

# A1010N Scheme

## Consultation Report

Dated November 2016

cycle  
enfield

Contact Officer and telephone number:

Richard Eason (020 8379 3501)

E mail: [richard.eason@enfield.gov.uk](mailto:richard.eason@enfield.gov.uk)

 **CycleEnfield**  **@cycleenfield**

[www.cycleenfield.co.uk](http://www.cycleenfield.co.uk)

**ENFIELD**  
Council 

**1.0 A1010N Summary of Consultation Results**

1.1 During 2016 Enfield Council conducted a public consultation (from 1<sup>st</sup> July – 23rd September 2016) on the proposal to introduce safe cycling measures along the A1010N.

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 A1010N scheme been of interest to people across 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 17,000 flyers to homes and businesses along the route and a further 50,000 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 663 responses in total, received either online or via returned paper copies. Respondents were required to indicate their level of support for the two options that were presented.

**Table 1 – Overall responses for Option 1**

Answer	Number of Responses	% of overall responses
Yes	300	45%
Partially	24	4%
No	322	48.5%
Not Sure / No opinion	17	2.5%

1.5 Responses were not limited to people who live in the borough. The A1010N 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, 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.

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 2 – most common comments by those who did not support the scheme**

Reason/explanation	Number of comments
--------------------	--------------------

Impact on congestion/journey times/traffic levels	122
Impact on shops and other businesses	85
Concerns about bus stop layouts	49
Impact on parking (generally)	43
Impact on air quality/concerns about pollution	35
Roads are too narrow or unsuitable	32
Impact on parking on residential/side roads	27
Will only benefit a minority of people	26
Impact on buses – against bus lane removal	25
Not enough cyclists to justify the project	23

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

<b>Reason/explanation</b>	<b>Number of comments</b>
To make cycling safer	45
Reduce congestion, improve traffic flow etc.	32
More people will cycle (includes comments about a mode switch from car and public transport)	31
Improved health/fitness/wellbeing	26
Better air quality, less pollution, better for environment etc.	22
Better/safer for pedestrians, will encourage more walking	20
Good for the community, more civilised, a happier Enfield, people-friendly	18
Good for children/future generations, children would cycle more	16
Better/more attractive/more appealing conditions for cycling	15
More inclusive/better balance of road space/fairer for all road users	9

1.7 Of the 663 responses received, 42.5% were from males, 55.5% 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 4 – level of support for the scheme by different age groups**

<b>Answer</b>	<b>0 – 59 (464 responses)</b>	<b>60+ (190 responses)</b>
Yes	57%	18%
Partially	4%	3%
No	37%	76%
Not sure	2%	2% (+1% no opinion)

(a further 9 people elected not to provide their age)

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.

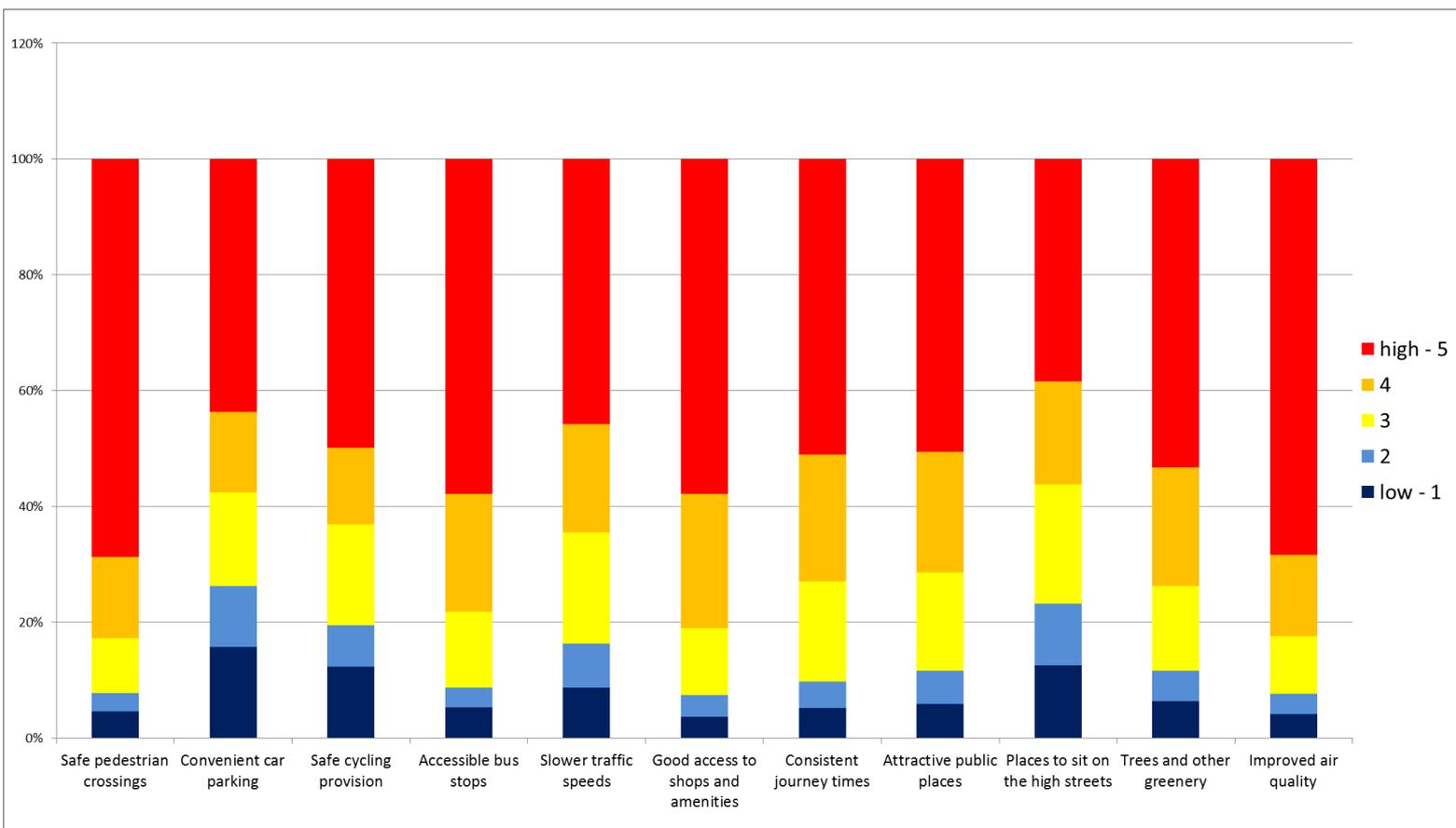
**Table 5 – views on the consultation process**

<b>Response</b>	<b>The consultation gave me all the information I needed (455 responses)</b>	<b>The consultation was clear and easy to understand (445 responses)</b>	<b>The consultation allowed me an opportunity to have my say (444 responses)</b>
Agreed or strongly agreed	51%	54%	66%
Neither agreed or disagreed	15%	16%	15%
Disagreed or strongly disagreed	34%	30%	19%

1.10 In addition to providing an indication of their overall level of support, respondents were also able to offer their view on individual aspects of the design, 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 6 below. During the consultation period, a number of letters / e-mails were also received regarding the A1010N proposals; the themes identified via this correspondence are included in Table 6.

1.11 As part of the consultation, respondents were asked to rate their priorities for investment; these are illustrated in chart 1 below.

Chart 1 - priorities for investment



1.12 As a result of the feedback from the consultation, the design has been revised to address some of the specific concerns raised. A summary of the key changes and responses are captured in table 6 below.

Table 6 – A1010N Consultation You Said, We Did

Ref	You said	We did
1	You were concerned about making Carterhatch Road junction one-way.	We have retained Carterhatch Road as two-way. The right turn pocket into Carterhatch Road has been reinstated as well as the uncontrolled pedestrian crossing adjacent to it.
2	You were concerned about the removal of the uncontrolled crossing by Riley Road.	We have restored the uncontrolled pedestrian crossing by Riley Road.
3	You were concerned about loading for business in the Albany Road area.	We have made provision for a loading bay on Albany Road.
4	You were concerned about safety for cyclists turning right into Turkey Street.	We have created a right turn pocket for cyclists provided at the junction with Turkey Street, ahead of the right turn pocket for motor vehicles.

5	You were concerned about the removal of the uncontrolled crossing north of Larmans Road.	We have relocated the uncontrolled crossing located north of Larmans Road to just south of Holmwood Road.
6	You were concerned about the removal of the bus lane on approach to Bullsmoor Lane.	We have retained the northbound bus lane on the approach to Bullsmoor Lane has been retained with northbound cyclists using the bus lane, for this section. The northbound Bus Stop Mandeville Road (Stop C) has been relocated 155m north. A bus by-pass has been proposed at this location.

1.13 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 has highlighted the significant 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 A1010N scheme.

**ENDS**