

Enfield Town Scheme

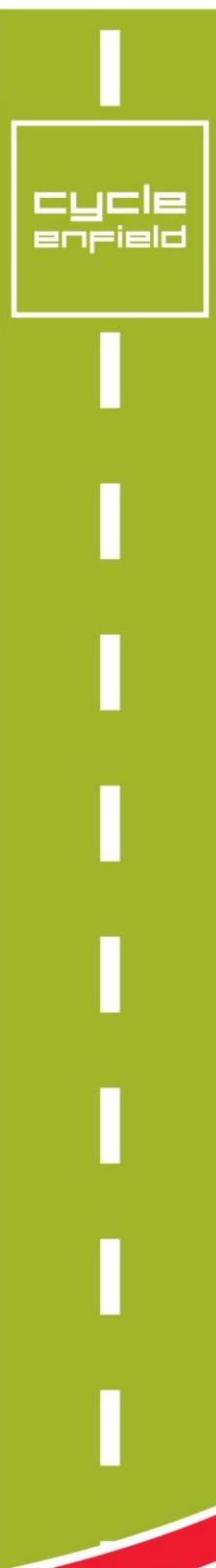
Cycle Enfield Consultation Report

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ENFIELD
Council 

1.0 Enfield Town Executive Summary of Consultation Results

1.1 During 2015 Enfield Council conducted a public consultation (from 25th September – 18th December 2015) on the proposal to introduce safe cycling measures into Enfield Town.

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 Enfield Town scheme being 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 50,000 letters 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 2707 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	806	30%
Partially	103	4%
No	1749	65%
Not Sure	36	1%

(A further 13 people expressed no opinion)

Table 2 – Overall responses for Option 6a

Answer	Number of Responses	% of overall responses
Yes	370	14%
Partially	398	15%
No	1872	69%
Not Sure	50	2%

(A further 17 people expressed no opinion)

1.5 Responses were not limited to people who live in the borough. The Enfield Town scheme proposes significant changes and as such it was appropriate that anyone impacted by the proposals was 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 3 – most common comments by those who did not support the scheme

Reason/explanation	Number of comments
Impact on congestion	648
Impact on businesses	393
Impact on pollution (air and noise)	287
Will only benefit a minority of people	225
Impact on disabled people/doesn't recognise the needs of disabled people	185
Impact on residents' quality of life	174
Prefer Option 4 (a previously considered option that was not brought forward for consultation)	166
Impact on safety	156
Will have no impact on cycling levels	148
Impact on elderly and frail	145
Impact on public transport (buses) / delays to bus services	142
Impact on car parking	116
Impact on delivery	111
Impact on emergency vehicles	110
Waste of money	93

Table 4 – most common comments by those who supported the scheme

Reason/explanation	Number of comments
Will make area more attractive, liveable, people-friendly, revitalised etc.	163
Better for pedestrians (safer, better crossings, improved ambiance etc.)	130
Better/more attractive facilities or conditions for cycling	128
A simpler or more aesthetically pleasing layout	97
To make cycling safer	83
Better air quality/less pollution	63
Less traffic/fewer cars/less car dependence etc.	62
Open up trade/shopping opportunities on the north side of Church Street	54

1.7 Of the 2707 responses received, 45% were from males, 52% from females and 3% a combination of those who were transgender or preferred not to say.

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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 5 – level of support for the scheme by different age groups – Option 1

Answer	0 – 59 (1807)	60+ (1037 responses)
Yes	38%	21%
Partially	4%	1%
No	57%	74%
Not sure	1%	1% (+1% no opinion)

Table 6 – level of support for the scheme by different age groups – Option 6A

Answer	0 – 59 (1807)	60+ (1037 responses)
Yes	17%	10%
Partially	18%	11%
No	63%	76%
Not sure	2%	2% (+1% no opinion)

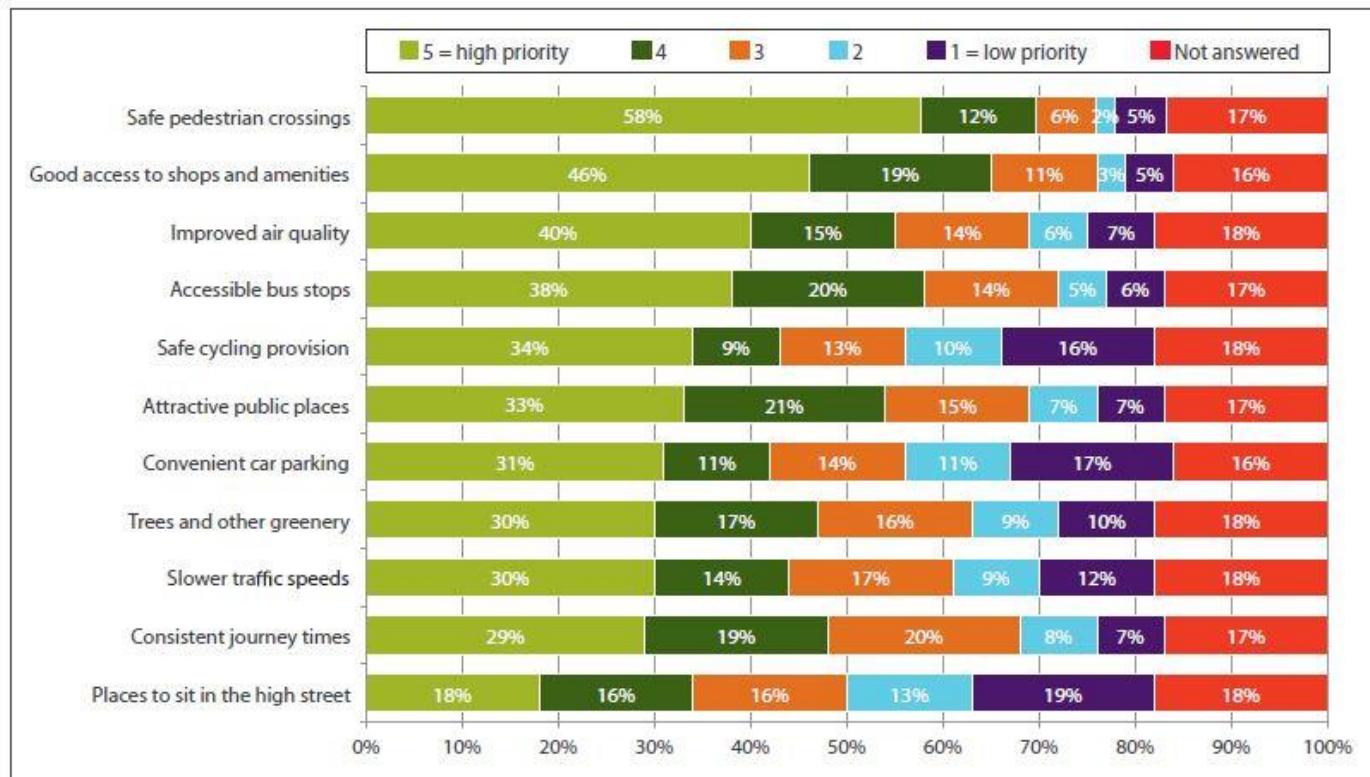
1.9 Participants were also asked to provide their views on the consultation process. In broad terms, approximately two thirds of respondents adopted either a neutral or positive position, when asked whether the consultation provided the necessary information, was understandable and provided the opportunity for people to have their say.

Table 7 – views on the consultation process

Response	The consultation gave me all the information I needed (2,126 responses)	The consultation was clear and easy to understand (2,106 responses)	The consultation allowed me an opportunity to have my say (2,113 responses)
Agreed or strongly agreed	42%	44%	61%
Neither agreed or disagreed	17%	19%	17%
Disagreed or strongly disagreed	41%	37%	22%

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

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 received significant revision. A summary of the key changes and responses are captured in table 8 below.

Table 8 – Enfield Town Consultation You Said, We Did

	You said	We did
1	You were concerned about making Cecil Road two-way and restricting access to Church Street by private vehicles.	We have revised the design and Cecil Road will remain one-way for motor vehicles with cycle lanes added in both directions. Church Street will not have any cycle lanes but will see improvements to the street design that will benefit everyone.
2	You were concerned about the impact on businesses.	We commissioned an independent assessment of the revised proposal. This has found that whilst there could be a minor negative impact during construction, there should not be a long term negative impact on businesses. Once the work is complete, we will have created an enhanced environment, in which local businesses can thrive. There are a range of mitigation measures proposed in the report to minimise any negative impacts and maximise positive impacts.
3	You said you were concerned about the impact on congestion.	Traffic modelling has taken place to assess the impact on journey times. At the very busiest times, the average increase in journey times to travel across Enfield Town is estimated to be approximately 30 – 90 seconds. However, as we increase the number of people who walk, cycle or use public transport for shorter journeys, congestion will, in the medium to long-term,

		ease for those travelling longer journeys by car.
4	You were concerned about a lack of disabled parking.	In the revised design we have included 5 dedicated high street disabled parking bays, in addition to disabled bays available in the car parks.
5	You were concerned about the impact on safety.	The revised proposal will improve safety by enhancing pedestrian crossings, introducing traffic calming measures and slower speeds around the town centre.
6	You were concerned about air quality.	So are we, and though our proposals will not in and of themselves make a significant difference to air quality, they align with the Mayor of London's stated objectives in this area. Nonetheless, the health benefits of a shift towards more active forms of travel, such as walking and cycling, are indisputable.
7	You were concerned that these plans only benefit a minority.	The revised scheme focusses on town centre improvements that will make Enfield Town better for everyone.

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 Enfield Town scheme.

ENDS