

A1010 South Scheme

Consultation Report

Dated 20th Jun 2016

cycle
enfield

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1.0 A1010 South Executive Summary of Consultation Results

1.1 During late 2015 and early 2016, Enfield Council conducted a public consultation (from Friday 20th November – Sunday 20th March) on the proposal to introduce a cycle lane along the A1010, from Fairfield Road to Lincoln Road.

1.2 Information about the proposals was made available at a 3 day launch exhibition, online on a dedicated Cycle Enfield website, at a permanent display at the Civic Centre and at a range of events throughout the consultation period. Members of the public and stakeholders were invited to give their views by filling in the questionnaire online (hosted on internationally used consultation software). Owing to the A1010 South 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 issued to those people that requested them (these were also available in alternative formats such as large print).

1.3 The consultation was advertised extensively:

- a. Sending over 18,000 letters to homes and businesses along the route and a further 53,000 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, on refuse collection vehicles and in public buildings.
- d. Advertised in local newspapers in Enfield and neighbouring boroughs.
- e. Advertised in community magazines e.g. Our Enfield.
- f. At ward forums, community groups and pop-up exhibitions.

1.4 The formal consultation generated 377 responses in total, received either online or via returned paper copies (we also interviewed a further 872 people in the areas – see para 1.11 for more details). Respondents were required to indicate whether they supported the initial proposals for the A1010 scheme (6 people stated they had no opinion).

Table 1 – Overall responses

Answer	Number of Responses	% of overall responses
Yes	170	46%
Partially	21	6%
No	178	48%
Not Sure	2	0%

1.5 Responses were not limited to people who live in the borough. The A1010 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 borough boundary. Despite this, more than 80% of responses were from local people living in Enfield. This local participation in particular 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 307 respondents who had an Enfield postcode (6 people stated they had no opinion).

Table 2 – Overall responses, Enfield postcodes only

Answer	Number of Responses	% of overall responses
Yes	121	40%
Partially	14	4%
No	165	55%
Not Sure	2	1%

1.6 A significant number of comments were received in support of the initial 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
Safer for cycling	28
More people will cycle	24
Better air quality/less pollution	11
Create a better area/place to live	10
Less congestion	10

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

Reason/explanation	Number of comments
Impact on congestion	47
Not enough cyclists to justify the expense	27
A waste of money	20
Impact on bus passengers (mainly relating to bus boarders)	18
Impact on pollution/air quality	16
Impact on shops and other businesses	15
Impact on pedestrians	14

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

Reason/explanation	Number of comments
Light segregation not good enough	4
Insufficient detail available on consultation drawings	3

1.7 Of the 377 responses received, 57% were from males, 39% from females and 4% 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 (175 responses)	60+ (124 responses)
Yes	53%	23%
Partially	5%	4%
No	42%	71%
Not sure	0%	2%

1.9 Participants were also asked to provide their views on the consultation process. In broad terms, approximately two thirds of respondents adopted either a neutral or positive position when asked whether 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

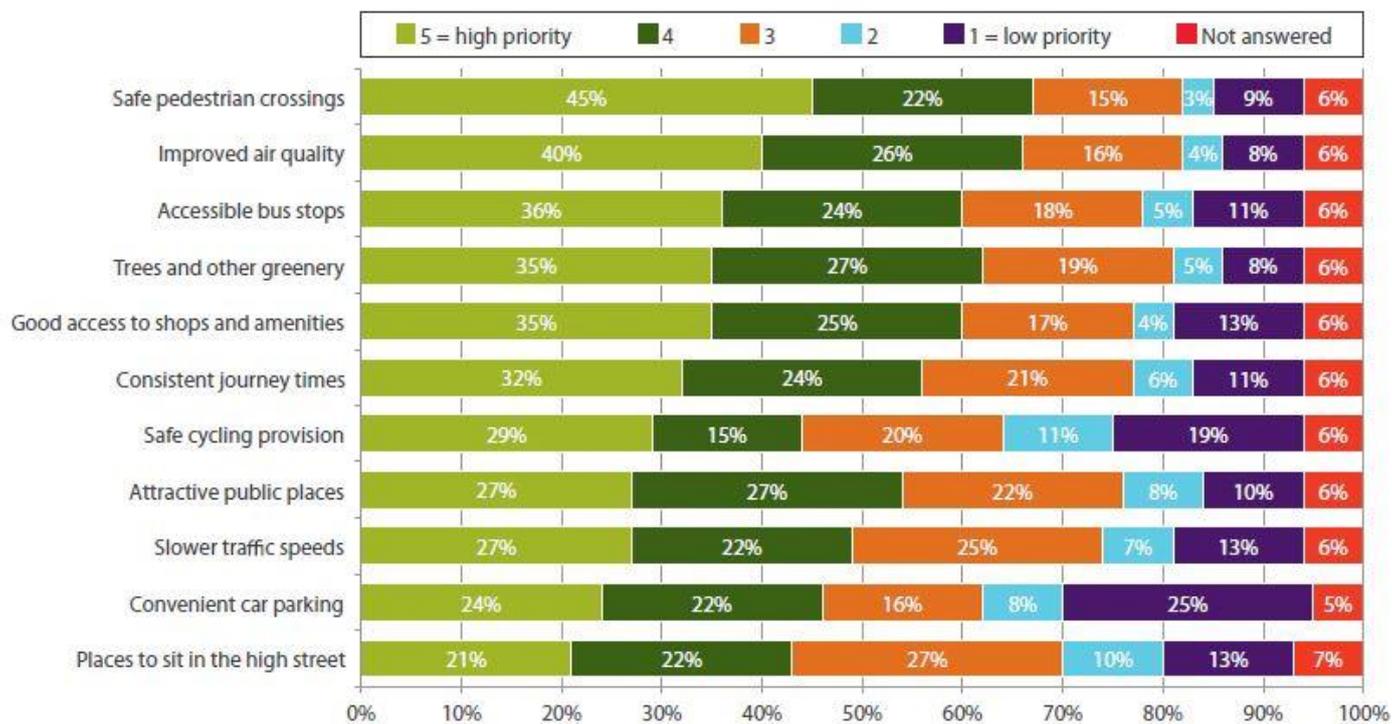
Response	The consultation gave me all the information I needed (248 responses)	The consultation was clear and easy to understand (246 responses)	The consultation allowed me an opportunity to have my say (247 responses)
Agreed or strongly agreed	48%	48%	59%
Neither agreed or disagreed	11%	14%	15%
Disagreed or strongly disagreed	41%	38%	26%

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. During the consultation period, a number of letters / e-mails were also received regarding the A1010 proposals, the themes identified via this correspondence are included in Table 8 on page 5.

1.11 In addition to the formal consultation, we also went out onto the streets local to the A1010 scheme area to speak with local people. We explained the potential investment in the area as a result of Cycle Enfield and asked what aspects were important to them that they would wish to be considered as part of investment in the area. People we spoke with were presented with the same criteria that were included in the formal consultation. Over several days, 872 people were interviewed. The chart below shows a combined response of these 872 people plus the ratings provided by the 377 people in the online consultation (1,249 in total).

Chart 1 - priorities for investment

[see next page]



1.12 All 3 emergency services were consulted on the plans and provided comments. The Metropolitan Police supported the proposals overall. They acknowledged that the reduction of the carriageway for general traffic could lead to an increase in response times but that this is impossible to measure and is likely to be minimal once the scheme is fully implemented. The London Ambulance Service made similar observations, and suggested that the road network needs to be able to deal with everyday events, whilst keeping the network flowing. The London Fire Brigade expressed their support for the Mayor’s Vision for Cycling and welcomed the benefits it could bring to London. The London Fire Brigade outlined their concern over any physical barriers which may restrict access to particular areas, although confirmed that they have no objections to the light segregation proposals along the A1010 South route. Enfield Council will ensure that via the Traffic Regulation Orders process, it will be made clear that the emergency services will be exempt from any restrictions on motor vehicles entering the cycle lanes.

1.13 Enfield Council maintains the view that Cycle Enfield can bring a range of economic, health and transport benefits to the borough. Whilst it is clear from the consultation responses that there are others who share this view, there are also others who have raised a number of concerns. 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

	Consultation Issue	Enfield Council Response
1	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

		<p>boarders.</p> <p>There will be some impact on journey times, based on the target of achieving 5% of journeys cycled, the introduction of the cycle lanes would result in the following increasing in motor vehicle journey time along this corridor:</p> <p>AM Peak, 56 seconds northbound and 12 seconds southbound per mile travelled.</p> <p>PM Peak, 6 seconds northbound and 32 seconds southbound per mile travelled.</p> <p>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.</p>
2	Not enough cyclists to justify the expense	<p>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 investment from TfL.</p> <p>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 indicates 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.</p>
3	Suggestions that the money should be spent on other issues.	<p>It is not possible for Enfield Council to spend this money received from TfL on other council services.</p> <p>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. Further funding will be gathered via developer contributions.</p> <p>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.</p>

4	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.
5	Concerns that the proposals may have a negative impact on air quality.	The proposals for the A1010 South 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 between 0.1 µg/m ³ to 0.5 µg/m ³ at roadside locations. This could bring improvements to air quality, a foundation to be built upon as active travel is increased further in future years.
6	Concerns that the proposals may have a negative impact on shops & businesses.	The proposals for the A1010 South have been subjected to an independent economic impact assessment which concluded that once installed, the cycling infrastructure would have a neutral / negligible impact on town centre impact viability (with some minor negative 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.
7	Impact on pedestrians	The scheme is designed to bring improvements for people walking through improvements at a series of junctions and crossing points where the road will be raised to footway level.

1.14 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 southern parts of the scheme (Fairfield Road) to the most southern aspects (Lincoln Road).

Table 9 – A1010 South Consultation You Said, We Did

	You said	We did
General changes along the route		
1	You were concerned about the accessibility of bus stops along the route.	Following feedback received from both this consultation, and consultations on previous schemes, we have introduced an additional 0.5m buffer strip between the cycle lane and bus stop to avoid passengers stepping directly into the cycle lane.

		The whole area around the bus stop boarder will be designed such that pedestrians have priority. Where possible, following the consultation we have also increased the size of the pedestrian areas at bus stop bypasses.
2	You were concerned that the road was not wide enough.	We have ensured a minimum width of 3.25m is maintained for single carriageway sections. This is adequate for HGVs, buses and emergency service vehicles.
3	You were concerned that the cycle lanes would have a negative impact on people with mobility issues.	The consultation for the A1010 South scheme was to consider the alignment of the route, rather than the detailed design to include elements such as choice of materials, kerb heights etc. This work will be conducted during the detailed design phase. We have already commissioned the Centre for Accessible Environments to review the designs and we will continue to work to ensure that the scheme meets the needs of everyone in the community.
4	We asked you about two different options for the roundabout / junction at Edmonton Green Station.	Of those who supported change in this area, the majority supported the signalised junction option. However, following further assessment of the options as part of detailed design, it is recommended that it is option 2 that is developed. Whilst both options bring benefits, further analysis has revealed that option 1 would cost in the region of an additional £1m to implement. The additional expenditure in this area would have the potential to impact other aspects of the A1010 scheme. Furthermore, option 2 would not require the re-location of the War Memorial from its original location and retains the current 'green' element associated with the planting on the roundabout. Option 2 still enables the creation of safe cycle routes through this area, as well as bringing a range of public realm improvements. Co-design workshops will be arranged to allow the community to help shape the community spaces in this area.

1.15 This consultation was delivered using a robust methodology, was promoted widely and led to effective engagement. The level of participation generated constructive insights from people who were able to provide informed comment by considering the designs. This consultation report has considered those insights and provided a response to the major concerns highlighted, where appropriate, providing explanatory and mitigating information. In addition, this report has highlighted the 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 A1010 scheme.

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