

1. Cycle Enfield – Enfield Town Impacts

Overall Impact

1.1 The table below draws together the net additional impacts set out under each of Regeneris' assessment areas described in our Economic Impact Assessment report.

Impacts		Base Case	Better Case	Worse Case
Construction Phase	£	-£2,525,000	-£923,000	-£5,653,000
	%	-2.9%	-1.1%	-6.5%
Transport Shifts (Bus, Car & Cycle Users)	£	-£2,567,000	+£109,000	-£5,615,000
	%	-2.9%	+0.1%	-6.4%
Town Centre Environment	£	+£1,752,000	+£4,380,000	-
	%	+2.0%	+5.0%	0.0%
Total Operational Phase (Transport Shift & Town Centre Environment)	£	-£815,000	+£4,489,000	-£5,615,000
	%	-0.9%	+5.1%	-6.4%

1.2 Under the base case:

- The construction phase would have a **minor negative impact on town centre economic vitality within that single year**, with a potential loss of town centre spending of approximately 2.9%.
- The operational phase would have a **neutral / negligible impact on town centre economic vitality on an ongoing basis**, with a potential loss of town centre spending of approximately 0.9% per annum.

1.3 There are a range of **mitigation measures** which could be used to reduce the negative impacts and enhance the positive impacts. These measures are summarised in our report. **By implementing these, we believe the impact of the operational phase can ensure a neutral or positive level.**

1.4 In addition, it should be stressed that our impact assessment has used **conservative assumptions** in order to ensure negative impacts are not underestimated. The lack of UK precedents makes it difficult to predict the extent to which the scheme will have the transformational effect on town centre attractiveness and liveability, however, based on evidence of the impact of transformational public realm projects (set out in our report), this could generate a **longer term uplift in town centre spend of up to 10-15%**.

Impact of Genotin Road Proposals

1.5 The Genotin Road car park currently has 123 spaces available, and is the largest car park available in Enfield Town which is open at all times of the day. The possibility of a new office building on the Genotin Road car park has been considered. Under this scenario, 123 public car parking spaces will be removed, and replaced by 90 employee spaces. These spaces are expected to be available for public use during the evenings and at weekends.

- 1.6 Analysis of the current car parking capacity of Enfield Town has been undertaken, to understand what impact this may have on our original economic impact assessment. This has been divided into weekday and weekend parking, with two months of the year selected.

Weekday

- 1.7 The data shows that there is sufficient capacity at other car parks in Enfield Town to cater for the reduction in spaces at Genotin Road during the daytime on weekdays, with the occupancy rate reaching 95% only at the peak times of the year (e.g. Christmas). We therefore expect there to be **no additional impact on Enfield Town** as a result of the reduction in car parking spaces at Genotin Car Park during weekdays.

Table 1.2 October - Friday Peak (13:45)

Existing			Without Genotin Road		
Total Spaces	Max. Occupancy	%	Total Spaces	Max. Occupancy	%
1252	824	66%	1129	824	73%

Table 1.3 December - Friday Peak (13:45)

Existing			Without Genotin Road		
Total Spaces	Max. Occupancy	%	Total Spaces	Max. Occupancy	%
1252	1075	86%	1129	1075	95%

Weekend

- 1.8 The car parking data shows that many of the car parks in Enfield Town are closer to full capacity at weekends (86%), and this problem would be exacerbated with the loss of Genotin Road (with car parks reaching a capacity of 95%). Parking would need to be provided at Genotin Road at the weekends to ensure that there is sufficient capacity. If these 90 spaces are provided, there would be a limited impact on the overall number of spaces available in Enfield Town.
- 1.9 At peak times of the year (such as Christmas) car parks are already at full capacity, and the loss of Genotin Road would have an impact on the number of cars able to access the town centre. Even with the provision of 90 spaces at the weekend, car parks in Enfield Town would still be over-capacity. This would have some impact on car parking availability in the town centre, however this would be minor, as it would only affect the town centre on a very small number of days per year.

Table 1.4 October - Saturday Peak (14:45)

Existing			Without Genotin Road			Genotin Road = 90		
Total Spaces	Max. Occupancy	%	Total Spaces	Max. Occupancy	%	Total Spaces	Max. Occupancy	%
1252	1071	86%	1129	1071	95%	1219	1071	88%

Table 1.5 December - Saturday Peak (14:45)

Existing			Without Genotin Road			Genotin Road = 90		
Total Spaces	Max. Occupancy	%	Total Spaces	Max. Occupancy	%	Total Spaces	Max. Occupancy	%
1252	1247	100%	1129	1247	110%	1219	1247	102%