the signage to this parking from the high street. Additionally, a 30 minute free parking zone will be created within the car park containing 20 spaces, encouraging the car park to be used for shorter shopping trips. The open hours of this car park will also be extended to allow access at any time (currently closes at 9pm). Parking will continue to be free after 6.30pm. This and increased night time accessibility will assist the night time economy.
17	We asked you to provide feedback on two different options for the junction at Alderman's Hill.	Based on your responses, the design process will move forward using the options that retains the triangle and signalised junction. As outlined in the consultation process, there will be further opportunity for the local community to influence what the final design will look like on the footprint of the public space contained with the triangle island.
18	We asked you to provide feedback on two different options for how the route could link with the cycle route into Haringey.	Based on your responses, the design process will move forward which routes people cycling via Palmerston Crescent.

1.14 This consultation was delivered using a robust methodology, was promoted widely and led to extensive engagement. The level of participation generated constructive insights from people who were able to provide informed comment by considering the designs. The majority of people who participated in this consultation supported the A105 proposals. However, a significant number did not support the proposals and the key themes of reasoning for this position were identified through detailed qualitative analysis. This Executive Summary has considered those reasons in detail and provided a response to the major concerns highlighted, where appropriate, providing explanatory and mitigating information. In addition, this Executive Summary has highlighted the many

ways in which the designs are to be amended in light of the comments received via the consultation process, demonstrating how the consultation process has shaped the designs. It is recommended that the contents of this report be considered as part of the decision making process for the A105 scheme.

Executive Summary Annex:

A. Alternative Routes

Note: the additional annexes that form the full consultation report are listed on the next page.

Additional Annexes to Form Full Consultation Report

In addition to Annex A that forms part of the Executive summary, this version of the Consultation Report contains a series of further annexes which provide additional detail on the consultation process and results:

B. Detailed Methodology

Provides a detailed overview of the methodology used for the consultation.

C. Additional Demographic Data

Provides insights into the age, gender and whether respondents had any disability that limited mobility.

D. Respondents Priorities for the Scheme

Respondents were asked to provide a priority rating on a scale of 1 (low priority) to 5 (high priority) of how important certain elements were to the design.

E. Quantitative Results for Individual Route Sections

A chart illustrating the results were respondents opted to provide a quantitative level of support for individual sections of the route.

F. Full Analysis of Qualitative Data from Overall Support Results

Table 3, 4, 5 of the Executive Summary illustrate the key themes that emerged from the consultation. Table 8 of the Executive Summary provides a response to these issues. Annex F provides the full list of themes that were drawn out from the qualitative analysis of the reasons people provided to accompany their response to their overall support for the scheme.

G. Full Qualitative Analysis of Section Specific Responses

This annex lists geographic specific points that were raised by respondents in the individual route sections of the consultation. This full list of points has been considered by designers as part of the design review post consultation. Changes to the design as a result of the consultation are listed in Table 9 of the Executive Summary.

Annex A – Alternative Routes

Some people have suggested that we should consider alternative routes. Here are some reasons why the A105 has been selected as a key part of the Cycle Enfield programme:

- 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 people want to go, however they travel.
- 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.

Alternative route along the New River

The New River has been mentioned specifically. However, the additional investment secured from Transport for London is intended to make cycling a more practical transport option for people of all ages. A cycle path along the New River could be a viable leisure cycling route, but not a transport route for everyday journeys and therefore could not be constructed from the TfL funding. Below are the plus and minus points of a New River route:

Developing a New River Cycle Path

Plus Points

- ⊕ Great opportunity for a leisure style route
- ⊕ Good air quality for people riding
- ⊕ Positive safety benefits of people cycling separated from motorised vehicles for the majority of the route (except road crossings)
- ⊕ Positive experience of interaction with green environment
- ⊕ Quiet and peaceful
- ⊕ Manageable gradients along majority of route

Minus Points

- ⊖ Feeling of safety reduced for users as route not overlooked by busy town centre environment. Many people would not use after dark so could not be used for commuting journeys 6 months of the year
- ⊖ Poor access to the areas users wish to get to (shops, banks, libraries, schools, post offices, doctors surgeries, churches, police station, etc)
- ⊖ Numerous break points require expensive works to create safe crossing environment for pedestrians and people using bikes
- ⊖ Longer journey times due to the number of road crossings that would be required
- ⊖ Little scope to expand infrastructure for future growth in cycling levels
- ⊖ Insufficient widths at several locations to create a two way cycle facility
- ⊖ Lack of involvement for people on bicycles in the town centre community space
- ⊖ Potential impacts to local wildlife by construction next to the river
- ⊖ Lack of connectivity with other transport methods, such as train stations
- ⊖ Would not address road safety for people cycling on Green Lanes

Alternative road route parallel to Green Lanes

We do intend to incorporate this quieter route into our wider network of cycle routes. However it does not give people cycling direct access to the high streets along Green Lanes or provide a direct and convenient link between Palmers Green and Enfield Town.

Annex B – Detailed Methodology

1.0 Methodology

1.1 Introduction

1.1.1 The A105 Cycle Enfield scheme proposals consist of considerable change. It was therefore important that there was significant opportunity for the community and other stakeholders to engage in the development of the scheme.

1.1.2 To encourage early participation in the process, an early engagement event was held in February 2014, prior to any detail design starting. The purpose of this event was to raise awareness of the A105 Cycle Enfield scheme, but importantly, allow stakeholders the opportunity to influence the look and feel of the scheme, before the detailed design phase started. To enable maximum access, this event was held on a weekday from 3pm – 8pm in The Fox Pub, Palmers Green, in the heart of the scheme area. The event outlined the rationale for the scheme, and illustrated a range of different approaches that the scheme could follow. Designers and Council Officers were present to discuss the scheme, and those attending were encouraged to provide feedback.

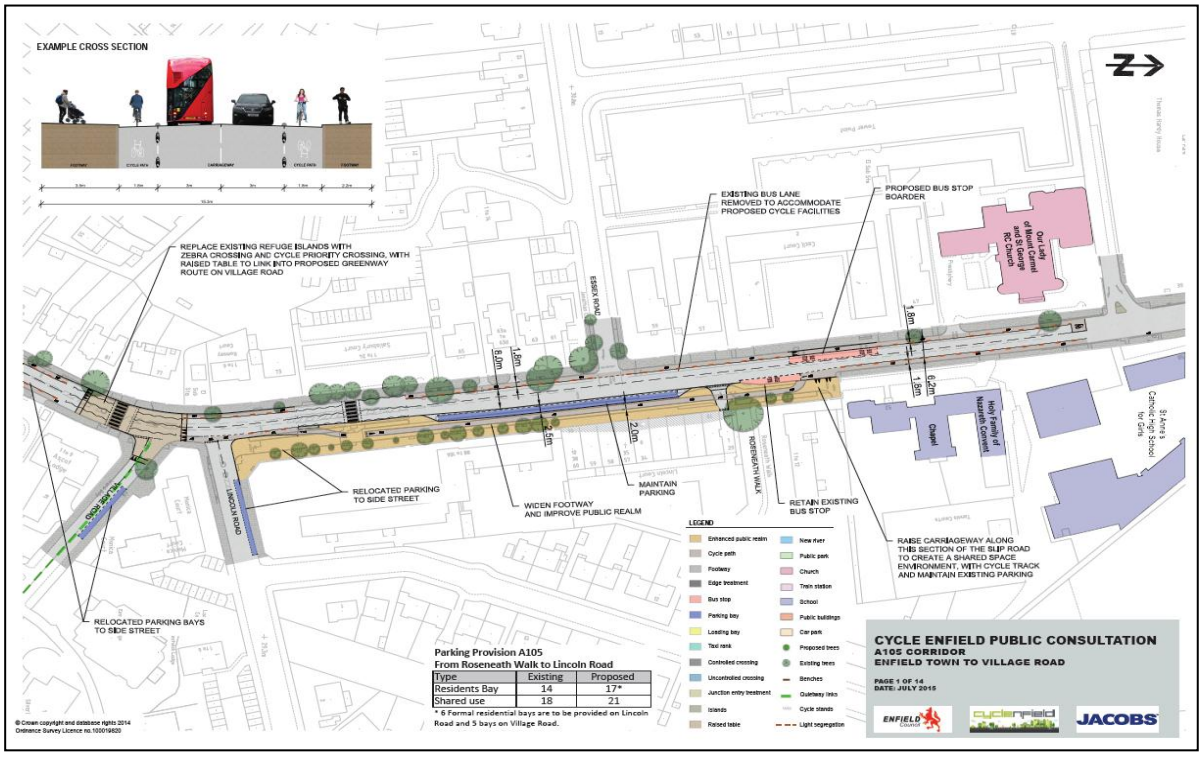
1.1.3 Following this early engagement, using the feedback from the early engagement event, design work for the scheme started in readiness for the full public consultation to start in July 2015. From the outset, it was deemed essential that anyone participating in the consultation process was able to access the significant details of the proposals, rather than simply commenting in principle on the idea of investing in cycling within Enfield. This became a key premise that shaped the subsequent consultation methodology.

1.2 Capturing the detail

1.2.1 In order to be able to illustrate the detail of the scheme proposals, the engineering drawings for the scheme were reproduced to create coloured scaled drawings to illustrate the exact proposed layout of the scheme at any point along the route. Providing this level of detail would ensure that anyone who wished, could examine the drawings in any particular location (e.g. outside their residence or business property) and be able to see a scaled drawing layout of the proposal in that area.

1.2.2 Creating this detail for the A105 scheme resulted in a pack of 14 drawings. The best way to view these drawings was online, in PDF form, allowing the user to zoom in and out of the detail as required. In printed form, the minimum size to form a useable document was A3 size and the print needed to be in colour in order to appreciate the coloured key illustrating the different types of intervention along the route.

Example of scheme drawing for consultation



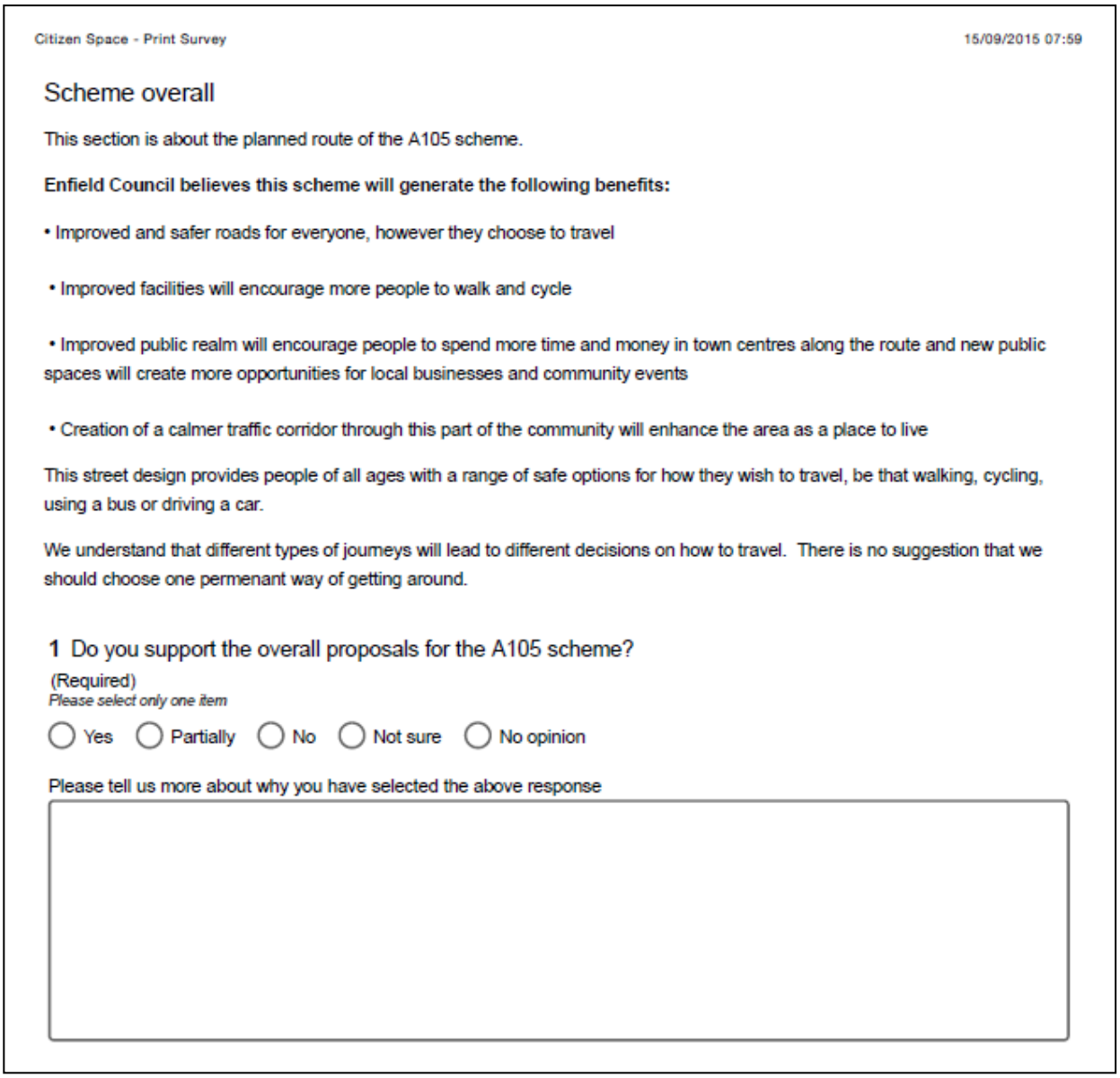
1.3 The Consultation Framework

1.3.1 Distributing the full set of drawings to 1000's of locations was not considered a practical approach. Therefore, to enable as many people as possible to be able to access these detailed drawings, it was decided that the best approach would be to share them online and include a mechanism for people to comment on the proposals.

1.3.2 Specialist consultation software would was used which enabled the drawings to be displayed in a structured way and feedback captured. The software used was called Citizens Space, developed by a UK company who focus on the non-commercial sector. The software has been used extensively by local authorities and it is the consultation software used by Transport for London. More detail on the company and software can be found via their website: http://www.citizenspace.com/info

1.3.3 The online consultation was structured in such way that respondents were required to complete some demographic detail and were then asked a compulsory question which asked the respondent whether they supported the overall proposals or otherwise, along with the opportunity to provide reasons to support their answer. The reasons were deemed to be the essential element in order to be able to respond to any concerns raised. Following the overall question, the consultation then illustrated each of the detailed drawings in a separate section of the consultation. These additional sections were voluntary, and a respondent could complete as many or as few as they wished. This allowed respondents to provide detailed comments on individual sections of the route where they had particular knowledge / interest.

Overall level of support question



Citizen Space - Print Survey 15/09/2015 07:59

Scheme overall

This section is about the planned route of the A105 scheme.

Enfield Council believes this scheme will generate the following benefits:

• Improved and safer roads for everyone, however they choose to travel

• Improved facilities will encourage more people to walk and cycle

• Improved public realm will encourage people to spend more time and money in town centres along the route and new public spaces will create more opportunities for local businesses and community events

• Creation of a calmer traffic corridor through this part of the community will enhance the area as a place to live

This street design provides people of all ages with a range of safe options for how they wish to travel, be that walking, cycling, using a bus or driving a car.

We understand that different types of journeys will lead to different decisions on how to travel. There is no suggestion that we should choose one permenant way of getting around.

1 Do you support the overall proposals for the A105 scheme?

(Required)

Please select only one item

◯ Yes ◯ Partially ◯ No ◯ Not sure ◯ No opinion

Please tell us more about why you have selected the above response

1.3.4 Whilst the supportive documentation (drawings) relevant to the consultation meant that it was not practical to provide paper copies for every resident / stakeholder, it was recognised that these would be required by some people. Consequently, printed copies of the questionnaire (x A4 pages) and a pack of scheme drawings (x A3 pages) were printed and posted (with a pre-paid self-addressed envelope) to those who requested it. Returned copies of the questionnaire were then manually inputted into the consultation software to ensure that these responses were incorporated into the overall results.

1.3.5 The consultation questionnaires were also available in alternative formats including audio, large print and braille.

1.4 Consultation Period

1.4.1 In order to allow as much opportunity as possible for engagement in the consultation process it was decided to run the consultation over an extensive twelve week period. The consultation period for the A105 scheme was held from Friday 17th July to Friday 9th October 2015.

1.5 The consultation launch exhibition

1.5.1 To launch the start of the consultation period, a three day exhibition was held. This exhibition was held in The Fox Pub, Palmers Green, in the heart of the community where the scheme was proposed. The first day (Thursday, 3pm – 8pm) was for local business owners and the second and third day (Friday, 3pm – 8pm and Saturday, 10am – 4pm) for the general public. The exhibition displayed large copies of the entire route of the scheme, and designers and Council Officers were present to discuss the proposals with those attending.

1.5.2 Over 16,000 letters of invitation were sent to residents and local business owners encouraging them to attend the exhibition and make them aware that a consultation of the A105 scheme was going to be taking place. Business owners were also offered the opportunity to book a one-to-one appointment with scheme designers, providing an opportunity to discuss any individual concerns that they may have had.

Map of distribution area

1.5.3 Over the 3 days, the exhibition was attended by over 400 people. On the Friday, the online consultation was opened and visitors to the exhibition were encouraged to go online to be able to view the drawings further and

provide their feedback. It was also made clear that paper copies were available and Council Officers collected the names and addresses of visitors to the exhibition who requested these and consultation packs were subsequently posted.

1.6 Ongoing promotion

1.6.1 In addition to the launch exhibition, the council promoted the consultation extensively:

b. Displaying posters in the high street, on buses and in public buildings.
c. Secured 64 notices to lampposts along the route.
d. Advertised in local newspapers and community magazines.
e. At ward forums, community events and visits to local venues such as the Ruth Winston Centre.
f. E-mails to stakeholders.
g. Engagement with the respective Cycle Enfield Partnership Board; part of the remit of members was to assist in disseminating information to those who they represented.

1.6.2 In addition to the launch exhibition, two significant community festivals were held within the consultation period; Palmers Green Festival and Enfield Town Show. At both these events, Cycle Enfield presented a stall, which included copies of the plans and designers and Council Officers were available to discuss the proposals. For the full twelve weeks, there was also a permeant display of the proposals in the Civic Centre, which was accessible to the public without appointment during normal Civic Centre opening hours.

1.6.3 Towards the end of the consultation period to ensure that residents and businesses were aware of the consultation, a booklet providing further explanation of the scheme, and an explanation of how people could have their say (including the opportunity to request printed copies), was issued to over 60,000 businesses and residents homes in the wider area surrounding the scheme.

Copy of back page of consultation booklet

How can I find out more?

More information about the whole project is available on our website.

Where can I view the proposals for the main road schemes?

Detailed proposals of the main road schemes will be available to view at:

- Our public exhibitions
- Civic Centre, Enfield Town
- Local libraries along the route
- Community festivals
- Online – during each consultation period

Please visit our website to find out the dates and locations of our public exhibitions.

When is the next public exhibition?

Enfield Town & Southbury Road Public Exhibition at the Dugdale Centre, 39 London Road, Enfield EN2 6DS on Friday 25th (3pm-8pm) and Saturday 26th September (10am-4pm).

How can I have my say?

Each segment of the scheme will have a 12-week consultation period. The one for Green Lanes (A105) is currently in progress and closes on the 9th October. The consultation document for all segments can be completed online. Documents are also available in accessible formats e.g. large print, Braille and audio. Alternatively, paper versions can be requested by e-mail to **cycle@enfield.gov.uk** or by writing to:

Cycle Enfield Consultation
Enfield Council
Civic Centre
Enfield
EN1 3XA

Please state which Cycle Enfield consultation you would like paper copies of. Please also say if you would like a short or long version of the questionnaire and whether you would like a copy of the drawings for that particular scheme. Please provide your contact details so that if required we can confirm exactly what you need.

Connect with us

More information is available on our website under **'Have your say'.**

Sign up to our e-newsletter to receive updates direct to your inbox.

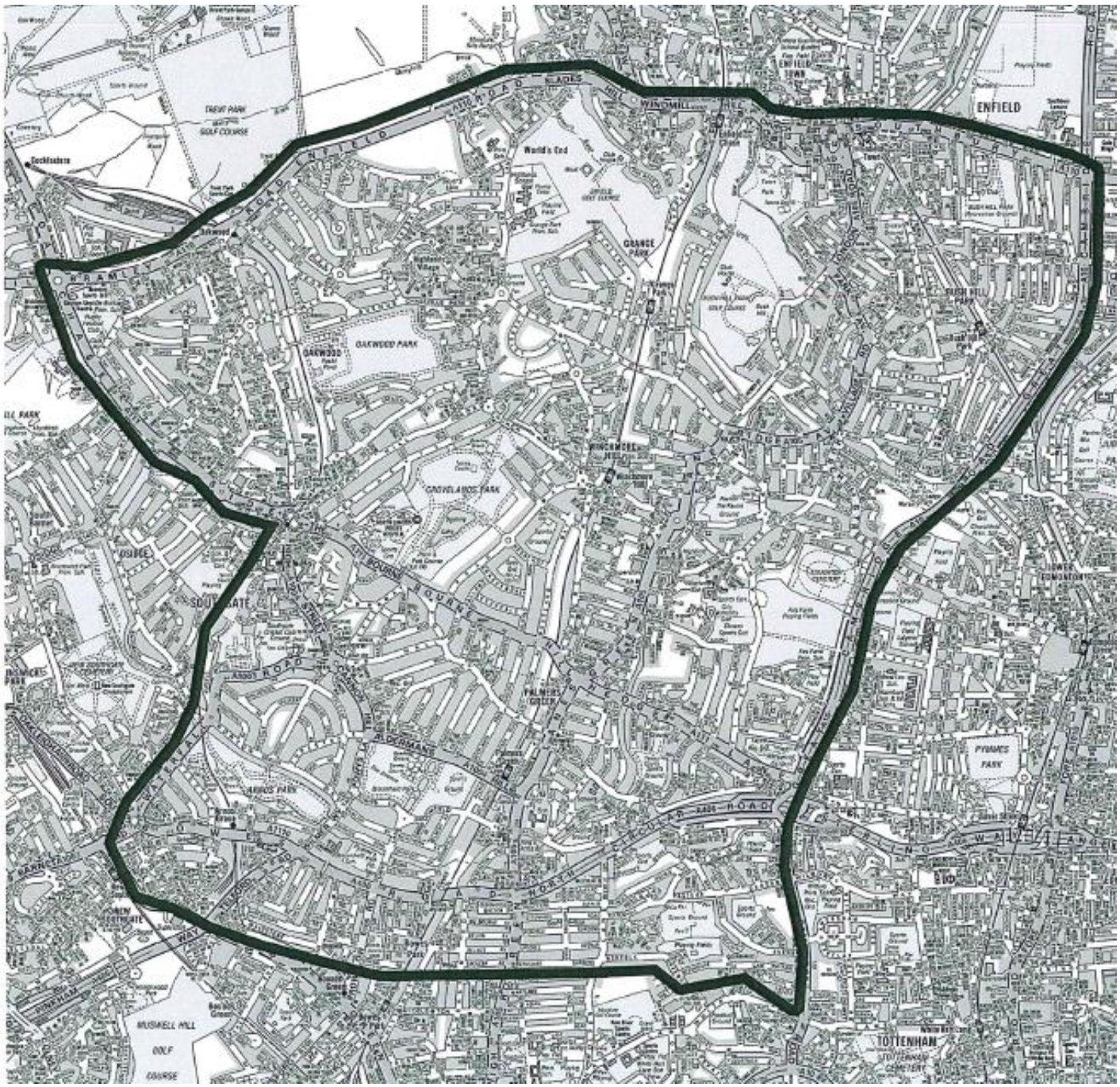
CycleEnfield @cycleenfield

www.cycleenfield.co.uk

Transport for London

ENFIELD Council

Map of distribution area



1.7 Additional responses to the consultation

1.7.1 Although the methodology for the consultation is based around the online (or printed) structure of Citizen Space, inevitably, additional responses were received outside of this framework. Predominately these responses were in the form of letters or e-mails. All of these responses were reviewed and the key issues raised were found to align with the key themes raised by the online consultation process.

1.8 Validity of the Consultation

1.8.1 The core purpose of the consultation was to gain insights into how the designs could be improved, enabling the community to provide feedback on the proposals. Therefore, it is important that anyone commenting on the proposals had the opportunity to review the detail of the proposals. This is the reason for adopting the

comprehensive approach above, and not, for example, sending a simple form to residents asking whether they support the scheme or not.

1.8.2 In any consultation, there is the potential for people to be unscrupulous and attempt to subvert the process. They could try to achieve this by attempting to submit multiple responses, either online, by letters / e-mail, or submitting multiple forms should these be made freely available. By adopting a predominantly online approach to consultation, these issues were mitigated in the following ways:

a. The consultation software we have used collects additional information from respondents, such as IP address and very specific operating system, which to a certain extent can be used to identify multiple responses. However, it should be noted that whilst technically feasible, it would not be appropriate to restrict responses to just one per IP address. This would have the potential to restrict the number of people who could complete the consultation, for example, members of a family sharing an IP address, or different individuals sharing an IP address at work.

b. We set a range of demographic questions that were required to be completed before a response could be submitted. This provides an additional barrier to multiple responses when compared to other approaches, such as widely available pre-printed forms.

c. The collection of the data into the structured software format (including those paper based versions that are entered into the software) allows data to be filtered to help identify duplicate responses in a way that is much harder to achieve with a series of letters / e-mail.

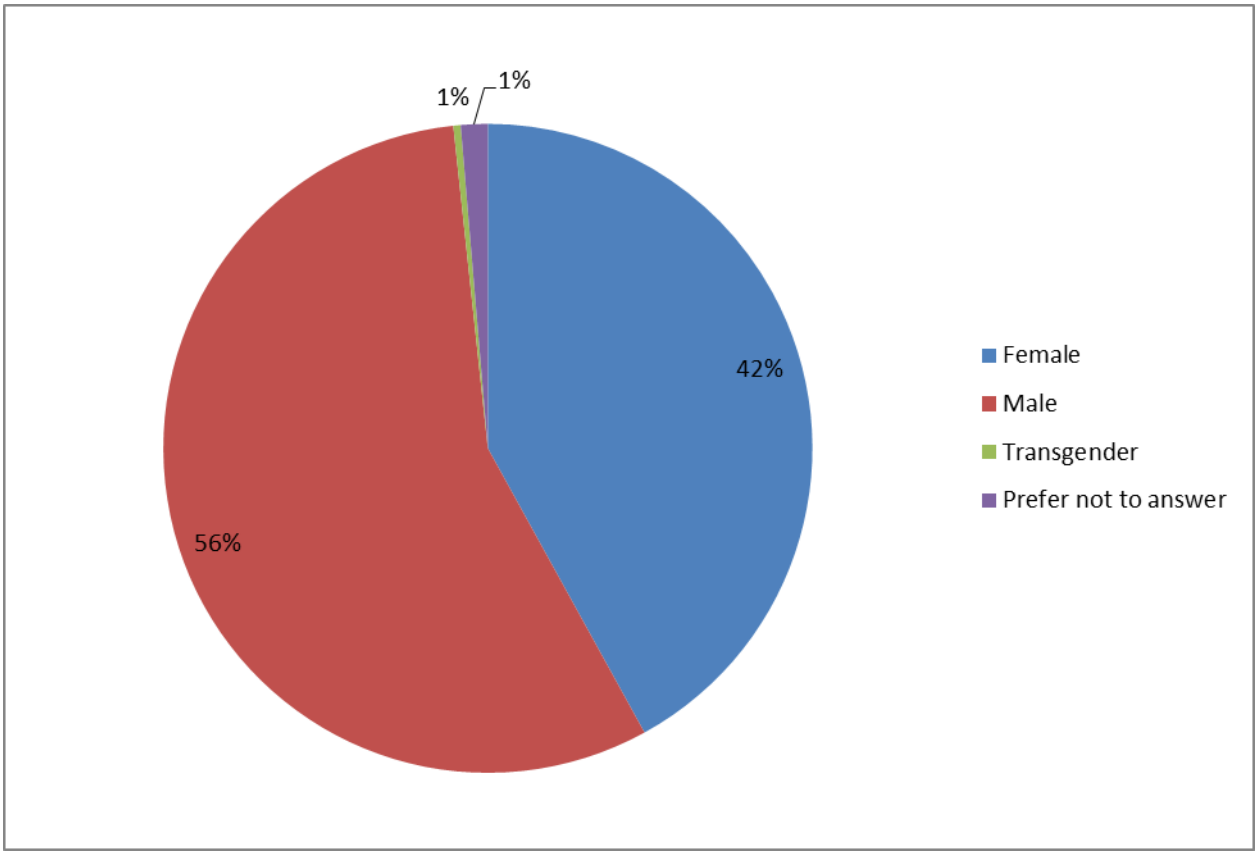
d. When online responses are submitted the date and time the submission was started, along with the date and time it was submitted, is also captured – further information that can be considered if any duplicate responses are suspected.

1.8.3 The key issue when considering the methodology for this consultation is that the purpose was to obtain feedback on the proposals in order to help design the best scheme possible that considers the needs of everyone in the community. Therefore it is the analysis of the qualitative reasoning that people provided that is essential, rather than simply viewing the quantitative data set. At any point where the Council asked people to provide their views, it was ensured that the full details of the proposals were present, enabling the opportunity for informed comment to be provided on the detail of the proposals.

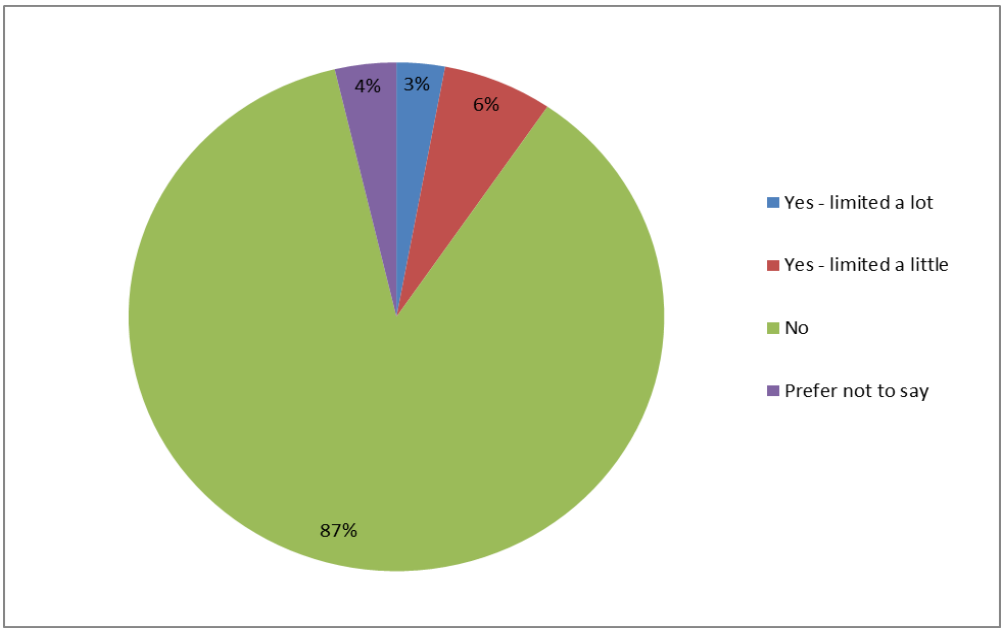
Annex C – Additional Demographic Data

In order to provide a little more insight into who responded below are a range of graphs which illustrate some of the demographic data collected as part of the consultation.

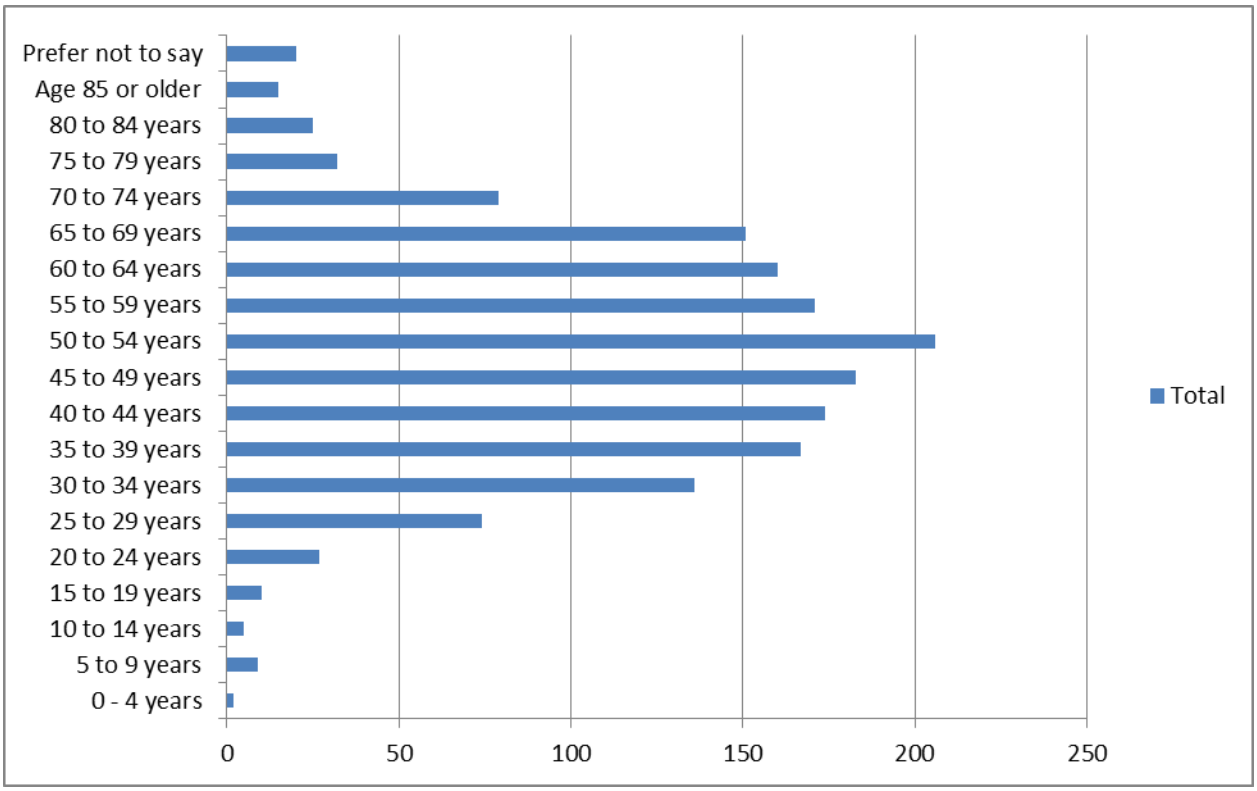
Gender of Respondents



Did respondents have a disability?



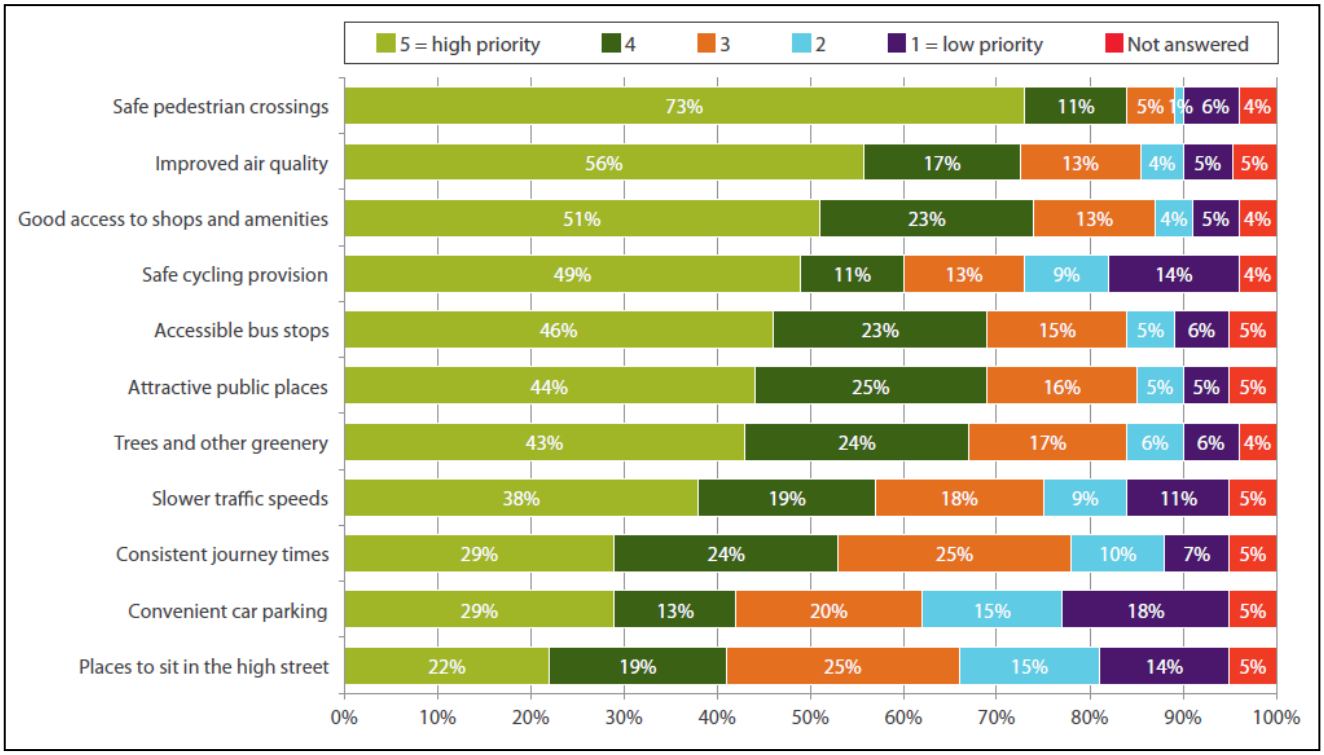
What age were respondents?



Annex D - Respondents Priorities for the Scheme

Respondents were provided with a list of factors that the scheme could consider, and were offered the opportunity to rate how important they thought each of these factors should be when considering the scheme.

Priorities for the scheme



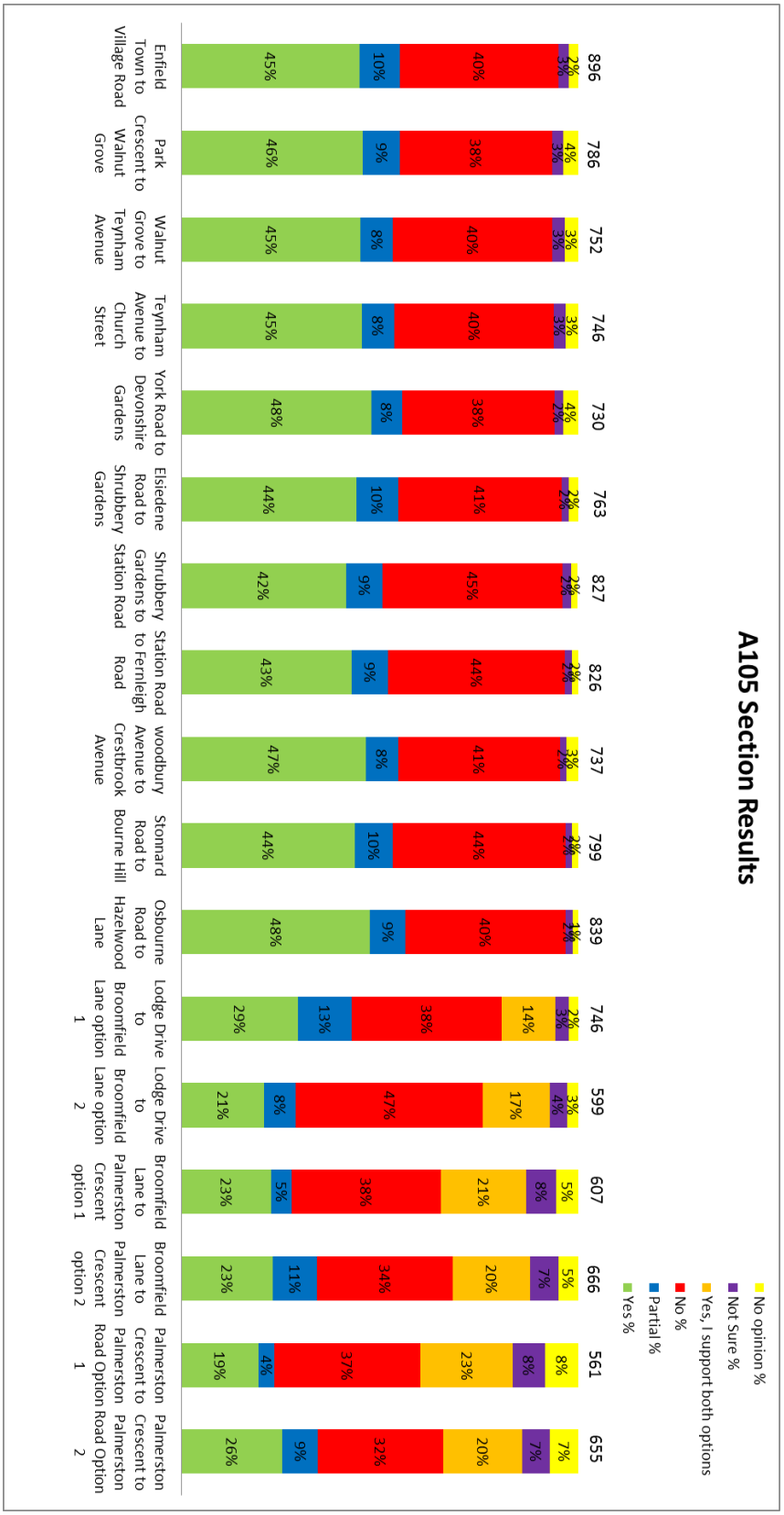
Annex E - Quantitative Results for Individual Route Sections

In addition to the overall levels of support that are illustrated in the Executive Summary, respondents were also provided with the option of indicating their support for individual sections of the route.

The chart below shows the quantitative results by section.

The options illustrated towards the end of the chart are explained below:

- Lodge Drive to Broomfield Lane Option 1: this option proposed the retention of the triangle feature – it is **this option that will be taken forward in the proposals**.
- Lodge Drive to Broomfield Lane Option 2: this option proposed a Dutch style roundabout – this option will not be taken forward.
- Broomfield Lane to Palmerston Crescent Option 1: this option proposed that the cycle lane would connect with Harringay via Palmerston Crescent – it is **this option that will be taken forward in the proposals**. Following consideration, it was deemed appropriate to maintain the entire route as part of the existing road network, rather than using the New River route for this final element.
- Broomfield Lane to Palmerston Crescent Option 2: this option proposed that the cycle lane would connect with Harringay via a New River Route - this option will not be taken forward.
- Palmerston Crescent to Palmerston Road Option 1: a continuation of the route to connect the cycle lane with Harringay via Palmerston Crescent – it is **this option that will be taken forward in the proposals**.
- Palmerston Crescent to Palmerston Road Option 2: a continuation of the route to connect the cycle lane with Harringay via a New River Route - this option will not be taken forward.


A105 Section Results
No opinion %
Not Sure %
Yes, I support both options
No %
Partial %
Yes %
Enfield Town to Village Road
Park Crescent to Walnut Grove
Walnut Grove to Teynham Avenue
Teynham Avenue to Church Street
York Road to Devonshire Gardens
Shrubbery Road to Elsiedene Gardens
Shrubbery Station Road Gardens to Station Road
Station Road to Fernleigh Road
Road woodbury Avenue to Crestbrook Avenue
Stomard Road to Bourne Hill
Osbourne Road to Hazelwood Lane
Broomfield Lane option 1 to Lodge Drive
Broomfield Lane option 2 to Lodge Drive
Broomfield Palmerston Crescent option 1 Lane to
Broomfield Palmerston Crescent option 2 Lane to
Palmerston Crescent to Palmerston Road Option 1
Palmerston Crescent to Palmerston Road Option 2
896
786
752
746
730
763
827
826
737
799
839
746
599
607
666
561
655
45%
10%
40%
3%
2%
46%
9%
38%
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38%
14%
3%
21%
8%
47%
17%
4%
23%
5%
38%
21%
8%
23%
11%
34%
20%
7%
19%
4%
37%
23%
8%
26%
9%
32%
20%
7%

Annex F – Full Qualitative Analysis of Overall Support Results

Tables 3 – 5 of the Executive summary illustrates the most common responses that were provided when respondents answered the overall support question. The table below illustrates the full list of themed responses that have been considered by designers.

Comments for those respondents who indicated yes for their overall support of the scheme

Reason/explanation	Number of respondents
To make cycling safer	201
More attractive, better public spaces, more liveable, improved town centres etc.	99
Improvements to public health/fitness/wellbeing tackling obesity etc.	96
More people will cycle/will give more people the confidence to cycle etc.	93
Better air quality/environmentally-friendly, less pollution etc.	88
Will have a positive impact on passing trade, local shops, businesses etc. (including a few saying that it will be neutral or it will change but not for the worse)	71
Reduce congestion, improve traffic flow, a more efficient use of road space etc.	58
Better/safer for pedestrians, more crossings, encourage more walking	51
A happier Enfield, good for the community, civic pride, better quality of life etc.	47
Better conditions, more attractive, more appealing etc. for cycling	39
Would cycle more with children, as a family etc.	37
Less car dependence/use/domination	20
Keen on the proposed segregation	17
Reduced speeds, the traffic calming impact of the proposals	16
Will encourage a mode switch to the bike (mainly from car, some bus, one walk)	15
Great idea, great opportunity, looks great	10
Light segregation is not enough – better options needed	9
Good for children – children would cycle more	9
More equitable use of road space/better mix of traffic/better use of space	9
More cycling to school	8
There is sufficient road width/capacity on the A105	7
Greener	7
Would shop by bike locally	7
Cleaner	6
It's a good concept/a good thing	6
Less noise pollution	6
General improvements to safety (not cycling specific)	6
Better for all road users/better for transport	6
Save money/reduced transport costs	5
More transport choice	5
Reduce anti-social cycling	4
Encourage commuter cycling	4
More traffic calming needed	3
Will encourage shopping by bike	3
Better for buses	3
Worried about more rat running	3
Consider New River or other alignment	3
Will be quieter	2
Will make cycling a mode of transport rather than leisure	2

Will encourage leisure cycling	2
Will improve driver attitude to/awareness of cyclists	2
More sustainable transport	2
Need more cycle routes	2
A more people-friendly layout	2
A good, direct route chosen	2
More space for people	2
Selected route has appropriate speed limit (30mph)	2

Comments for those respondents who indicated no to overall support for the scheme

Reason/explanation	**Number of respondents**
Impact on shops and businesses	238
Impact on congestion (including mentions of the changes to bus stops requiring buses to wait in the main carriageway)	228
Concerns about the arrangement at bus stops (boarders and bypasses) with potential for conflict between bus passengers and passing cyclists	122
There are not enough cyclists currently (or the new scheme will not attract enough new cyclists) to make it worthwhile	115
Impact on air quality/air pollution etc.	105
It's a waste of money/resources, money should be spent on something else etc.	96
The route should follow a different alignment (with most respondents suggesting the New River or residential streets)	80
Unjustifiable resource for a small minority group	80
Will cause an increase in traffic and rat-running on residential streets and side roads	68
Impact on elderly people, people with a mobility impairment, and those with young children	65
Will cause an increase in parking pressures on residential streets	56
Impact on deliveries e.g. Royal Mail, home visits, refuse, taxi drop-offs etc.	46
Concerns about anti-social cycling	43
Impact on bus services and journey times	41
Concerns about the loss of pedestrian crossings/refuges	36
Delays to emergency vehicles	36
Loss of car parking generally (including the likelihood of more charged parking)	34
Impact on pedestrians and pedestrian safety	31
Bus stop removal and/or relocation	27
Concerns about road safety, increases in danger, accidents etc.	23
General impact on residents and the wider community	22
The proposals are too dangerous for cycling (or not safe enough, not enough segregation etc.)	19
The road is too narrow or not safe enough	16
Cyclists won't use the proposed facilities/cycle lanes don't work/committed cyclists don't need segregation	15
Lack of demand for cycling in poor weather/winter, and pollution episodes	10
Disruption caused during construction	10
Building driveways on gardens (replacing on-street parking), bad for environment	10
Local area has the wrong demographic (e.g. older) for cycling unlike central London	8
Reduction in Blue Badge/disabled parking places	8
Should spend the money promoting/improving public transport	6

Cycle lane inside parking – risk of 'dooring'	6
Keep cycling on road – existing conditions are good enough	6
Cyclists don't pay 'road tax'	6
Can't carry shopping (and heavy things generally) on a bike	5
Who will fund maintenance or remedial measures if it goes wrong?	4
No economic impact, equality assessment or air quality information reports, absence of formal consultation plans etc.	4
Impact on house prices	4
Impact on the visually impaired	4
Impact on motorists (or scheme is anti-motorist)	4
There has been insufficient consultation	3
Will cause a mode switch from bus to car	3
Negative impact on children (including child cyclists)	3
It's not flat enough for mass cycling	3
Wouldn't cycle to shops due to concerns about bike theft	3
Need more of a focus on cycle parking e.g. at railway stations	3
Should make walking safer as priority	3
Can't carry things/people on a bike	3
Concerns about motorcycles using the cycling facilities	2
Will cause road rage	2
Removal of church car parking	2
There should be more greenery/trees	2
Too much clutter	2
Will result in longer journeys	2
Focus more on calming traffic and public realm measures (new flush central reservations, informal roundabouts etc.)	2
Keep the cycling facility on one side	2
Scheme focuses on commuter cyclists	2
Manoeuvring problems for large vehicles at junctions	2
Impact of physical segregation (including armadillos) on motorcycles	2
Concerned about personal safety of having to walk a longer way to parked car	2
Worried about the impact on motorcycles (e.g. of light segregation)	2
The scheme isn't practical or needed	2
We need fewer signals, not more	2
Should do 20mph zones instead	2
Would disrupt the village atmosphere	2
No (or shortage of) residential cycle parking	2

Comments for those respondents who indicated <u>partial</u> overall support for the scheme

Reason/explanation	**Number of respondents**
Concerns about bus lane arrangements at bus stops (bypasses and bus boarders)	18
Impact on shops/businesses due to lack of parking	12
Rat running or impact on congestion on residential streets	10
The route chosen for the scheme – it should avoid the main road and follow quieter streets (or the riverside path)	10
The demand for cycling doesn't justify the scheme	10
The proposed provision is not good or safe enough – should be more segregation	10
Concerns about the impact on congestion on the main road/shopping streets	10

Concerns about the impact on parking on local/residential streets	7
The lack of proposed cycle parking (or information on it in consultation materials)	6
Impact of scheme on older people or those with mobility impairments	6
Risk of 'dooring' from having cycle lane outside parking bays	6
Impact on bus service and journey times due to removal of bus lanes	6
General concerns about safety of scheme, increased risk of collisions etc.	5
Worried about (or object to) proposal to replace Triangle with roundabout	4
Impact of scheme (e.g. congestion/banned turns) on air pollution	4
Loss of Blue Badge parking places	3
General concerns about impact on pedestrians	3
Should have continuous footways (or pedestrian priority) over side roads	2
Concerned about bus stop relocation or removal	2
Not worth the £30m price tag	2
Would prefer more of a shared space scheme	2
Risk of parking on an Armadillo	2
Need more controlled pedestrian crossings	2
Loss of loading bay (e.g. impact on minibuses for the elderly)	2
Need more bus stop bypasses	2
Concerns about more cyclists breaking the law	2

Annex G – Full Qualitative Analysis of Section Specific Responses

Many respondents took the opportunity to provide detailed comment on individual sections of the route. This qualitative data has been analysed and considered by the designers of the scheme.

Page 1 drawing – Enfield Town to Village Road		
For those who do **not** support the proposal		
Reference	Comment	
1.01	Buses will be less effective and attractive as a mode choice due to loss of bus lane	
1.02	Concerned about relocation of parking (e.g. on Lincoln Road)	
1.03	Concerns regarding the High Street's commercial viability, due to perceived lack/relocation of parking, increased congestion and pollution	
1.04	Landscaping or shared use space issues: lack of trees, worries about people with impaired vision or mobility having to have to share space with cyclists and other traffic.	
1.05	The two Zebra crossings are too close to each other (north of Lincoln Road and south of the Village Road).	
1.06	No crossing provided at the proposed bus stop boarder outside Cecil House.	
For those who **do** support the proposal		
1.07	Cycle parking has been omitted from the proposals	
Suggestions		
1.08	Consider signalising junctions in this section and/or provide cycle traffic lights, especially at the junction with Essex Road.	
1.09	A pedestrian crossing is required to the north of Essex Road. The current desire line is for people wanting to cross London Road in order to get to the shopping parade but there is no safe crossing provided.	
1.10	Bike lanes should continue across Zebra crossings	
1.11	All side roads that cross the cycle lane should have a 'Copenhagen Crossing' or similar treatments, especially where cars are clearly signalled to give way to pedestrians and people on bikes.	
1.12	Provide seamless cycle lanes, continuing also across Zebra crossings	
Page 2 drawing – Park Crescent to Walnut Grove		
For those who do **not** support the proposal		
2.01	Concerns over insufficient road width for the proposed scheme (Uvedale Road, Walnut Grove)	
2.02	Reduction in the number of pedestrian's crossings	
2.03	Concerns over lack of space for proposed parking spaces (Walnut Grove, Park Crescent)	
2.04	Pedestrian's safety concerns (long suggested crossing - no central refugee islands at A105/ Regency Court and A105/Park Avenue) (proposed Zebra crossing close to a junction at A105/Bush Hill/Uvedale Road junction)	
2.05	Concerns over the location of proposed pedestrian crossing (unsuitable for resident's needs) Bush Hill/Uvedale Road junction	
2.06	Concerns over the conflict between pedestrians and cyclists in shared spaces (A105 and Bush Hill Junction)	
2.07	Concerns about increased congestion and journey delays (Walsingham Road, Uvedale Road and Bush Hill junctions with A105) (Bus stops at Park Crescent)	
2.08	Concerns over the conflict between suggested parking spaces and Thames Water Lorries access to New River Gate (Walnut Grove)	
2.09	Concerns over Sainsbury's lorries losing parking space (Walsingham Road/A105)	
2.10	Concerns over vision impaired people crossing the street (no tactile paving to guide)	
2.11	Noise concerns caused by the proposed raised table at some crossing (especially at night) (A105/Bush Hill/Uvedale Road junction)	

2.12	Concerns over changes in bus stops locations (A105/Regency Road)	
For those who **partially** support the proposal		
2.14	Concerns over the location of proposed pedestrian's crossing (unsuitable for resident's needs - unsafe) (Bush Hill/Uvedale Road junction)	
2.15	Concerns over the raised junction table (A105/Bush Hill/Uvedale Road junction)	
2.16	Concerns over the discontinuity of light segregation over junctions	
2.17	Concerns over changes in bus stops locations (A105/Regency Road)	
2.18	Concerns over increased congestion caused by the parking bays (Park Crescent)	
2.19	Concerns over the conflict between pedestrians and cyclists in shared spaces (A105 and Bush Hill Junction)	
2.20	Concerns over car and bus passengers comfort over the proposed raised junction table (Bush Hill Road junction)	
2.21	Concerns over priority conflicts between cyclist and motorists at raised junction table (A105/Bush Hill/Uvedale Road junction)	
Suggestions		
2.23	Raise cycle track at Zebra crossings	
2.24	Cyclists' segregation (Armadillo) to continue over junctions	
2.25	Roads to be marked to give way to cycle track	
2.26	Include a raised junction table at Walsingham Road	
2.27	Allow mobility scooters to use the cycle track	
Page 3 drawing – Walnut Grove to Teynham Avenue		
For those who do **not** support the proposal		
3.01	Criticism of need for drivers to cross the cycle lane to access footway parking south of Faversham Avenue	
3.02	Village Road and Park Avenue already have a lot of parked vehicles	
3.03	Mortimer Drive is not suitable for additional parking because it is too narrow and has a sharp bend	
3.04	Access problems for Mortimer Driver and Hayden Close due to sharp bend	
3.05	Concern that a residents parking zone will mean that there will not be anywhere for St Stephens church users to park	
3.06	Concern that lack of parking for St Stephens church users will impact on disabled people	
3.07	Concern that additional parking provision on Village Road near St Stephens church will make junction visibility worse	
3.08	Concern that bus stop boarder opposite St Stephens Church will restrict traffic flow	
3.09	Concern that location of bus stop on north side of A105 will cause congestion	
3.10	Concern at loss of pedestrian crossing refuge at the junction A105/Village Road	
3.11	Concern about access to the Disability Resource Centre	
3.12	Criticism of new location of informal crossing	
3.13	Concern about difficulty turning right from Park Avenue into the A105	
3.14	Concern that traffic turning right into Park Avenue from the A105 will be impeded	
3.15	Concern about queueing vehicles on A105 waiting to turn right into Park Avenue	
3.16	Concern that the junction design Park Avenue – A105 is not safe for pedestrians	
3.17	Concern about how road traffic turning right into Village Road/Park Avenue will give way – could be a potential accident spot	
3.18	Concern that the positioning of the Give Way lines back from the junction will lead to traffic blocking the cycle lane	
3.19	Concern about tree loss during works	
3.20	Concern that the removal of bollards will create a safety hazard	
For those who **do** support the proposal		

3.21	Parked cars currently impede traffic flow along this section of the A105	
3.22	Lack of parking space near Bush Hill Park station	
3.23	Narrowing of First Avenue junction will increase congestion and could increase the risk of collision if waiting traffic blocks the view of southbound cyclists	
For those who **partially** support the proposal		
3.26	A Zebra crossing would be better than an informal crossing	
3.27	Concern that it's not clear who has priority at the junction with Village Road towards Winchmore Hill	
3.28	Concern that the Park Avenue – Village Road junction design will result in traffic blocking the cycleway	
3.29	Concern that removal of the informal crossing at Park Avenue/Village Road junction may lead to faster traffic on bend	
3.30	Narrowing of Faversham Avenue junction will increase congestion and could increase the risk of collision if waiting traffic blocks the view of southbound cyclists	
3.31	Concern that removal of the informal crossing at junction with Village Road may lead to faster traffic on bend	
3.32	The junction of Park Avenue and Village Road needs to be made safer for cyclists	
3.33	The change in number of parking spaces is unclear	
Suggestions		
3.34	Move the northbound bus stop closer to the kerb and interrupt the cycle lane so traffic can pass	
3.35	Retain the right-turn turn filter lanes	
3.36	Ensure that side roads must give way to cycle track	
3.37	Junction design - Use segregated left and right turn lanes instead of constricting the junction Park Avenue/ Village Road	
3.38	Change the road centre line to allow traffic to pass the bus stop at the south end of the section	
3.39	Protection should go closer to the junction to prevent drivers cutting the corner	
3.40	Move the bus stop and maintain the crossing	
3.41	Southbound bus stop should be bypass	
3.42	Remove all parking provision from A105	
3.43	Swap the location of the cycle lane and footway parking so that drivers do not cross the cycleway	
Page 4 drawing – Teynham Avenue to Church Street		
For those who do **not** support the proposal		
4.01	No left turn into Bush Hill Road will divert traffic into Berkley Gardens and Cranwich Avenue, creating a 'rat run', and restricts access for residents to their properties – displacement effect.	
4.02	Concerns over the impact of reduced parking provision on local shops in Avenue Parade, the library, Chase Farm Hospital and accessibility for the disabled and the elderly.	
4.03	Removal of the Northbound interchange bus stop alongside Bush Hill Garden – the first stop for both 329 and W8 buses – may deter visitors shopping in the local area	
4.04	Proposed bus boarders may cause conflict between cyclists and pedestrians, especially the one near Berkeley Gardens	
For those who **do** support the proposal		
4.05	Concerns over turning right into Church Street from A105 without conflicting with cyclists	
For those who **partially** support the proposal		
4.06	Staggered traffic light phasing is needed to control cycling and traffic separately at the intersection between Bush Hill Rd, A105 and Church Street	
4.07	Safety concerns over potential conflict of cyclists and traffic when entering/exiting A105 from Church Street, Bush Hill Rd	

4.08	Motorists may shortcut the junction via the slip road northbound towards Bush Hill Road	
4.09	Concerns about the left-hook of traffic turning left from Green Lane(s) into the shopping parade – reduced visibility	
4:10	More clarification of the usage of the shared surface is needed from the A105 onto Bush Hill Road	
4.11	Concerns over the right turns into Bush Hill Road from both directions, raising safety concerns mixing cyclists and motorists together	
4.12	Clarification over how the cycle lanes accommodates left/right turns (Church Street/A105/Bush Hill Gardens)	
Suggestions		
4.13	Staggered traffic lights to control cyclists and motorists separately at the intersection between Bush Hill Rd, A105 and Church Street	
4.14	Raised pavement for cyclists and pedestrians towards Church Street to give them priority ahead of motorists	
4.15	Traffic island between the cycle lanes and the road to accommodate a bus stop bypass if space available permits (A105/near Borden Avenue)	
4.16	Move the stop lines further towards the junction, thus allowing more freedom of movement for left-turning traffic (Northbound Church Street approach to the junction)	
4.17	Pedestrian/cycle Zebra crossing needed to connect the North/South and East/West cycle tracks on the east side of the junction	
Page 5 drawing – York Road to Devonshire Gardens		
For those who do **not** support the proposal		
5.01	Concerns over removal of parking/ insufficient parking/ parking being displaced to side roads.	
5.02	Concerns over safety for cyclists due to potential conflict with vehicles trying to park.	
5.03	Controlled crossing required on Ridge Avenue east of Solna Road.	
For those who **do** support the proposal		
5.04	More parking required on this stretch especially on wider sections of road.	
5.05	Want cycle lane between pavement and parking on the section on the section east of Devonshire Gardens and south of Oxford Gardens.	
For those who **partially** support the proposal		
5.06	Do not want cycle lane outside parking. Want cycle lane between pavement and parking on the section on the section east of Devonshire Gardens and south of Oxford Gardens.	
5.07	Concerns over safety for cyclists due to potential conflict with vehicles opening car doors into the path of cyclists.	
Suggestions		
5.08	Controlled crossing across A105 east of Solna Road	
5.09	Uncontrolled crossing east of Percy Road is dangerous and should be fixed.	
5.10	Kerb or wand segregation is needed as Armadillos don't prevent vehicles using the cycle lanes.	
5.11	Build a car park down beside Green Fox cars or open up some of the new river area for parking.	
Page 6 drawing – Elsiedene Road to Shrubbery Gardens		
For those who do **not** support the proposal		
6.01	Concerns over increased air and noise pollution to residential areas as a result of banning left turns from the A105.	
6.02	Concern that the scheme will force more traffic through the 20 mph zone around St. Paul's School, and reduce road safety for children coming to and from the school.	
6.03	Concern about weight limits on the railway bridges up the hill as HGV's would be using this route more frequently.	

6.04	Concern that no traffic calming scheme has been proposed	
6.05	Concern over business deliveries due to inability to park.	
6.06	Concerns over increased congestion on this stretch of road that will result in the displacement of vehicles to Ringwood Way and more traffic outside St. Paul's CE Primary School.	
6.07	Concerns the scheme will push parking onto Sherbrook gardens and Vicars Moor Lane.	
6.08	Concern over loss of access to Winchmore Hill Green.	
6.09	Concerns that the banned turn at Station Road will increase traffic on many side roads that are unsuitable for these volumes of traffic.	
6.10	Concerns that the car parking space, which is used by a mini-cab office (just west of Bridge Gate) is boxed in and is impractical for cars to use easily.	
6.11	Concerns the scheme will cause parking congestion on Bush Hill & Grange Park Avenue, blocking streets and roads that are already very busy.	
6.12	Concern that making Vicars Moor Lane into an exit only will add to congestion in adjacent roads, in particularly increasing the amount of traffic using Shrubbery Gardens.	
6.13	Concerns that the closure of Vicars Moor Lane will increase the distance that residents will have to travel to and from their homes, and increase vehicle emissions as a consequence, contrary to the claims made for the scheme	
6.14	Concerns that speeds are always higher on one-way roads and near-one way roads (Vicars Moor Lane).	
6.15	Concerns over the relocation of the Green Dragons Lane Zebra crossing - existing crossing is located where people need to cross to access bus stop and local shops.	
6.16	Concern over the safety of pedestrians who will need to cross from the area south of Green Dragon Lane as it is a busy road.	
6.17	Concern over clarity of what happens to the cycle lanes at the junction with Green Dragon Lane	
6.18	Concern over the removal of the existing Zebra crossing as it allows for the occasional break in flow of traffic allowing cars to turn in and out of Green Dragon Lane more easily.	
6.19	Concern over safety at existing junction at Green Dragon Lane - suggestion that a full roundabout be built.	
6.20	Concern that the positioning of the new Zebra crossing shall cause tailbacks at the junction.	
6.21	Concern that the narrowing of the entrance at Green Dragon Lane will make it difficult for large vehicles turning left, and threaten the safety of pedestrians as well as cyclists trying to exit.	
6.22	Concern that the spare parking capacity on Firs Lane and Green Dragons Lane is unrealistic.	
6.23	Concern that the removal of right turn refuge in the centre of the road for Green Dragon Lane will delay traffic and increase the probability of accidents.	
6.24	Concern that there is a blocked entrance to the Garage workshop.	
6.25	Concern that moving the bus stop near the end of Shrubbery Gardens will make a very difficult left turn into Green Lanes, especially if lorries are parked in the loading bay.	
6.26	Concern that moving the pedestrian crossing near the junction of Green Lanes and Green Dragon Lane could lead to accidents as vehicles often come round that corner at faster speeds as the road is wider here.	
6.27	Concern that removing the parking areas near this proposed crossing will be very detrimental to the businesses at Mason's Corner on this junction.	
For those who **do** support the proposal		
6.28	Concern over shared space at the Bush Hill/ Green Dragon Lane junction/ quiet way connection, facilitating movements from Green Lanes onto/ from Bush Hill.	
6.29	Concern over safety of cyclists, suggestion - set cycle paths at Green Dragon Lane, Firs Lane and Vicars Moor Lane at least 1 car's length from the mouth of the road.	
6.30	Concerns over lack of traffic control measures at Green Dragon Lane junction to slow down traffic.	
6.31	Concerns over safety for cyclists, traffic and pedestrians when turning out of Green Dragon Lane.	
6.32	Concern over lack of space used at Bush Hill, which could be utilised to improve the scheme.	

For those who **partially** support the proposal		
6.33	Concern that the refuge islands create a pinch point and will only serve to frustrate drivers who can't overtake cyclists in the small space – leading to dangerous overtaking on the bend.	
6.34	Suggestion – raise table at Le Peloton bike shop at Mason's Corner to the same level as the pavement so that cyclists can easily dismount and go to the shops at this point.	
6.35	Concern over location of new crossing being too far away from shops.	
6.36	Suggestion - Remove parking provision opposite the two northbound bus boarders to provide space to widen the road and allow free 2-way traffic.	
6.37	Concern that Sherbrook Gardens will be left with no parking on-street places for residents, bringing forward the need for resident's permits, or alternatively make Fords Grove car park a pay facility to decant commuter vehicles on to surrounding streets	
6.38	Concern that traffic signals on Firs Lane do not have arrow(s) signals for traffic turning into Firs Lane, necessary if walking & cycling is to be encouraged.	
6.39	Concern over Firs Lane junction being too dangerous as it can be used as a through route and the angle between the cycle track and road is quite acute so drivers will not have good visibility to give way. Angle should be made larger by retracting the island and moving the pavement outward, as well as positioning the cycle track in the middle to provide a waiting area. This will allow continuity between the bus stop and the other side of Firs lane – improving safety.	
6.40	Concern over Firs Lane Junction being an unsuitable place for pedestrians to cross.	
6.41	Run a filter cycle path from the A105 path to Bush Hill across where the pavement and 3 trees are at the moment - just a couple of metres after Green Dragon Lane.	
6.42	There is currently a couple of metres of path from the bottom of Bush Hill to the start of Green Dragon Lane - but this needs to be repositioned so that it leads on to the cycle path instead.	
6.43	Concern that moving the crossing north of Green Dragon Lane will leave many vulnerable residents to negotiate what is already a very busy and difficult junction.	
6.44	Concern that there isn't a physical separation for southbound cycles to cross directly into Green Dragon Lane.	
6.45	Concern over cyclist safety at junction - Green Dragon Lane and the A105. Needs to be maybe some way of alerting drivers (giving visual priority of the cycle route) to the needs of cyclists - even a convex mirror or a sign with a picture of a cyclist travelling at speed would put drivers and cyclists minds at east.	
6.46	Concern that it will become difficult to turn right into Green Dragon lane from Green Lanes due to new crossing.	
6.47	Concern that cars turning onto and from Green Dragon Lanes will not give right of way to cyclists.	
6.48	Unclear how cyclists travelling north on Green Lanes can continue onto the 'Quietway' on Bush Hill. At the moment to make this manoeuvre cyclists are required to turn left into Green Dragon Lane then immediately turn right, crossing two lanes of traffic at a busy junction and dodging around a traffic island. Could the short cycle lane linking Bush Hill and Green Dragon Lane be moved slightly to the north and connect directly to Green Lanes so that cyclists only need to make a simple left turn instead of the manoeuvre described above.	
6.49	Concern over cyclists turning from southbound side to Green Dragon Lane leading to accidents due to short distance to switch into the traffic stream to be able to then turn right at the junction before what appears to be full segregation.	
6.50	Concern that the A105 / Vicars Moor Lane junction exit only will force a large increase in traffic on surrounding residential roads given Enfield Council have just given permission for the Green Dragon PH to become a branch of a national supermarket chain and the car park and no doubt delivery bays will be in Vicars Moor Lane.	
6.51	Concern that more parking is needed around Vicars Moor Lane.	
6.52	Closing the slip road at Vicars Moor Lane would be good for everyone - closing the road and making it greener, with places to sit that include some form of shelter or planters with herbs and flowers would please everyone - it also would encourage pedestrians around there to walk.	

6.53	Concern that it is not possible to turn into Winchmore Hill 'village' due to Vicars Moor Lane becoming exit only.	
6.54	Concern that it is difficult for pedestrians to cross to the bus stop next to Shrubbery Gardens.	
Suggestions		
6.55	Can the cycle track not be set back at the first southbound bus stop (starting from the left)? I assume that the land is not all publicly owned due to the difference in pavement. Perhaps a land purchase? Inexplicable movement of the cycle track at Shrubbery Gardens. This needs to be straight (plus priority must be made clear).	
6.56	The cycle track should move further into Green Dragon Lane to add a waiting area.	
6.57	Parking could be increased at the Vicars Moor Lane junction in order to reduce the impact of the loss	
6.58	Suggestion to close Vicars Moor Lane to allow space for an urban pedestrianised square.	
Page 7 drawing – Shrubbery Gardens to Station Road		
For those who do **not** support the proposal		
7.01	Proposal of making Ford Grove's car park as 'pay and display' will displace those that park there (commuters and shoppers) to park on residential streets such as Radcliffe Rd and Shrubbery Gardens.	
7.02	The removal of the roundabout will only increase congestion, potential accidents and collisions (Station Road/Green Lanes) – backlog of traffic	
7.03	Cycle lanes reduces safety for pedestrians, given the area includes St Paul's Primary School, GP surgery and Winchmore Hill station.	
7.04	Existing issue of a 'rat run' with vehicles along the single carriageway bridges (Fords Grove and Farm Rd) will be exacerbated as a result of introducing signalised traffic lights and cross roads	
7.05	The removal of both slip roads (Green Lanes/Station Road) creates difficulties for motorists to turn onto Station Rd/Ford's Grove from Green Lanes, forcing them to make unfeasible, acute turns, especially for HGVs, Lorries etc.	
7.06	Removal of slip road (left turn) from A105 onto Station Road will create a 'rat run' on Compton Road, which is already narrow, increasing congestion and reduces safety.	
7.07	Removal of slip road from Green Lane onto Fords Grove southbound may encourage motorists to take alternative routes to access Station Rd/Ford Grove, creating a 'rat run' on quieter roads such as Radcliffe Rd and Shrubbery Gardens.	
7.08	Increased traffic on Radcliffe Rd raises safety concerns due to a blind spot at the bottom of Radcliffe Rd (intersects with Station Rd)	
7.09	Cycling lanes and removal of slip roads restricts accessibility to local businesses, in particular access to Capitol House and deliveries to Tesco.	
7.10	Removal of bus terminus 125 at the slip road (Green Lane onto Fords Grove) – more clarification needed of re-route and where the terminus will be relocated.	
7.11	No access to Vicars More Lane diverts traffic onto Shrubbery Gardens	
7.12	Concerns over increased noise and air pollution around the whole area, in particular noise pollution around residential streets (Radcliffe Rd, Compton Rd)	
For those who **do** support the proposal		
7.13	Clarification needed over signalising near the junction of Station Rd/Green Lanes/ Fords Grove	
For those who **partially** support the proposal		
7.14	Concerns over the existing crossings near the roundabout (Green Lanes/Station Road/Fords Grove), Station Rd, Shrubbery Gardens and Green Lanes – either staggered or non-existent.	
7.15	Removal of roundabout may create backlog of traffic, conflicting with uncontrolled crossings near junction of A105 and Radcliffe Rd.	
7.16	Parking on the south side of Station Rd will restrict the view of oncoming traffic for cyclists exiting the cycle lanes.	

Suggestions		
7.17	More cycle parking provision is needed to attract more cyclists	
7.18	Cycle lane to be situated next to the pavement and moved outside of the cycle lane near Radcliffe Rd and Berry Cl	
7.19	Signalised controlled pedestrian crossings on all arms of Station Rd/Ford Groves junction	
7.20	Replace the current roundabout within the intersection of A105/Station Rd/Fords Grove with a Dutch-style roundabout	
7.21	Separate signalised traffic light phasing for cyclists and motorists at the intersection of Station Rd/A105/Fords Grove, reducing the likelihood of collision	
7.22	A scheme needs to be implemented to meet the growing demand of car parking around the area, perhaps create a drop-off bay near key businesses (e.g. GP surgery) on Broadway.	
Page 8 drawing – Station Road to Fernleigh Road		
For those who do **not** support the proposal		
8.01	Concern that moving the Southbound bus stop further from Sainsbury's will adversely impact shoppers	
8.02	Southbound bus stop was previously relocated from proposed position due to pedestrian congestion	
8.03	Northbound bus stop less convenient for Sainsbury's shoppers	
8.04	Relocation of bus stop south of Queens Ave will particularly impact on library users with mobility problems	
8.05	Concern that bus stop closer to Fernleigh Road will impact on visibility for cars turning right	
8.06	Bus stop at Compton Road will result in insufficient parking space for 2 vehicles	
8.07	Consultation documents do not mention loss of parking on west side of Broadway	
8.08	Concern that charging at Ford's Grove car park will push commuter parking on to side streets	
8.09	Introduction of Pay & Display at Fords Grove will be of little use to shoppers with mobility problems	
8.10	Reduced parking on Green Lanes will result in more parking on Woodberry Avenue/ Fernleigh Road	
8.11	Concern about reduced parking for elderly or disabled customers and church visitors	
8.12	Retail parking on Compton Road restricts access to the Baptist Church	
8.13	Too many retail parking spaces are provided adjacent to Holy Trinity Church	
8.14	Query whether entrance to fuel station opposite Sainsbury's will be subject to traffic light control	
8.15	Concern that closure of left turn from Green Lanes into Station Road will result in rat running in residential streets, and will increase vehicles on Compton Road	
8.16	Concern that restricting access to Compton Road or Station Road will make Fernleigh Road and Hoppers Road busier	
8.17	Additional parking on Compton Road will make it difficult for vehicles to turn around and create traffic conflict	
8.18	Concern that the entrance to Compton Road from Green Lanes is too narrow/ unsuitable for larger vehicles	
8.19	Raised table at junction A105/ Fernleigh Rd will be a hazard to emergency vehicles	
8.20	Too many Zebra crossings between Library and Compton Road	
8.21	Query about absence of Broadway from consultation documents	
8.22	Question purpose of cycle gate	
8.23	Disapprove of narrow footway on Broadway	
8.24	Junction changes will divert traffic on to Radcliffe Road	
8.25	Congestion will displace vehicles to Ringwood Way, The Green and Hoppers Road	
8.26	Seating on the Broadway could attract anti-social loitering and affect nearby residents	
For those who **do** support the proposal		

8.27	Concern there could have been more effort to create better bus stop bypass (at least outside Sainsbury)	
For those who **partially** support the proposal		
8.28	"No Right Turn" into Station Road will impact badly on Fernleigh Road and Woodberry Ave	
8.29	Concern that moving the Southbound bus stop further from Sainsbury's will adversely impact shoppers	
8.30	Fernleigh Road bus stop is too close to Sainsbury's bus stop	
8.31	Anti-social behaviour at 24h bus stop near Fernleigh Road impacts on residents of adjacent building	
8.32	Concern about current bus passengers crossing the A105 near the Fernleigh Road bus stop	
8.33	Relocation of parking space at Fernleigh Road will restrict access to garage of 1 Fernleigh Road	
8.34	The Zebra crossings are pinch points	
8.35	Concern about lack of cyclist protection on A105 before signalised junction	
8.36	Concern that Compton Rd junction will not allow safe right turn entry and exit	
8.37	Concern about impact of reduction of parking spaces on vulnerable church visitors	
8.38	Query priority at Compton Road junction for cyclists/ cars turning left into Compton Road	
Suggestions		
8.39	Sainsbury's junction should be a roundabout or mini roundabout	
8.40	Formal signalised pedestrian crossing at Sainsbury's junction	
8.41	Sainsbury's junction - synchronise signals at ped crossing to the south	
8.42	Right turn into Sainsbury's should include protected space for cyclists	
8.43	Alternative design for Sainsbury's junction provided at [link provided and considered]	
8.44	Allow cyclists to enter Sainsbury's via main entrance instead of the car entrance	
8.45	Segregate the length of the southbound lane at Sainsbury's to prevent drivers going round a right-turning vehicle	
8.46	Reposition one of the proposed Zebra crossings directly in front of Sainsbury's and offset the north and southbound bus stops by a few yards each	
8.47	Paint a prominent STOP sign on the cycle lane ahead of the bus stop by the Sainsbury's pedestrian entrance	
8.48	Yellow boxes at junctions to enable right turns from these roads through traffic stopped behind buses or Sainsbury's traffic lights	
8.49	Raised table at Sainsbury's junction	
8.50	Raised sections at other side roads as well as Fernleigh Rd	
8.51	Zebra crossing should be raised to pavement level for wheelchairs/ buggies	
8.52	20mph speed limit in shopping area between Compton Road and Station Road	
8.53	Replace some of the on-road retail car parking space with cycle parking	
8.54	Add bike parking in front of shops/ outside library/ around Compton Road	
8.55	Continue the armadillos on the approach to the pedestrian crossings	
8.56	Cycle provision for crossing Highfield Road	
8.57	Cycle track at Compton Rd/ Queens Ave junction should have a smooth turn	
8.58	Increase width of cycle lane adjacent to shops	
8.59	Indicate parking spaces using road markings instead of paving to make parking easier and safer	
8.60	Move the Fernleigh Road bus stop further South along A105 to improve visibility for right turns out of Fernleigh Rd	
8.61	Retain southbound bus stop near Sainsbury's by relocating northbound bus stop and Zebra crossing, or put pedestrian crossing near Fernleigh Road junction	
8.62	Relocate existing Fernleigh Road bus stop to the proposed parking area in front of Winchmore Hill Methodist Church and use the space at Fernleigh Road for parking	
8.63	Pedestrian refuge island at Compton Road junction	
8.64	Protect Fords Grove car park from being sold off for housing in the future	
8.65	Revisit CPZ option on Compton Road so that bays earmarked for retail parking can be reserved	

	for residential use	
8.66	Set back cycle lane from entrance of Compton Road to allow better visibility of turning cars	
Page 9 drawing – Woodberry Avenue to Crestbrook Avenue		
For those who do **not** support the proposal		
9.01	Concerns over reducing available on-street parking along Green Lanes, especially those in close proximity to the Doctor's Surgery and the Methodist church	
9.02	Restricting access into Barrowell Green will force residents to take alternative routes to go to the only recycling & waste centre in the Borough and create congestion	
9.03	Removing the uncontrolled crossing near Eaton Park Road reduces safety for pedestrians	
For those who **partially** support the proposal		
9.04	Calls to move the bus stop near Fernleigh Rd southbound closer to Woodberry Avenue, providing a more convenient trip for bus alighters to reach the Doctor's surgery or the church	
Suggestions		
9.05	Move the Zebra crossing near Barrowell Green further away from the intersection of A105/Barrowell Green to increase the safety of pedestrians	
9.06	More parking provision near the Doctor's surgery and the Methodist Church (Woodberry Avenue)	
9.07	Provide additional pedestrian crossings (A105), in particular near River Avenue/Meadowcroft Rd	
Page 10 drawing – Stonard Road to Bourne Hill		
For those who do **not** support the proposal		
10.01	Relocated southbound bus stop may increase traffic build up	
10.01	New southbound bus stop location is too close to the next stop	
10.02	New southbound bus stop location has less space for waiting passengers	
10.03	New bus stop locations mean more passengers have to cross at the busy junction	
10.04	Demand for functioning bus stop is greater than demand for parking	
10.05	New bus stop location would mean elderly residents from Caversham, Burford, Cranley having to cross the busy junction	
10.06	Southbound bus stop will make it more hazardous for pedestrians crossing road in front of the church	
10.07	New southbound bus stop location is further from the shops	
10.08	New northbound bus stop/ removal of existing bus stop is inconvenient for church/ theatre visitors	
10.09	Loss of interchange bus stop serving the W6 route and 329 together	
10.10	Loss of parking for church/ theatre visitors will impact on residents	
10.11	The proposal will cause access problems for church congregations, including elderly, disabled, children	
10.12	The catholic church has a wider catchment and larger congregation than a C of E church would because there are fewer Catholic churches	
10.13	The Anglican church community is mainly elderly	
10.14	No provision to improve uncontrolled pedestrian crossings at Hedge Lane junction	
10.15	Need more info on segregated cycle stage timings at junction	
10.16	Concern about integrating cyclist and ped crossing times when cyclists are turning	
10.17	Removal of slip road from Green Lanes will increase traffic build-up	
10.18	Removal of slip road will make it difficult for lorries/ buses to turn the corner	
10.19	Removal of slip road in Hedge Lane will increase traffic on River Ave and Firs Lane	
10.20	Removal of slip road is dangerous for pedestrians (removal of refuge island)	
10.21	Cyclists will cut across the footway to turn left at Hedge Lane	

10.22	The current proposal does not provide enough protection for cyclists from turning motorists	
10.23	Stonard St/ Oaktree Ave will become rat runs	
10.24	Volume of traffic at the junction makes segregated cycle lane unviable	
10.25	Removal of pedestrian crossing refuge in front of St Monica church was not noted on drawings	
10.26	The traffic island near Stonard Road is necessary for pedestrians crossing fast moving traffic	
For those who **do** support the proposal		
10.27	Conflict between turning motorists and cycle lane users at Hedge Lane junction	
10.28	Right turns will be no easier for cars or cycles at Hedge Lane junction	
10.29	St Monica's Church car park is a key source of traffic congestion due to cars entering and exiting	
For those who **partially** support the proposals		
10.30	Large gap for W6 route passengers	
10.31	New bus stop locations are dangerous for passengers who have to cross the junction to get to bus stop	
10.32	No provision for loading/ unloading between Bourne Hill and Osborne Road	
10.33	Left turn slip road is needed for large lorries to reach A406	
10.34	Removal of left turn lane into Hedge Lane will increase the number of cars turning left across cyclists paths	
10.35	Cycle lane ends at the stop line for other traffic, making it difficult for cyclists to get into middle or right lane	
10.36	Need more info on traffic light phases - Scheme drawings are unclear on segregated stages of cycle lanes at the junction	
10.37	Proposed cycling provision is dangerous to those turning right	
10.38	Informal crossing outside St Monicas church is used by many children and older people	
10.39	Concerned about displaced traffic and rat running north of Green Lanes	
10.40	Cycle lane across Osbourne Road might be dangerous in terms of right of way	
10.41	Query whether there will be provision of cycle paths going up Bourne Hill	
Suggestions		
10.42	Install signalised pedestrian crossings at the Hedge Lane junction	
10.43	Zebra crossings at the Hedge Lane junction, Install additional Zebra crossings close to junction if crossings are not improved at the junction itself	
10.44	Replace informal crossings at Hedge Lane with a roundabout, Zebra crossings and central refuges	
10.44	Roundabout with segregation for cyclists and pedestrians	
10.45	Staggered early release for cyclists at the traffic lights	
10.46	Advanced Stop Line for cyclists northbound and southbound at Hedge Lane junction	
10.47	Provide cycle segregation for East-West movements across Hedge Lane junction	
10.48	Hedge Lane junction needs filter lights and yellow box to stop people jumping the lights when turning right	
10.49	Speed bumps at ends of Stonard St to prevent rat running	
10.50	"free" left turn for cycles at Bourne Hill junction with cycle track behind ped crossing	
10.51	Don't pave in the ends of parking bays along the A106	
10.52	Convert the pedestrian refuge outside St Monica's church to a full signalised ped crossing	
10.53	Provide a loading bay outside 460 Green Lanes	
10.54	Consider solutions to congestion caused by Yasir Halim supermarket car park	
10.55	Bus stop opposite St Monica's hall could have a bypass via a traffic island	
10.56	Cycle parking at the shops	
10.57	Utilise the fact that cyclists can reach Bourne Hill without going through the junction if they go via Stonard Road and Hoppers Road	
10.58	Extend cycle provision along Hedge Lane because it is a major connector to A10/ A406	
10.59	Designate St Monica's Church car park for disabled badge holders only, to reduce on-street parking required nearby	

10.60	Council funded minibus for St Monica's church to reduce traffic from elderly visitors	
10.61	Northbound cycleway should be raised and fully segregated	
10.62	Southbound cycleway should pass behind the parked cars	
Page 11 drawing – Osborne Road to Hazelwood Lane		
For those who do **not** support the proposal		
11.01	Concerns over replacing the roundabout by Fox Lane/Green Lanes with signalised traffic lights – increase of congestion and backlog of traffic along Green Lane and surrounding side streets (e.g. Fox Lane, Park Avenue, Hazelwood Lane, Devonshire Rd)	
11.02	Proposed 'entry only' at Hazelwood Lane, Osborne Road and Windsor Road from Green Lanes will only encourage those wishing to exit onto Green Lane to find an alternative route, creating more traffic on Park Avenue and Lodge Drive, i.e. a rat run – displacement effect	
11.03	Two-way traffic on Hazelwood Lane should be retained as parents will need to enter/exit the Lane to drop off/pick up children from Hazelwood Infant and Junior School.	
11.04	Safety concerns due to: Fear of increase rat-runs on Park Avenue, Fox Lane, Devonshire Rd, Windsor Rd; Cycle lanes will create difficulty for vehicles pulling out of Park Avenue as their visibility of Green Lane will be obscured if vehicles cannot edge out	
11.05	Concerns over the merging of the bus stop near Fox Lane with the Southern bus stop near Devonshire Road. Bus stop next to Fox Lane should be retained as it is widely used by residents from Fox Lane, residents of Lake Estates, predominantly elderly and disabled residents. The gap between the proposed bus stop and the next stop northbound will be longer, causing inconvenience for those that regularly use the existing bus stop by Fox Lane	
11.06	Increased parking at Lodge Drive car park will not be beneficial enough to those visiting Green Lanes due to lack of proximity.	
11.07	Potential increase of traffic on residential streets such as Park Avenue, Fox Lane and Windsor Road will not synchronise with the "Quieter Neighbourhood" initiative that is being campaigned for currently.	
11.08	Zebra crossing outside Osborne Road is hazardous as it is located near a busy junction	
For those who **do** support the proposal		
11.09	Improved accessibility for pedestrians and cyclists at Fox Lane bridge	
Suggestions		
11.10	Consider a pay & display parking on Devonshire Rd and Green Lanes to accommodate visitors to local businesses	
11.11	Introduce 20mph speed limit on Green Lane	
11.12	Additional pedestrian crossing needed along Green Lane, in particular between Windsor Road and Park Avenue	
11.13	Segregation northbound (Green Lanes) needs to continue beyond the proposed Zebra crossing	
11.14	Create a Zebra crossing from south of Park Avenue to north of Fox Lane due to high volume of pedestrians crossing at this point, in particular pupils coming from Hazelwood Lane.	
11.15	Propose a raised table at the entry of Devonshire Road from A105 to slow traffic and prevent 'rat runs'	
Page 12 Lodge Drive to Broomfield Lane (N.B. two proposals consulted on)		
For those who do **not** support **either** proposal		
12.01	Want to keep the Triangle as a public/ historic space etc.	
12.02	Dutch style roundabout will increase congestion	
12.03	New crossing arrangements at Aldermans Hill Junction not safe for pedestrians	
12.04	Removal of railings is dangerous for pedestrians	
12.05	Single lane left turn to Aldermans hill may be blocked by vehicles parking on double yellow	

12.06	Creation of two lanes outside WHSmith will result in accidents between buses and drivers turning into Devonshire Road	
12.07	Aldermans Hill north of Triangle would be too narrow for security vehicles to stop outside the bank	
12.08	New location of southbound bus stop is too far from the station	
12.09	Merging of bus stops will inconvenience elderly post office customers	
12.10	Option 2 bus stops opposite each other south of Aldermans Hill will create a pinch point	
12.11	Traffic turning out of Lodge Drive will increase	
12.12	Cycle lane in middle of raised area will make it difficult for pedestrians to cross Lodge Drive	
12.13	No provision for business deliveries	
12.14	Concern about lack of drop-off space in front of Winston's Centre for disabled people	
12.15	Lodge Drive car park feels unsafe	
12.16	Lodge Drive car park is too far away for quick trips to the high street	
12.17	Concern that parking pressure will increase on Devonshire Road	
12.18	Lack of information on section between Lodge Drive and Hazelwood Lane	
12.19	Closure of Hazelwood Lane turning will increase rat running	
12.20	Planned planting of trees at Triangle won't be possible due to underground utilities etc.	
12.21	The most dangerous part of Green Lanes for cyclists is the roundabout by the Fox pub	
For those who **partially** support **Option 1**		
12.22	Traffic turning right into Broomfield lane will block traffic going straight or left	
12.23	Disapprove of changes to pedestrian crossing on Green Lanes at junction with Aldermans Hill- existing direct crossing is heavily used	
12.24	Traffic waiting to turn right into Aldermans Hill likely to back up over crossing	
12.25	Removal of railings at the Triangle is dangerous for pedestrians	
12.26	Unclear how cyclists will turn left into Aldermans Hill	
12.27	Concern that option 1 will encourage traffic travelling along Green Lanes to divert on to Aldermans Hill	
12.28	New location of southbound bus stop will make it difficult to interchange to Palmers Green station	
12.29	Current entry/ exit to Lodge Drive Car Park is dangerous	
12.30	Cycle pre-signals at junctions will not be enough to turn right southbound or avoid being left hooked northbound and do nothing for people who arrive after the signal	
For those who **partially** support **Option 2**		
12.31	Under current layout cars turning out of Aldermans Hill frequently block the junction	
12.32	Roundabout geometry is wrong – need 90o for best visibility	
12.33	Less safe for pedestrians crossing Aldermans Hill and Green Lanes	
For those who **do** support **Option 1**		
12.34	Junction with Aldermans Hill does not have equal demand in all directions – main demand is along A105	
12.35	Existing issue of conflict between cyclists and northbound traffic turning left	
12.36	Concern that Devonshire Road will become a rat run	
Suggestions		
12.37	Link the Triangle to the footway on the north side/ have road on south side of Triangle only	
12.38	Reduce entry to Aldermans Hill to one lane to increase size of Triangle	
12.39	Close gaps in fencing at Triangle to prevent pedestrians making unsafe crossings	
12.40	Add central refuge to A105 crossing at Triangle	
12.41	More greenery on Triangle	
12.42	Make the bus stop boarders near the Triangle large enough to accommodate large volumes of students from St Anne's school	
12.43	Remove fencing at the Triangle to improve visibility for vehicles and crossing pedestrians	
12.44	At Aldermans Hill junction remove the traffic island and make a simple T junction	

12.45	Pre-signal for cycles turning into Aldermans hill needs to be of substantial length or a separate phase for cyclists	
12.46	Cycle Lane through Aldermans Hill junction should proceed southbound without signal control	
12.47	Remove retail parking on one side of A105 north of Aldermans Hill to reduce accidents	
12.48	20mph limit north of Triangle	
12.49	Aldermans Hill ped crossing should be directly in front of Morrisons	
12.50	Central refuges on all arms of Broomfield Lane junction	
12.51	Extend cycle lane on Oakthorpe Road, Aldermans Hill and Broomfield Lane	
12.52	Better controls to improve pedestrian safety across entrance to Lodge Drive car park	
12.53	Widen the taxi rank on Lodge Drive to create a wider pavement	
12.54	Provide drop-off facility at Ruth Winston Centre for elderly/ disabled	
12.55	More trees between Lodge Drive and Broomfield Lane	
12.56	Signs to direct shoppers to Lodge Drive like in Enfield Town	
12.57	Combine northbound bus stops on Alderman Hill and Green Lanes to free space on Green Lanes	
12.58	Close the junction between Riverway and Oakthorpe Road to create a cul de sac	
12.59	Make space for W6 to stop opposite Morrisons	
12.60	Allow 1 hour free parking, limit on-street parking to 20 mins and make it free	
12.61	Find a way to have both a shared space and a triangular community space	
12.62	Prevent parking creep from retail parking south of Aldermans Hill by keeping the nosing as small as possible	
12.63	Retain 10kph limit for cyclists along both lanes till after Oakthorpe Road	
Page 13 Broomfield Lane to Palmerston Crescent (N.B. two proposals consulted on)		
For those who said **yes** to **Option 1**		
13.01	Extend the cycle lane on the A105 southbound	
13.02	A form of turning-pocket needs to be in place to allow southbound cyclists to make a right turn into Palmerston Crescent from the A105	
For those who **partially support Option 1**		
13.03	Removal of the bus stop (stop K) by the river will add considerable journey time for those travelling southbound – it was well positioned near housing, new development and St. Ann's school	
For those who said **yes** to **Option 2**		
13.04	Opposed to moving southbound bus stop from the current position and removal of bus lane, which will increase journey time and is widely used by residents and commuters travelling to Wood Green tube station.	
For those who **partially support Option 2**		
13.05	Adequate lighting needs to be provided along the New River cycle route	
For those who said **yes** to both options		
13.06	Cyclists heading northbound appear forced to turn into Palmerston Crescent	
Suggestions		
13.07	Extend route on A105 southbound direct towards Haringey and along the A406. Extend cycle route along the whole of New River as well.	
13.08	Cycle path along New River should be extended further west	
13.09	Extend the cycle lane along Palmerston Crescent and fully signalise the junction for all traffic	
13.10	The cycle crossing facilities should be north of Palmerston Crescent to ease accessibility into that road for cyclists travelling southbound	
13.11	Introduce a lower speed limit along the A105, making it safer for cyclists to use this route, particularly when cyclists want to turn into Palmerston Crescent	
Page 14 Palmerston Crescent to Palmerston Road (N.B. two proposals consulted on)		

For those who said **yes** to **Option 1**		
14.01	Personal safety concerns with regards to lighting and secluded nature of canal path (potential for crime or anti-social behaviour)	
14.02	Concerns about moving cyclists off the main road for a relatively short stretch of road - it slows journey times and reinforces the view in motorists' mind that the roads are prioritised for car/bus traffic.	
14.03	Maintenance concerns (e.g. keeping surface clear of debris, etc.) with regards to the isolated location of the canal route.	
14.04	Safety concerns for cyclists due to the rat running along Palmerston Road.	
14.05	Concerns over the cost of engineering works required (especially since Palmerston Crescent provides an alternative), which would also change the character of the route.	
14.07	Concerns regarding the time delay at the two stage crossing at the junction of A406 and Palmerston Crescent; the crossing of the A406 ought to be direct to allow cycles to cross in one movement	
14.08	The New River route is not convenient for anyone heading south to access the Hackney cycling network; the Palmerston Crescent route is more convenient.	
For those who **partially support Option 1**		
14.09	Safety concerns with regards to potential crime due to the canal's secluded nature and (current) lack of CCTV cover.	
14.10	Lack of (seamless) integration between Palmerston Crescent and Palmerston Road	
14.11	Concerns whether 'backstreet' Palmerstone Crescent will be able to cope with larger volume of cyclists and that A105 Green Lanes might be more suitable.	
14.12	Concerns regarding type of surface and barrier/handrail chosen for the cycling/walking route along New River.	
For those who **partially support Option 2**		
14.13	A dedicated path along the river would be used infrequently for pleasure cycles, therefore a well-lit, on-street cycle path would be preferable.	
14.14	Safety concerns for cyclists due to the rat running along Palmerston Road.	
For those who said **no** to both options		
14.15	Concerns with regards to conflict between pedestrians and cyclists due to the New River canal path width.	
14.16	Safety concerns regarding lighting, and cyclists not ringing their bell to warn pedestrians of their approach along New River canal path.	
14.17	Concerns that the cycle route through Palmerston Crescent or along New River towpath is not direct or straight, therefore cyclists will still cycle through Green Lanes.	
14.18	Palmerston Crescent is unsuitable as a cycling route because of high traffic volumes (rat running), traffic speeds, parking saturation (double parking is common); no traffic calming measures have been proposed to mitigate against these traffic and parking issues.	
Suggestions		
14.19	Suggestion to improve general cycling provision along A105 Green Lanes (e.g. introduce segregation)	
14.20	Suggestion to improve cycling provision at the junction of A105 Green Lanes and A406.	
14.21	Suggestion to convert the Toucan crossing across the A406 to a single stage crossing with reduced waiting times since it currently creates delays for pedestrians and cyclists.	
14.22	Suggestion to convert the Toucan crossing across the A406 to a single stage crossing with reduced waiting times since it currently creates delays for pedestrians and cyclists.	