



### What is a rain garden?

Rain gardens are a type of sustainable drainage feature (sometimes known as "SuDS") which mimic natural drainage. They help store water and release it slowly into the drainage system and surrounding soil helping to reduce flood risk and pollution. The plants increase biodiversity and help to improve air quality.



### Illustration of Haselbury Shops proposal



Please visit the Council website [www.enfield.gov.uk/consultations](http://www.enfield.gov.uk/consultations) where you can view details of the design changes that we have made following our initial engagement earlier this year.

You can also view the plans, draft traffic orders and make representations to the latest proposals online.

The consultation period ends on Sunday 7 October 2018.

We will consider any representations received before deciding to make the relevant traffic orders and starting construction on street.

If you have a question about any of these designs, or would like to receive a paper copy, please either email [cycle@enfield.gov.uk](mailto:cycle@enfield.gov.uk) or call 020 8379 8257.

A better Enfield for everyone!

# Haselbury Neighbourhood

## Improvements

### STATUTORY CONSULTATION

Earlier this year we engaged with the community on a number of ideas to help more people to walk and cycle and also to enhance our community spaces, making Haselbury a better place to live. We have listened to your views on the initial designs and this has helped us in finalising the proposals which we are now presenting for statutory consultation.

This leaflet marks the beginning of the consultation period in which members of the public have an opportunity to make representations on the proposals until Sunday 7 October 2018.

#### Moore Brook Green Walking Link

The Moore Brook, a tributary of Pymmes Brook, is one of London's lost rivers that flows beneath Haselbury's streets. We're introducing rain gardens so you can follow the route of the river between Firs Farm Wetlands and Pymmes Park Wetlands where it peeks above ground.



#### Quietway cycle route



As part of our aim to get more people cycling, the Quietways help form a network of improved cycle routes across Enfield, linking destinations through low traffic streets and off road paths. The routes planned for Haselbury will enable safer cycle journeys to Enfield Town, North Middlesex Hospital, Winchmore Hill, Edmonton Green and Ponders End.

#### Haselbury Shops new public realm

Looking again at how we use our local spaces and amenities to make our local shops a better place to visit and do business.



# #BetterEnfield  
@cycleenfield / @EnfieldSuDS



Check the back of this leaflet for information on how to send us your representations and where to view the proposals in more detail.

[www.enfield.gov.uk/consultations](http://www.enfield.gov.uk/consultations)



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STATUTORY CONSULTATION

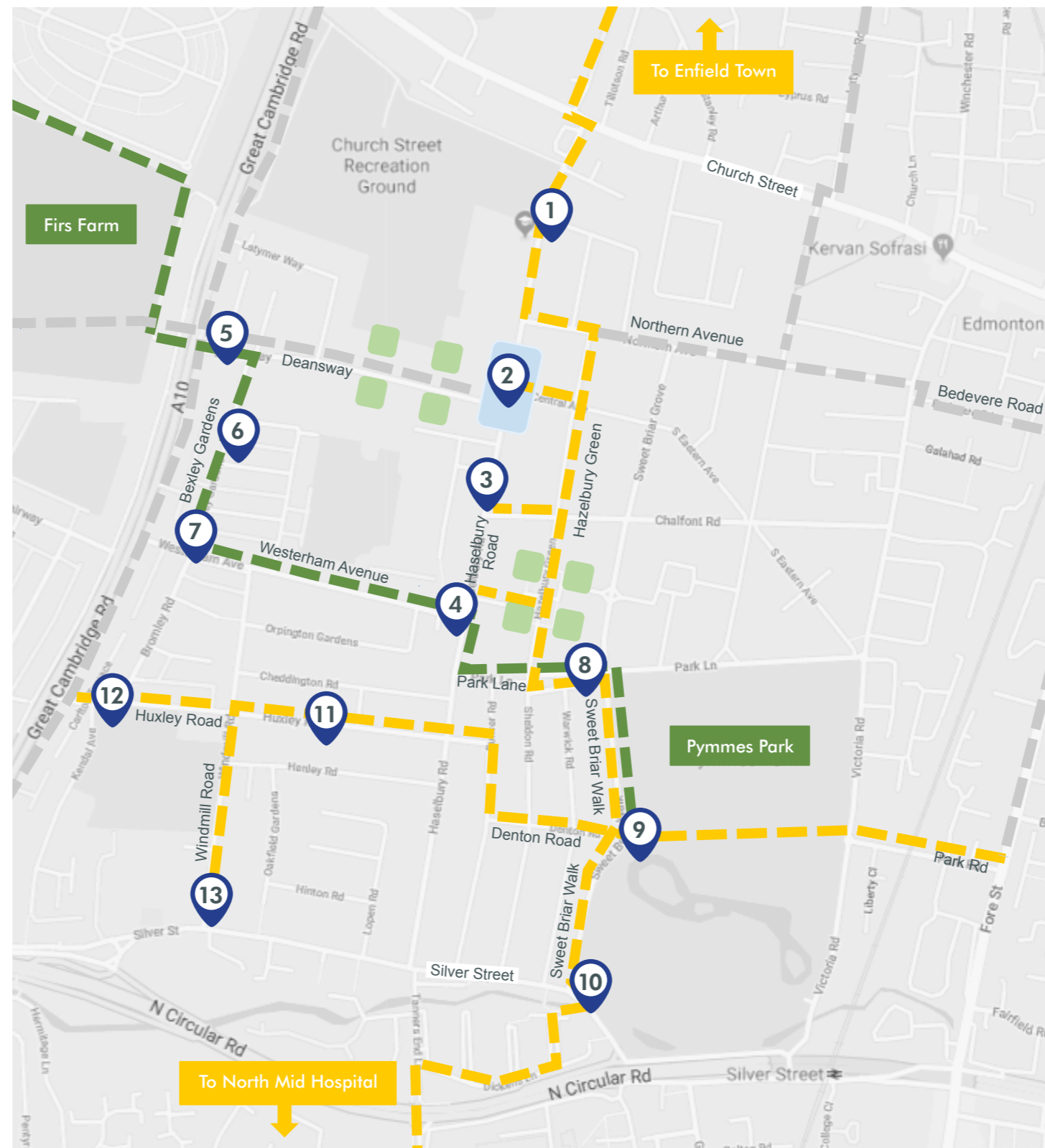
# Haselbury Neighbourhood Improvements

You have until Sunday 7 October to view the detailed plans online and to make representations



See below the locations where we are proposing improvements. You can follow the link to our website where detailed drawings are available to download. For information on how to make representations please see back sheet.

- 1 OUTSIDE LATYMER SCHOOL**  
New informal crossing, rain gardens and bus parking places.
- 2 HASELBURY SHOPS AREA**  
New public realm, increased footway areas, new paving, new parking arrangement. Trial closure of Central Avenue to motor vehicles. New rain gardens, seating areas and bus shelters.
- 3 HASELBURY ROAD**  
Improved zebra crossing and rain gardens outside school.
- 4 HAZELBURY SCHOOL**  
Increased footway area outside school and new rain gardens.
- 5 DEANSWAY**  
New rain gardens and parking restrictions.
- 6 BEXLEY GARDENS**  
New accessible ramp to replace steps. Street art opportunities, rain gardens and new parking restrictions.
- 7 WESTERHAM AVENUE**  
New rain gardens, parking arrangement and paving. New 20mph speed limit.
- 8 PARK LANE**  
New landscaping and rain gardens on Park Lane Gardens and point no-entry at access road for motor vehicles from Sweet Briar Walk.
- 9 SWEET BRIAR WALK**  
New informal crossing for cyclists and footway build out with improved entrance to Pymmes Park.
- 10 SILVER STREET**  
New zebra parallel crossing for pedestrians and cyclists.
- 11 HUXLEY ROAD**  
Speed hump and traffic calming on long straight section of road.
- 12 KENDAL AVENUE**  
Remove section of fence, new double yellow lines and new shared use footway to enable access to A10 cycle track.
- 13 WINDMILL ROAD**  
Right turn pocket for cyclists and parking restrictions to enable safer movement for cyclists in to school.

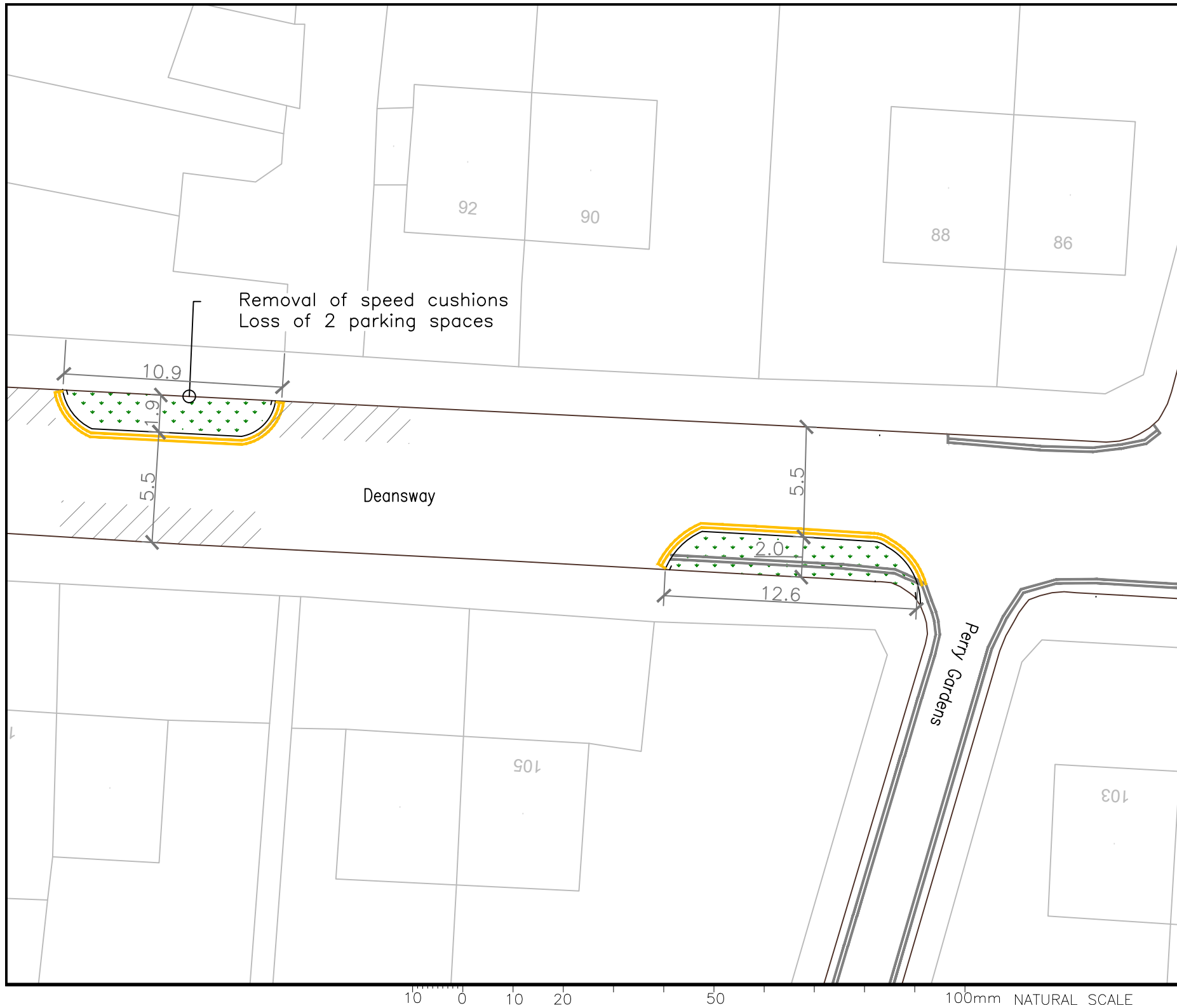


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--- Moore Brook Green Walking Link  
--- Quietway cycle route  
■ Pocket Park improvements  
--- Other walking/cycling route

# #BetterEnfield  
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**DETAILED DRAWINGS AVAILABLE TO DOWNLOAD**



Removal of speed cushions  
Loss of 2 parking spaces

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- LEGEND**
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  - PROPOSED RAIN GARDENS
  - PROPOSED DOUBLE YELLOW LINES
  - EXISTING DOUBLE YELLOW LINES

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**JOB TITLE**  
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**DRAWING TITLE**  
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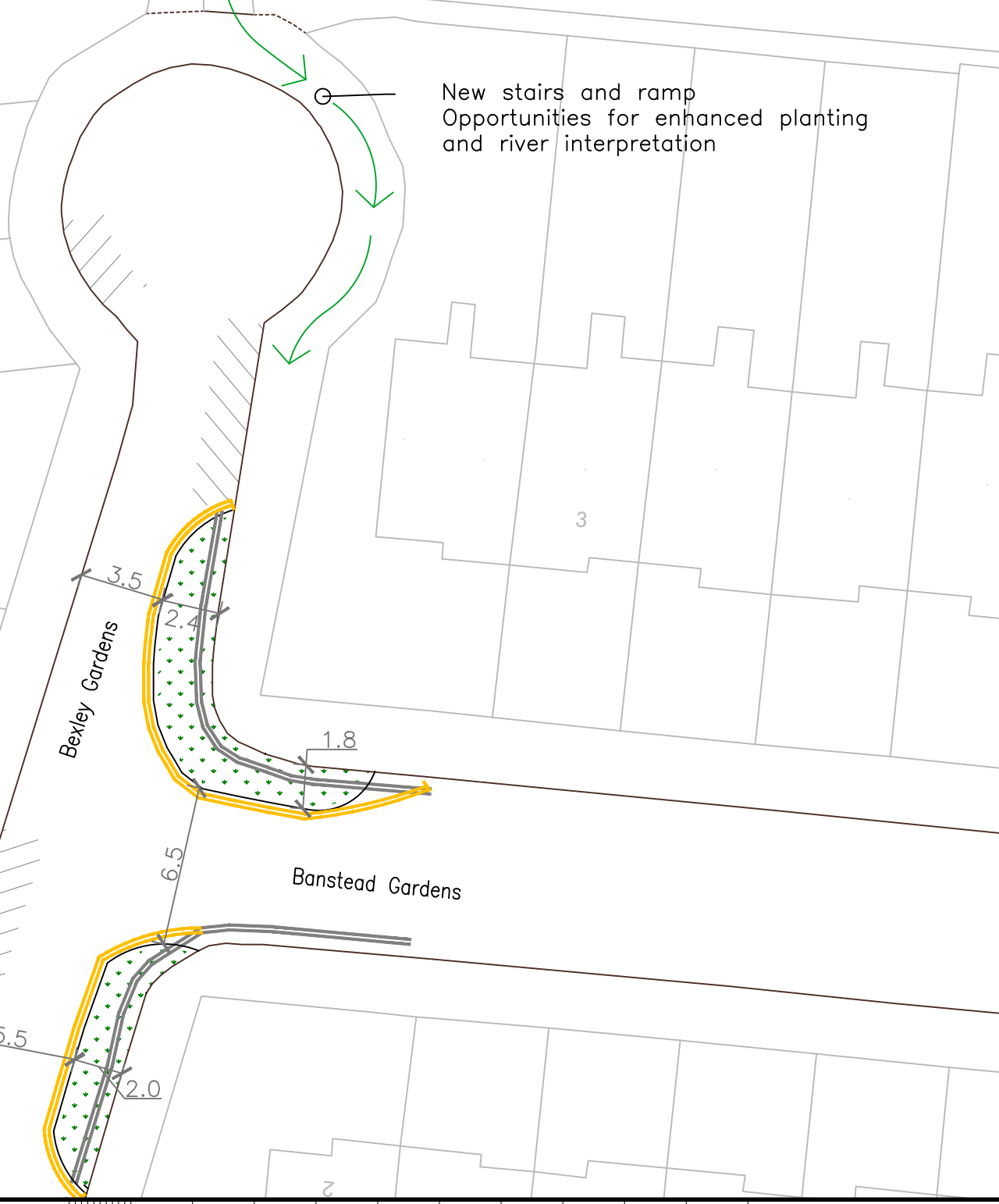
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
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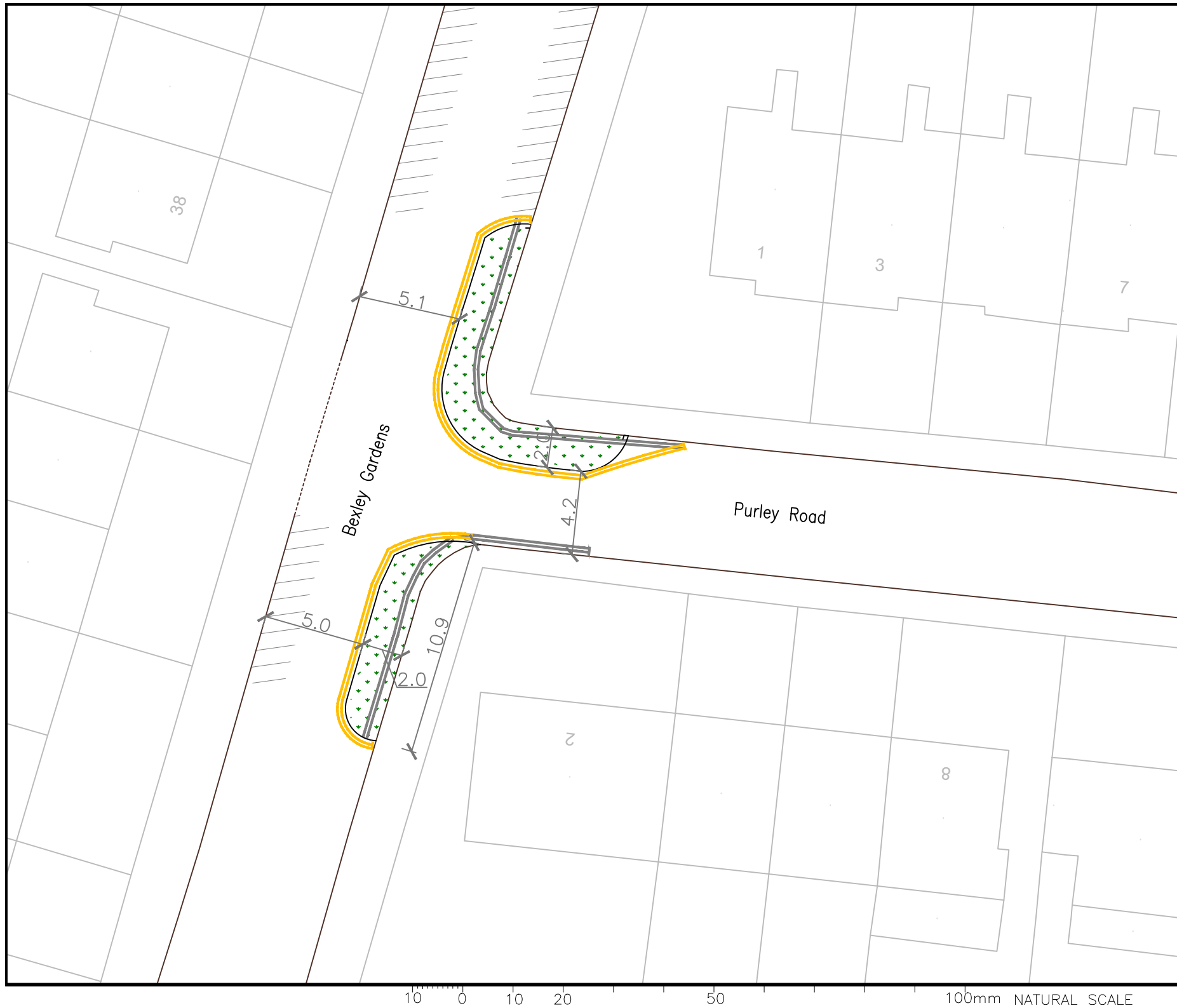
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**BEXLEY GARDENS**  
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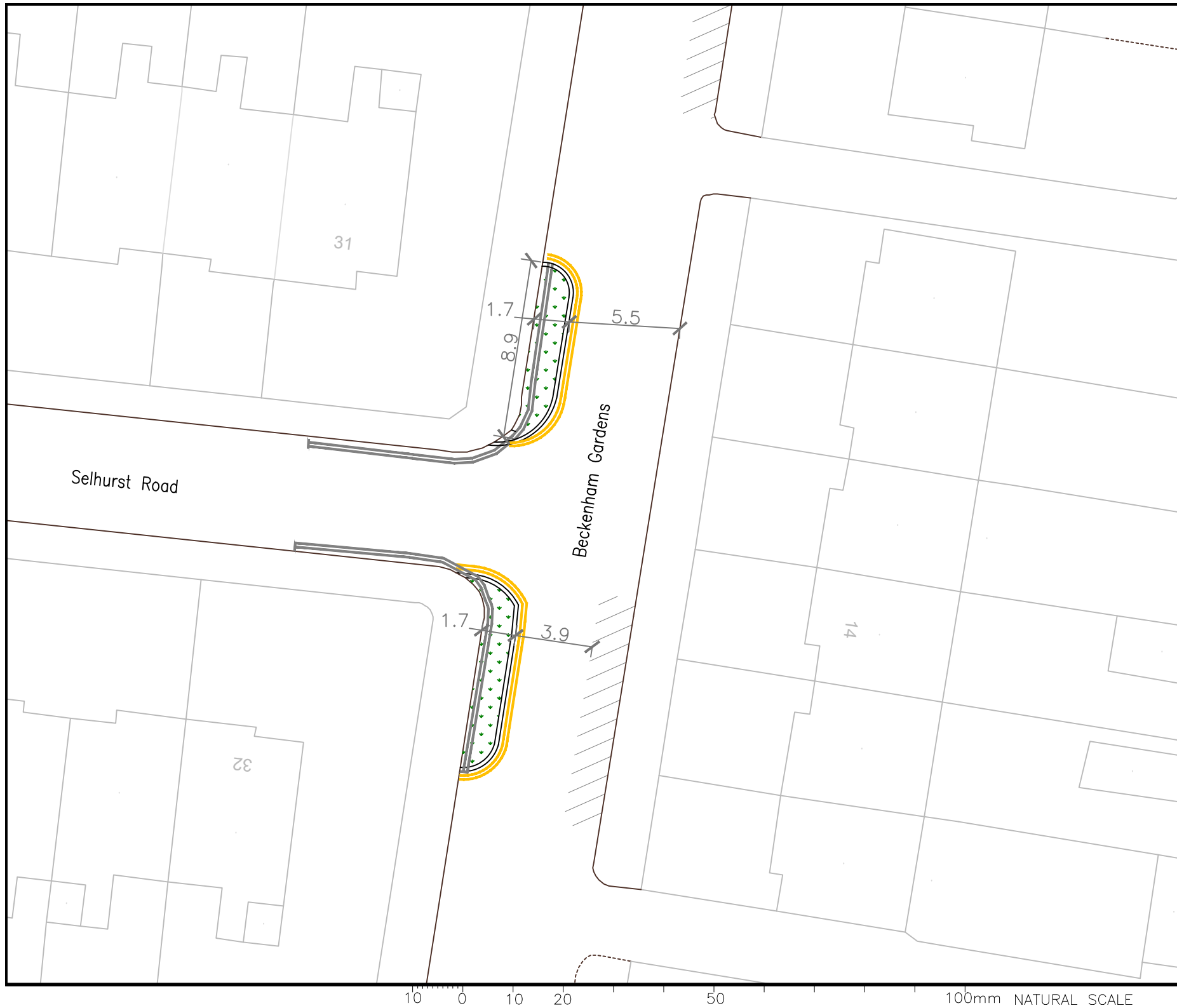
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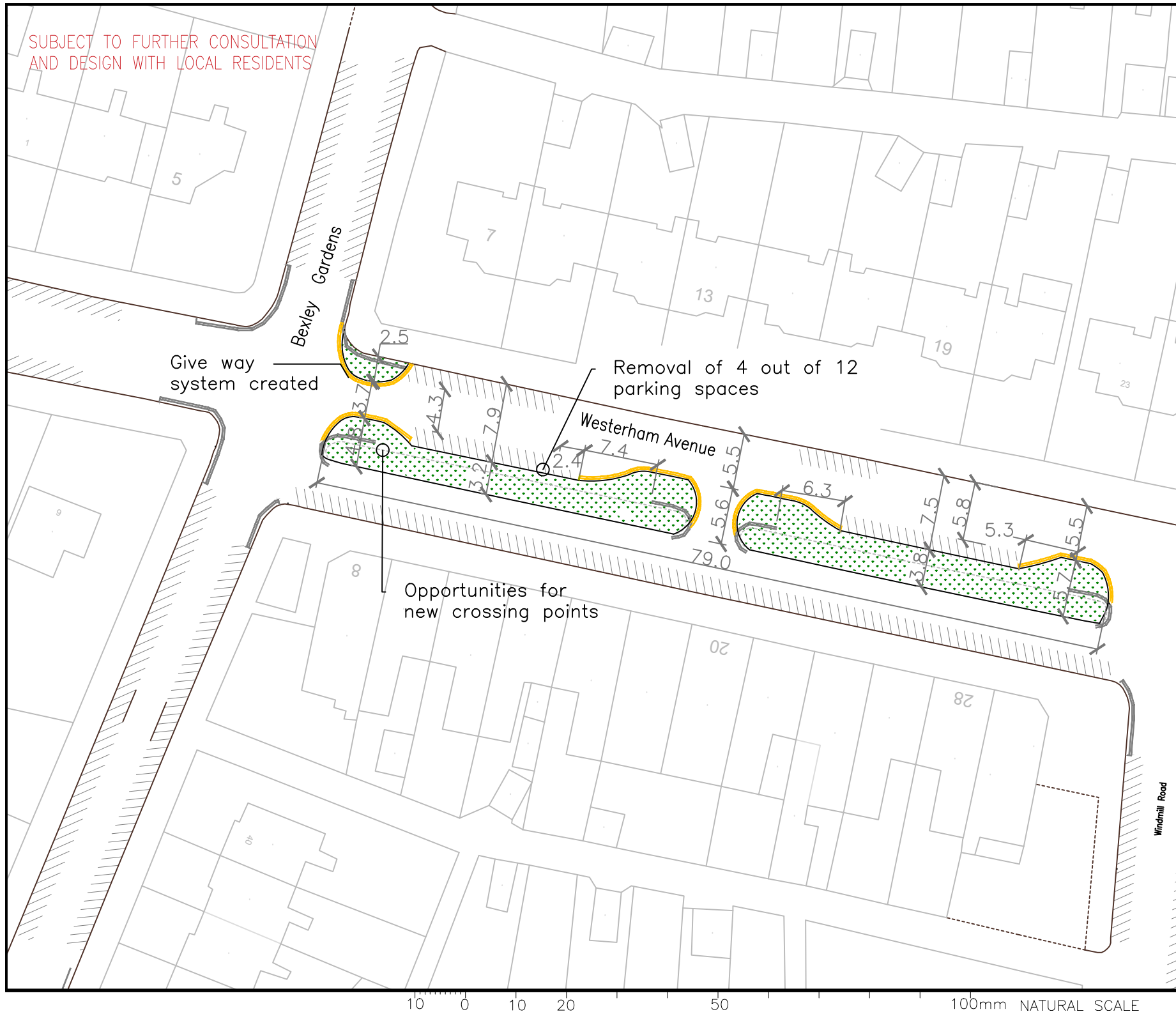
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**WESTERHAM AVENUE OUTSIDE SHOPS**

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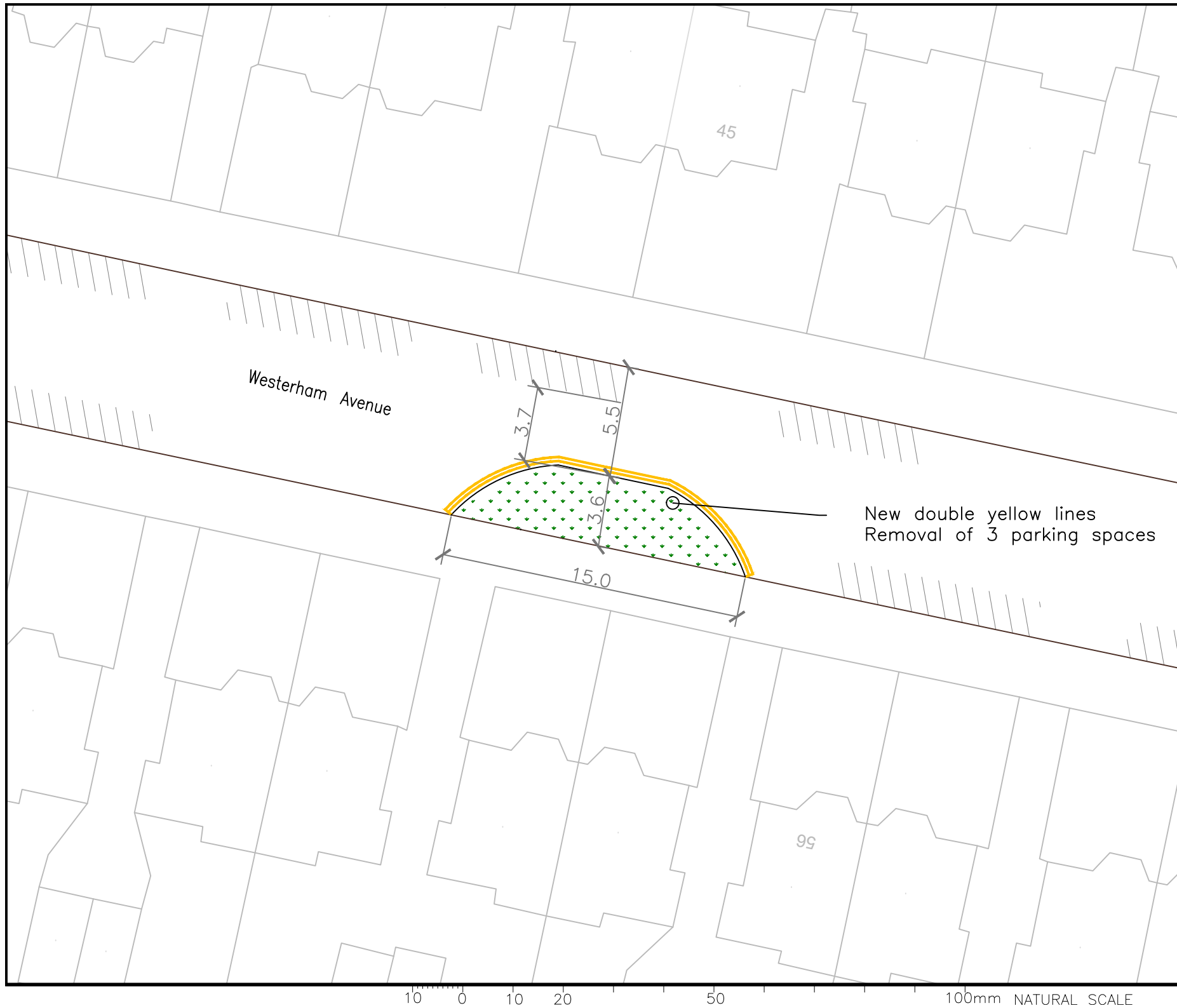
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**WESTERHAM AVENUE 1 - WINDMILL ROAD JUNCTION**

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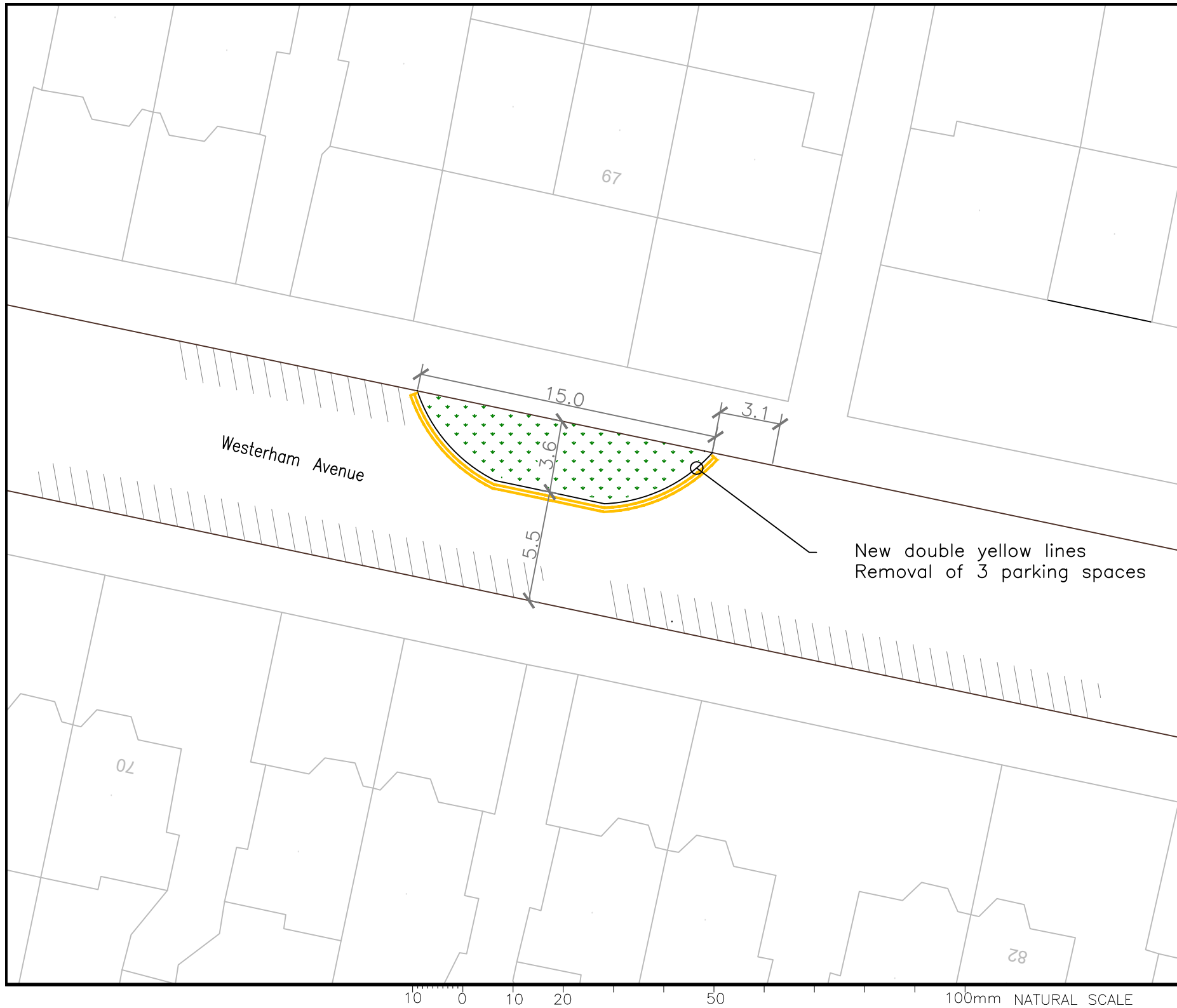
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**WESTERHAM AVENUE  
2 - OUTSIDE 54-56**

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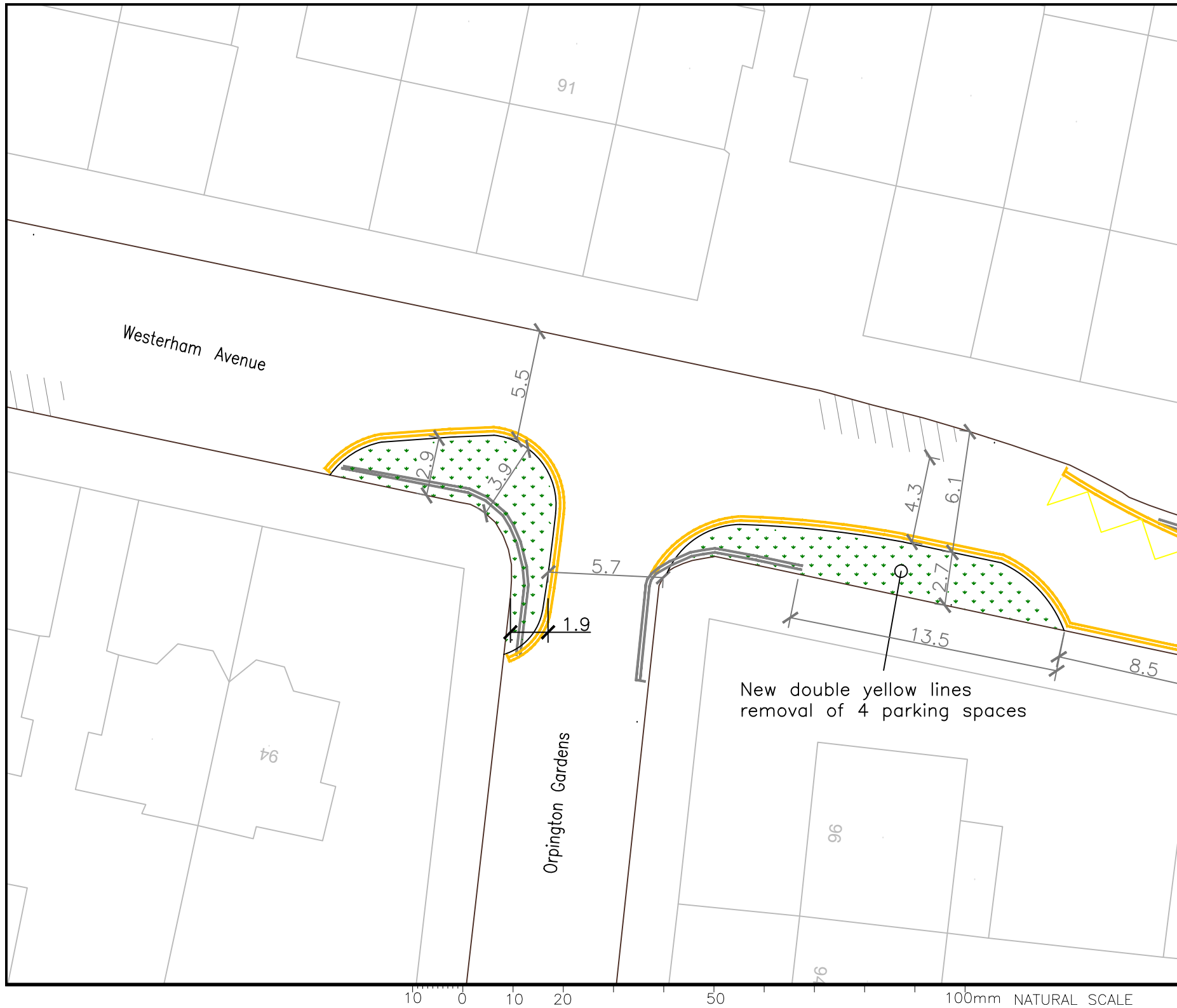
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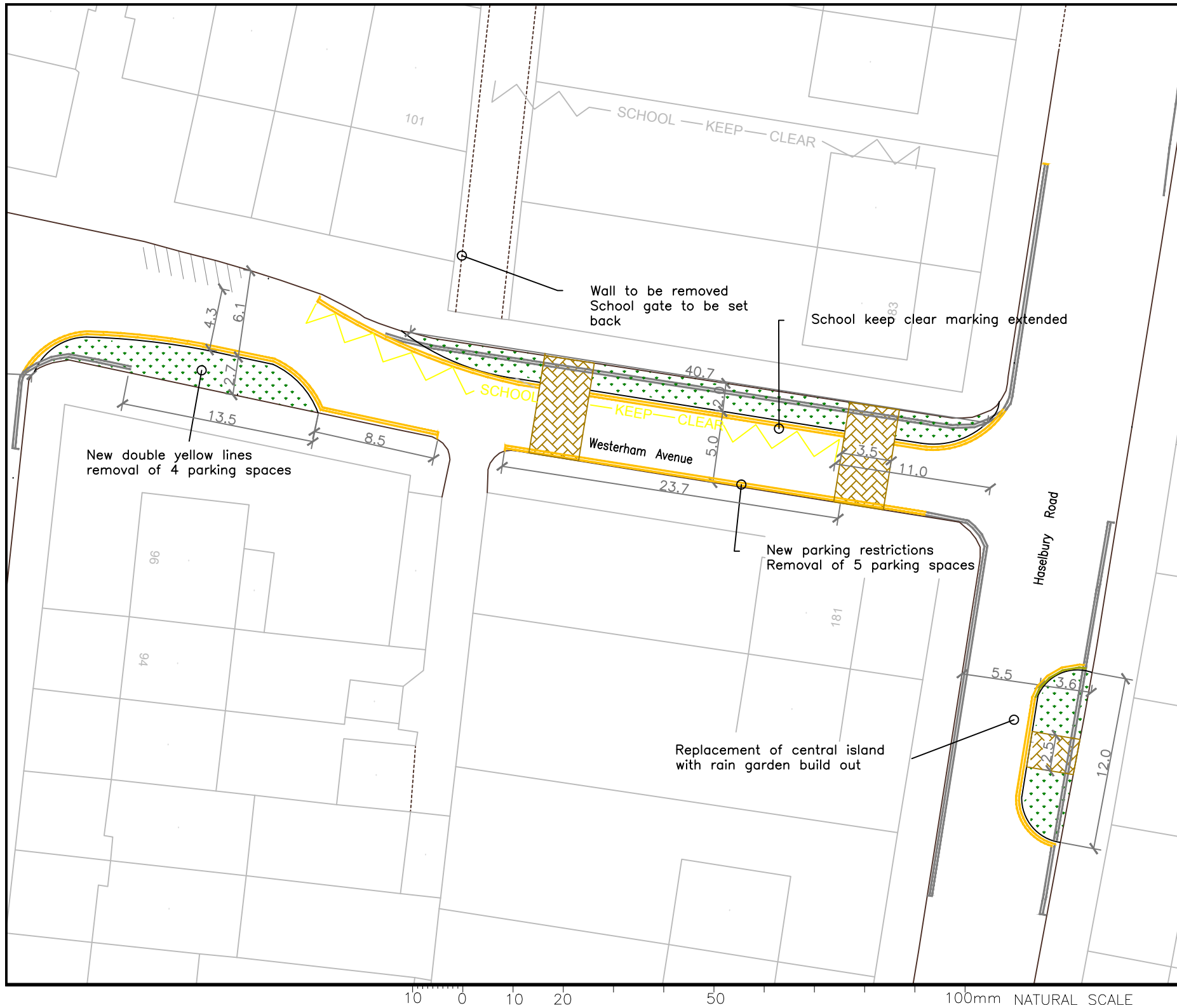
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**MOORE BROOK GREEN LINK**

**DRAWING TITLE**  
**HAZELBURY SCHOOL ENTRANCE WESTERHAM AVENUE**

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**DRAWING NO.** **LBE 143 - 011**

## **London Strategic SuDS Pilot Study - Summary**

Large numbers of Sustainable Drainage (SuDS) micro-projects are needed across urban areas to address flood risk and improve green infrastructure. This proposal focusses on opportunities to retrofit SuDS to existing public and private spaces, not delivering SuDS through new development which is addressed by planning policies.

### Aims and Objectives

The overall aim of the proposal is to develop a business case for strategic delivery of SuDS across urban areas by diversifying funding streams and delivering multiple benefits.

This will be achieved by focussing on London to begin with and through taking the following approach:

1. Use hydraulic modelling to determine the flood risk management benefits of strategic dispersed SuDS solutions
2. Identify and evaluate the wider benefits of Green Infrastructure (GI) SuDS delivery across London (these include reduced pollution, enhanced amenity and biodiversity, and increased access to green spaces and opportunities for exercise)
3. Develop a long-term programme for SuDS implementation to facilitate alignment with other public works programmes (including regeneration, highway improvements, housing refurbishment and sewer works)
4. Deliver strategic SuDS measures in up to four pilot areas to demonstrate the feasibility and benefits of this approach

A further aim of the project is to consider if a simpler funding system can be developed for individual SuDS micro-projects that contribute to the overall strategy.

### Background

The proposed pilot will contribute to emerging themes of the Thames RFCC's 25-year programme such as:

- catchment wide slow the flow – land management in rural areas and **sustainable drainage in settlements to hold back water**
- **integrated urban schemes**

Many areas of London are subject to significant surface water flood risk and would benefit from being included in this programme. Where space is lacking it is often the case that the only viable solution is to retrofit large numbers of small SuDS measures such as rain gardens, green roofs, permeable paving and SuDS tree pits – these measures are the urban equivalent of applying natural flood management techniques that are being promoted to reduce flood risk in rural areas.

Currently there is no mechanism for attracting Flood Defence Grant in Aid (FDGiA) or Thames RFCC Local Levy funding for these individual micro-projects because proposals are evaluated based on the number of properties protected from flooding. Because individual SuDS measures cannot deliver these benefits it is necessary to look at the overall impact of wide scale implementation of strategic SuDS. Additional funding streams can potentially be realised by prioritising GI SuDS and integrating SuDS measures with other public works programmes.

The project would be led by Enfield Council working closely with the London Drainage Engineering Group (LoDEG). It is proposed to select a small number of pilot areas including inner and outer London boroughs. Selection of the pilot

boroughs would be informed by the availability of suitable baseline hydraulic models and sufficient in-house project management resources. A steering group for the project would be formed with representation from the boroughs as well as the Environment Agency, Thames Water and other interested parties.

The proposal aims to build on existing SuDS projects in London to guide further work, strengthen the business case for SuDS and move closer to delivering SuDS measures on a wide scale across urban areas.