

North Middlesex Hospital Active Travel Improvements: Consultation Analysis



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1 Background

- 1.1 Steer was commissioned by LB Enfield to analyse responses to its statutory consultation for the proposed active travel route at Bull Lane N18 in the Upper Edmonton ward.
- 1.2 The proposal features a two-way segregated stepped cycle track on the northern part of Bull Lane (up to the junction with Wilbury Way), new zebra crossings on Bull Lane and Wilbury Way for pedestrians and people who cycle, a bus gate at the southern end of Bull Lane, a camera-enforced modal filter at Amersham Avenue and a standard modal filter at Shaftesbury Road. The total length of the proposed active travel route will be approximately 0.5km. It will extend from the A406 North Circular Road underpass at Bull Lane to the Enfield borough boundary at the southern end of Bull Lane.
- 1.3 The aim of the scheme is to provide a continuation of the previous Cycleway 1 extension (A1010S to North Middlesex Hospital Cycle Route) and a future connection with CS1 in Haringey. The scheme is funded by the Department for Transport (DfT) and will be delivered under Permanent Traffic Orders. The relevant draft traffic orders TG52/ 1483 were advertised on 6th October 2021.
- 1.4 The statutory consultation took place between 6 October 2021 and 31 October 2021. There were 205 responses, consisting of 157 emails/letters, and 48 survey submissions. Of the 157 email/letter responses, four were retractions to objections that respondents had submitted; three of these were matched to a response, but we were unable to match the fourth to a response in our dataset. This report presents the analysis of the responses received. Some analysis considers all 205 responses while other parts consider only the 48 survey responses; this is indicated by the n number beneath each graph.
- 1.5 Appendix A contains the graphs from a series of closed question responses and Appendix B contains the full code frame output from the open question responses.

Demographic profile of respondents

- 1.6 These demographic questions were optional so not all respondents provided an answer. Further, the results are only presented for the 48 respondents who completed the survey where these questions were asked, and exclude the 157 email/letter respondents. The headlines are:
 - One third of respondents stated they were female (33%) and just over a quarter male (27%).
 - The 60-74 age bracket had the most responses (23%), followed by 45-59 (19%) and 30-44 (15%).
 - Just over one quarter of respondents (27%) stated they were married. 38% of respondents did not provide an answer and a further 10% stated that they prefer not to say.

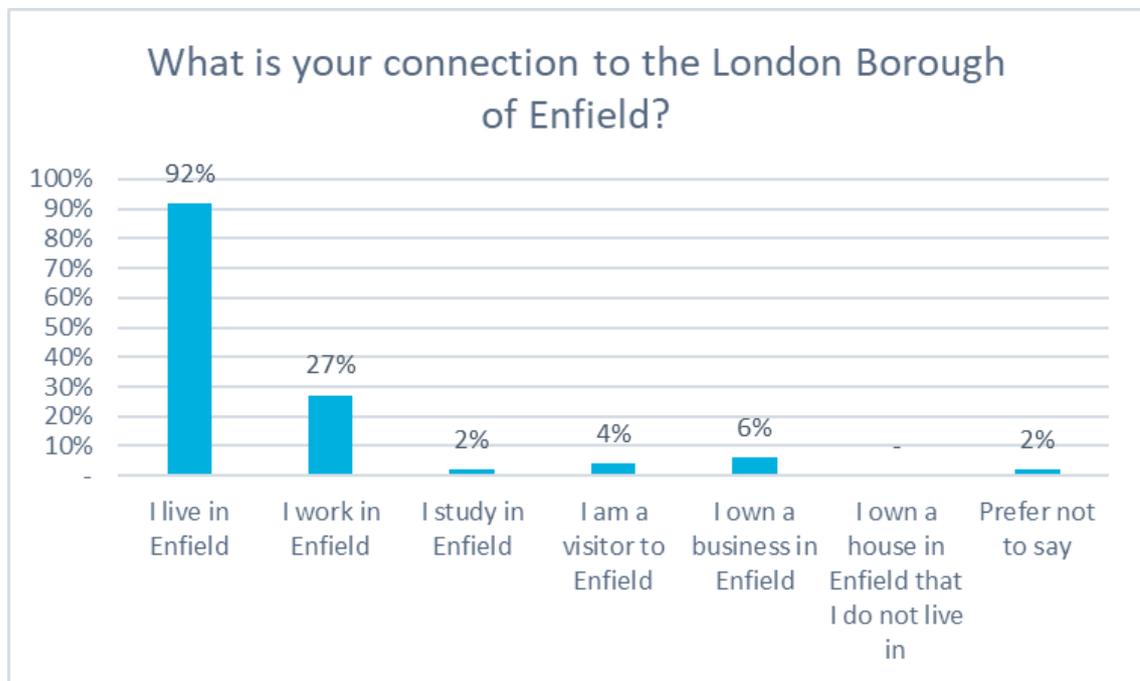
- Over half of respondents stated that they do not identify as transgender (56%) and the remainder of respondents either did not provide a response or stated that they prefer not to say.
- Half of respondents stated that their ethnic group was white/white British (50%) and one third did not provide a response.
- Almost one third of respondents stated they are not religious (31%) and almost one quarter stated they were Christian (23%).
- Three-fifths of respondents stated they are not on maternity of leave or currently pregnant (60%). The remainder of respondents either did not provide a response or stated that they prefer not to say.
- Almost half of respondents stated that they are not disabled (48%) and 15% stated they do have a disability. Respondents were then asked to state the nature of their disability and types included physical/mobility impairment and learning difficulties.
- 8% of respondents stated that they are Blue Badge holders in Enfield; over half of respondents stated that are not.
- Half of respondents stated that they did not receive care assistance to their home and the remainder either did not provide a response or stated that they prefer not to say.
- 10% of respondents stated that they are a carer to an elderly and/or disabled person.
- Almost two-thirds of respondents did not state their annual household income (61%). Among those who did respond, the total annual income for households ranged from £10,000 to over £100,000.

2 Closed question analysis

Connection to the area

- 2.1 Survey respondents were asked about their connection to the LB of Enfield and were able to select all categories that applied. The vast majority (92%) of respondents stated that they were local residents and just over one quarter stated that they work in Enfield (27%).

Figure 2.1: Connection to the area



n = 48

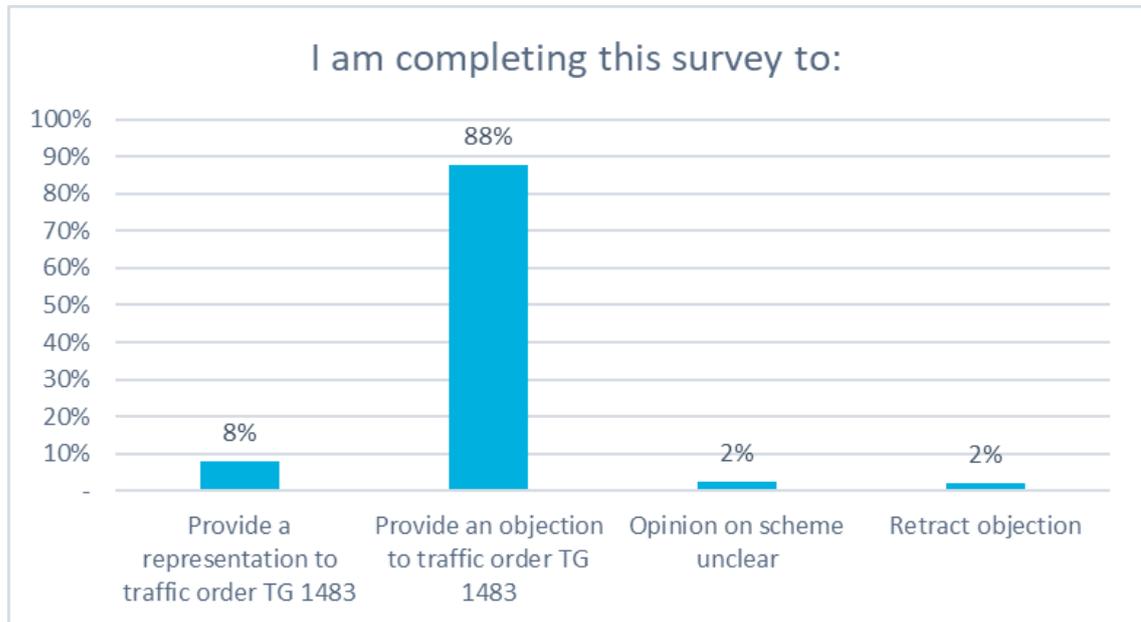
- 2.2 Respondents were also asked to state which postcode area they live in. Two responses (4%) came from N18, the area the scheme is situated in. Almost one third of respondents selected N13 (31%), an area located just under 1km from the proposed cycle route, while N21 and N9 were both selected by 15% of respondents.

Opinions on proposal – support or object

- 2.3 Respondents were asked to state whether they were responding to provide an objection or representation to traffic order TG 1483. Based on the email/letter responses received, it has been inferred whether each response was to support, object or retract a previous response. Figure 2 below presents the results for both survey and email/letter respondents. It shows that 88% of respondents were providing an objection to the proposal, while 8% supported it.

Of the 180 objections received, four respondents provided a second email to retract their previous objection following clarifications on the proposal.

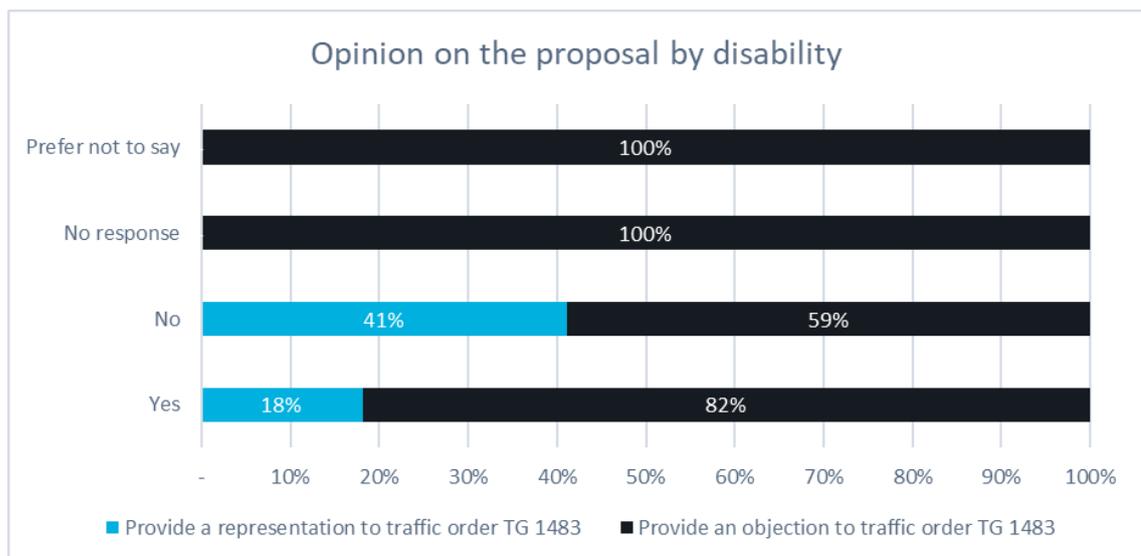
Figure 2.2: Opinions on proposal



n = 205

2.4 The level of support for and opposition to the proposal has been cross tabulated against demographic characteristics among survey respondents. Figure 3 below presents the level of support and opposition among those who stated they are disabled and those who stated they are not. It demonstrates that there is greater opposition to the proposal among disabled people, with 82% objecting, compared to 59% of those who stated they are not disabled.

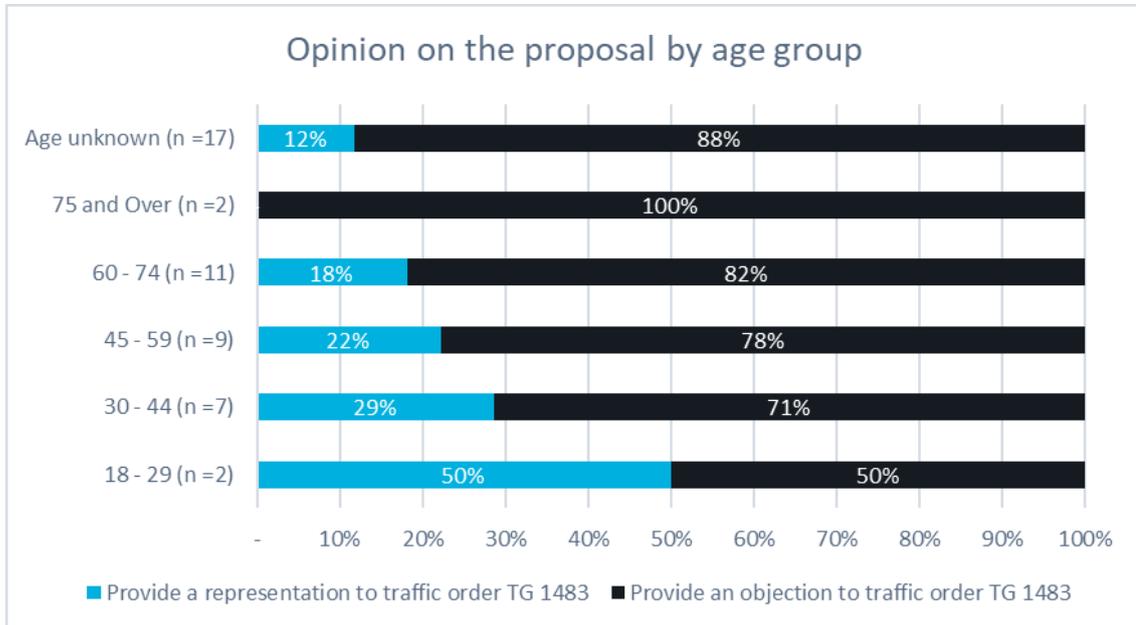
Figure 2.3: Opinion on proposal by disability



n = 48

2.5 Figure 4 below presents the support for the proposal split by age group and shows that there is greater support for the scheme among younger age groups, though it should be noted that there was a lower number of respondents within the younger age groups.

Figure 2.4: Opinion on proposal by age group



n = 48

3 Opinions on proposal – open question analysis

3.1 Respondents to the survey were invited to respond to one of two open questions:

- What representations on traffic order TG 1483 would you like to make?
- On what grounds do you object to traffic order TG 1483?

3.2 In the survey, Question 1 received nine responses and Question 2 received 39. A further 157 responses were submitted via email/ letter. All the responses received were subject to open question (or thematic) analysis.

3.3 Open question analysis works by assigning – or coding – the points made by each respondent to one or more codes within a code frame. Each code is a point raised by respondents in their response. This enables the same or very similar points to be raised by multiple individuals (and expressed by individuals in a variety of ways) to be categorised within the code frame. From this it is possible to count how many times the same or very similar points have been raised by respondents.

3.4 We used the consultation responses to create a single code frame which encompasses both questions and includes the email/letter responses which were not particular to either question. This allows all responses to be coded together and avoids any duplication in the analysis. Codes were organised via theme, for example into equality, accessibility, safety, traffic, pollution, etc. and then separated into comments of ‘support’, ‘concern’, or ‘amendments’.

3.5 Table 1 presents the most frequent comments from the responses (top 20 codes) based on the 205 responses received. The full code frame is presented in Appendix B.

Table 3.1: Top 20 most frequent response codes

Theme	Code	Number	Percentage
Accessibility	Concern that the scheme would reduce accessibility for health care professionals / carers / to health care facilities	95	46%
Traffic	Concern that the scheme would displace traffic to nearby roads (e.g. Pretoria Road, Commercial Road) and cause congestion	78	38%
Pollution	Concern that the scheme would reduce air quality / causes excess pollution	54	26%
Equality - Disadvantage	Concern that the scheme would negatively impacting older people/young families and/or those with mobility issues who rely on the use of car/taxi to access the hospital	44	21%

Equality – Disadvantage	Concern that the scheme would disadvantage disabled people	38	19%
Equality – Disadvantage	Concern that the scheme would disadvantage older people	34	17%
Accessibility	Concern that the scheme would reduce accessibility for emergency vehicles	23	11%
Cyclists	Concern that the measure would benefit cyclists at detriment to others/cyclists only make up a small amount of population	22	11%
Consultation	Concern about lack of consultation / undemocratic method	22	11%
Safety	Concern that the scheme would reduce safety (non-specific)	18	9%
General	Concern about the schemes possible impact on local schools/ teachers	17	8%
General	Concern about the impact of the scheme on local residents (e.g. stress/frustration/anxiety/not specified)	17	8%
Accessibility	Concern that not all can make journeys by active modes, and rely on motor vehicles / buses (i.e. a car is necessary for some trips / lack of public transport options)	15	7%
Consultation	Concern about quality/lack of information provided (i.e. past/existing data collection) / suggest more information should be provided (e.g. via email, post, website, social media)	15	7%
Traffic	Concern that the scheme would cause longer journeys due to the need for detours	15	7%
Other	Campaign Response	12	6%
General	Oppose scheme – general, no further detail provided	12	6%
General	Concern that the scheme is unnecessary (e.g. not a congestion / safety issue in the scheme's area, waste of money)	12	6%
Other	Duplicate Response	9	4%
General	Support objectives (i.e. increasing cycle trips / cyclist safety) but oppose this particular scheme	9	4%
Consultation	Request for publication of EqIA, demand studies, robust assessments (i.e. future modelling and monitoring information)	9	4%

n = 205

- 3.6 The primary area of concern is around reduced accessibility to and from North Middlesex University Hospital for patients, visitors and health care professionals, with almost half of respondents raising this point (46%). 11% also raised concern about the impact on accessibility for emergency services and 7% about the impact on those who rely on private cars or buses for their journeys. Other areas of concern relate to traffic displacement to nearby roads (38%), and a subsequent reduction in air quality on those impacted roads (26%), that the scheme would benefit cyclists at the detriment to other road users (11%), the impact on schools for

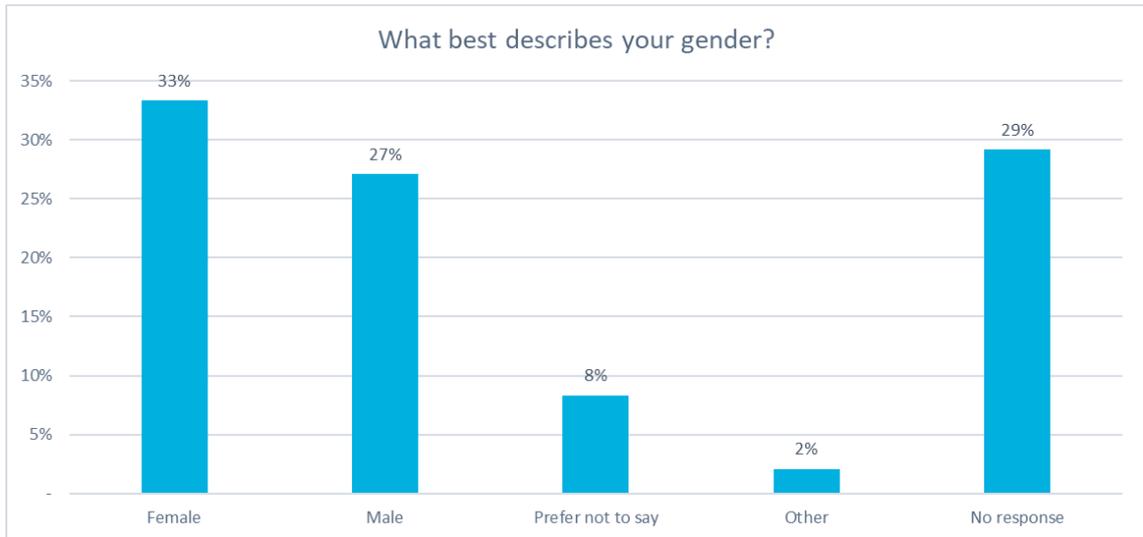
both parents and teachers (8%), and the consultation itself, stating it is undemocratic (11%) or that the information provided is poor, with a request for more detailed information (7%).

- 3.7 Several respondents raised concern about various protected characteristic groups. Just over one fifth noted the potential negative impact on older or younger people with mobility issues who rely on private vehicle or a taxi to access the hospital (21%), while some respondents raised concern that the scheme would disadvantage specific protected groups, including disabled people (19%) or older people (17%).
- 3.8 Some respondents did provide supportive feedback for the proposal, these comments can be seen in Appendix B. The key points of support related to improved safety for cyclists and a reduction in vehicle traffic.
- 3.9 It is sometimes possible to identify responses that have been submitted at the behest of a campaign group ('campaign responses') if several respondents use identical or very similar wording. When these responses were encountered, they were noted but still included in the overall outcome of the analysis. We identified two campaign responses, one with four responses and the second with eight responses, though the points raised across both are similar and summarised below:
- Concern about road closures/narrowing causing increased/displaced congestion and pollution;
 - Concern about reduced access to the hospital, including for vulnerable patients (older and/or disabled) as well as emergency services and health care professionals;
 - Concern about increased risk of accidents, especially the use of shared space between pedestrians and cyclists;
 - Concern about increased pollution levels impacting pupils, teachers and parents of Wilbury Primary School;
 - Suggestion for further consultation and engagement and risk assessments to be undertaken.
- 3.10 It should be noted that four respondents who opposed the scheme due to the impact on the roads surrounding Wilbury Primary School (which is located west of the proposed cycle route) retracted their objections following clarifications on the proposal; three of these retractions were matched with the retractions and the points raised in the objections have been excluded from the open question analysis. The fourth response could not be identified and so is still included in the open question analysis.

Appendices

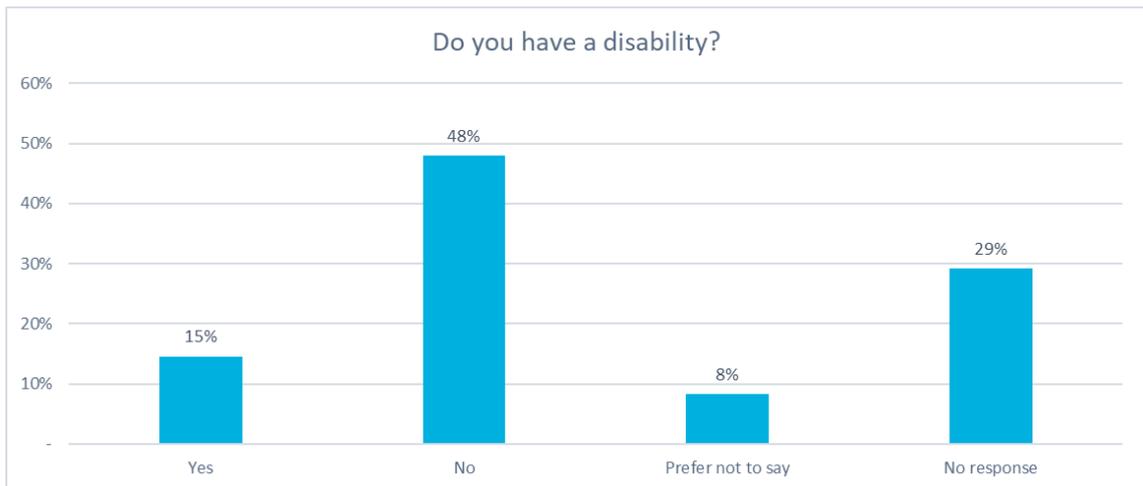
Appendix A: Charts from closed question analysis

Figure A.1: Gender



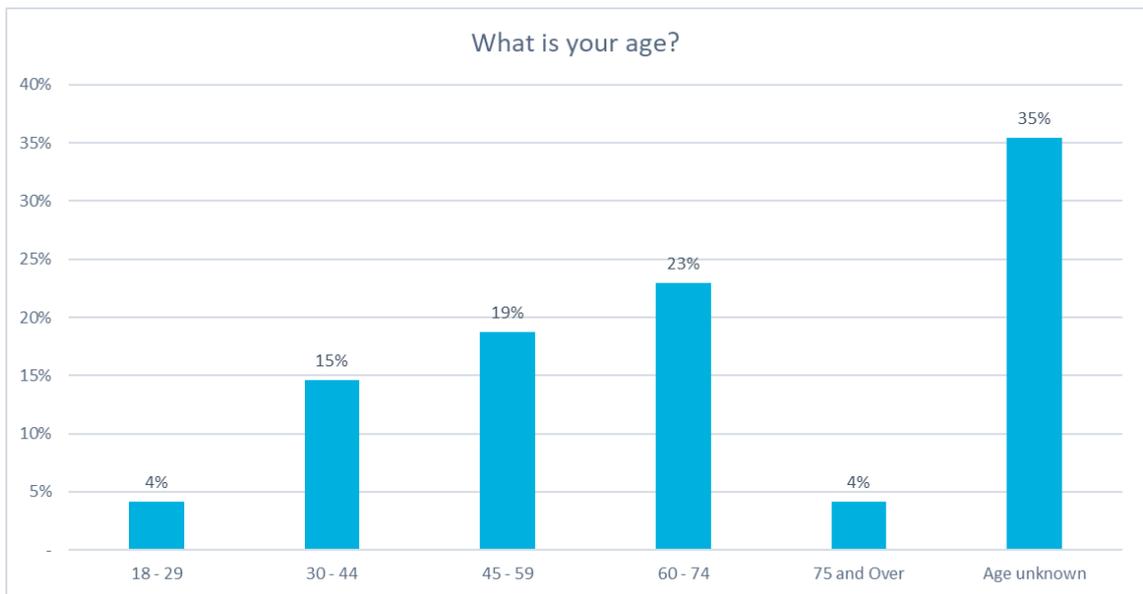
n = 48

Figure A.2: Disability



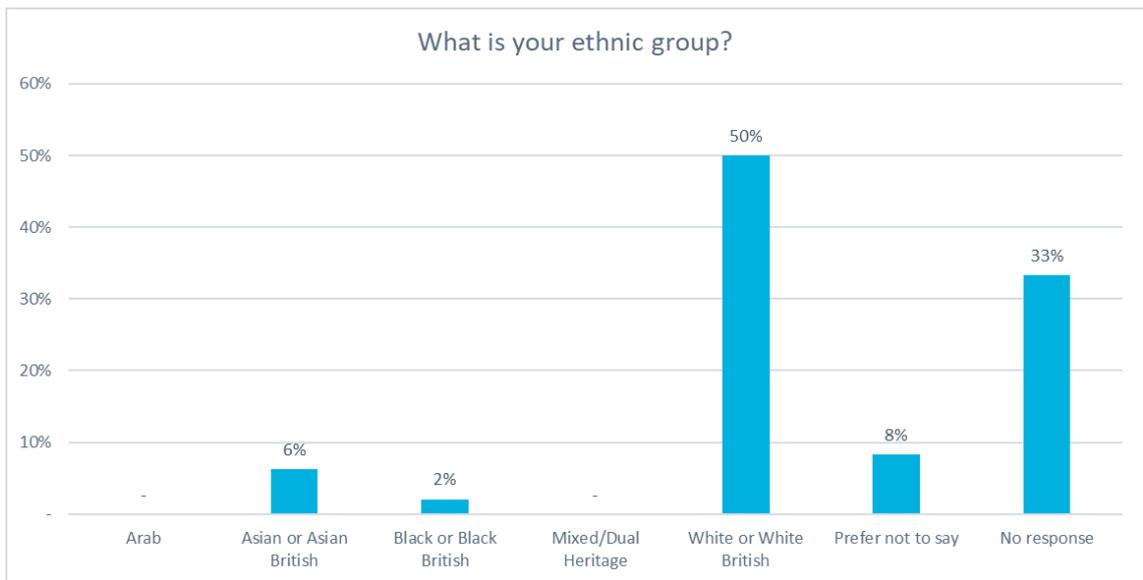
n = 48

Figure A.3: Age



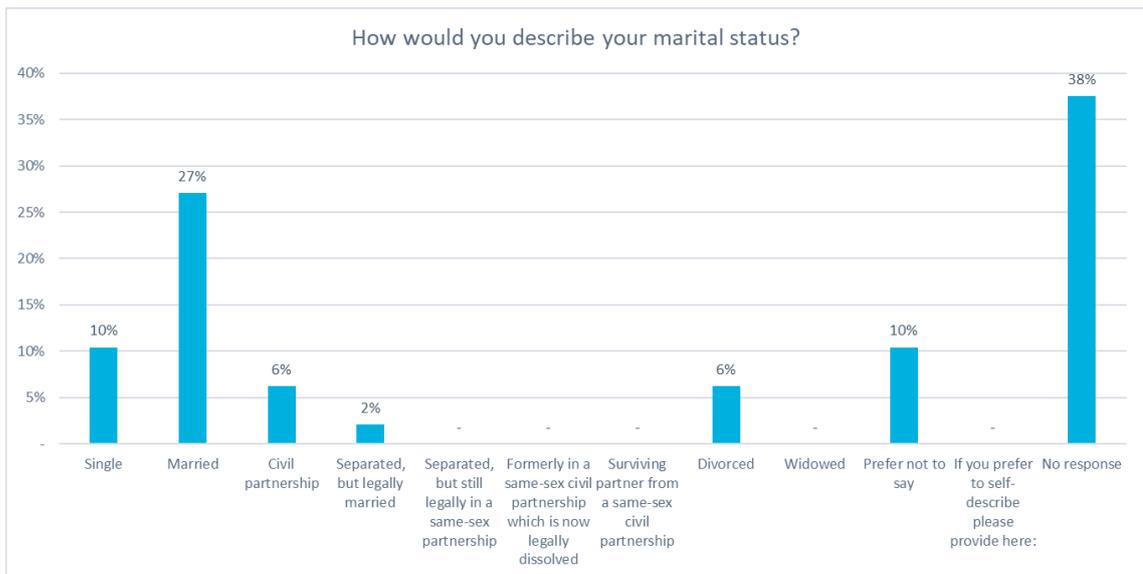
n = 48

Figure A.4: Ethnic group



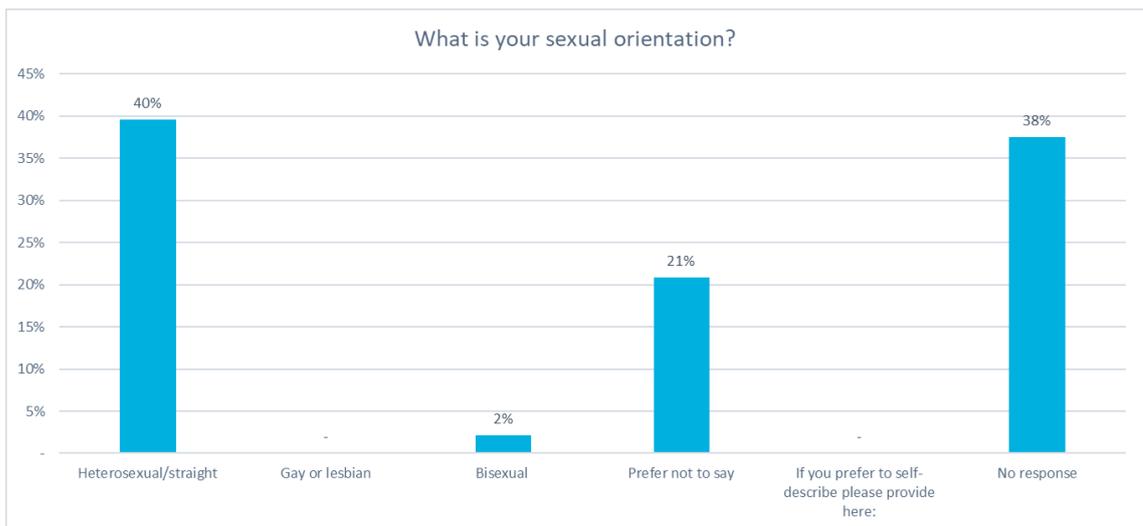
n = 48

Figure A.5: Marital status



n = 48

Figure A.6: Sexual orientation



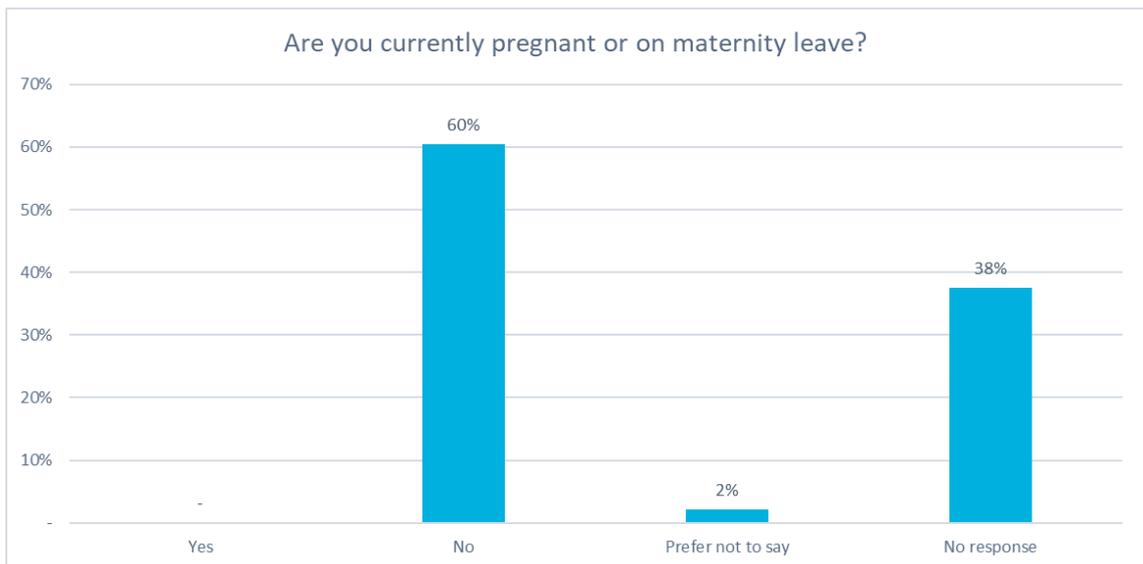
n = 48

Figure A.7: Do you identify as transgender?



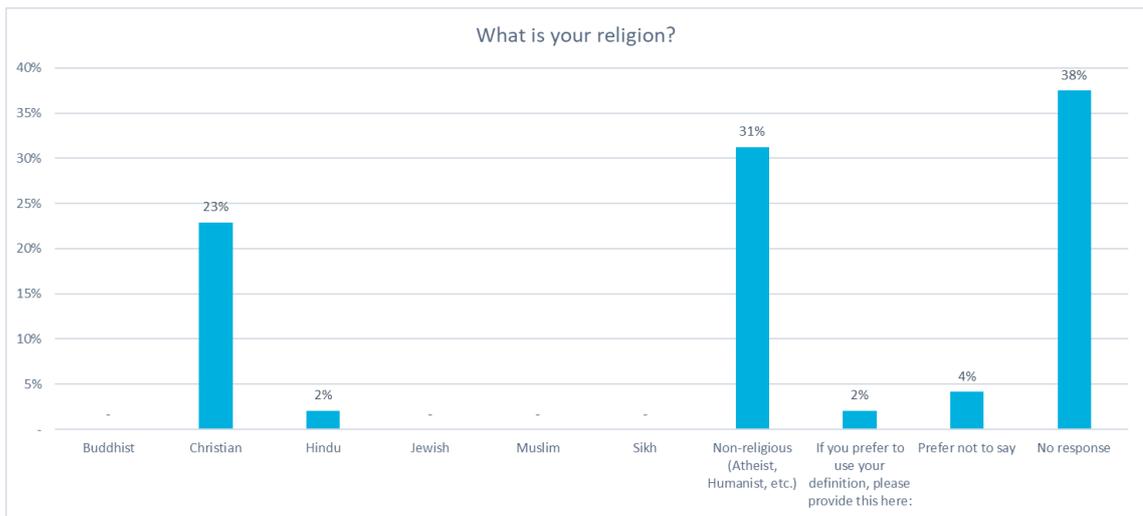
n = 48

Figure A.8: Are you currently pregnant or on maternity leave?



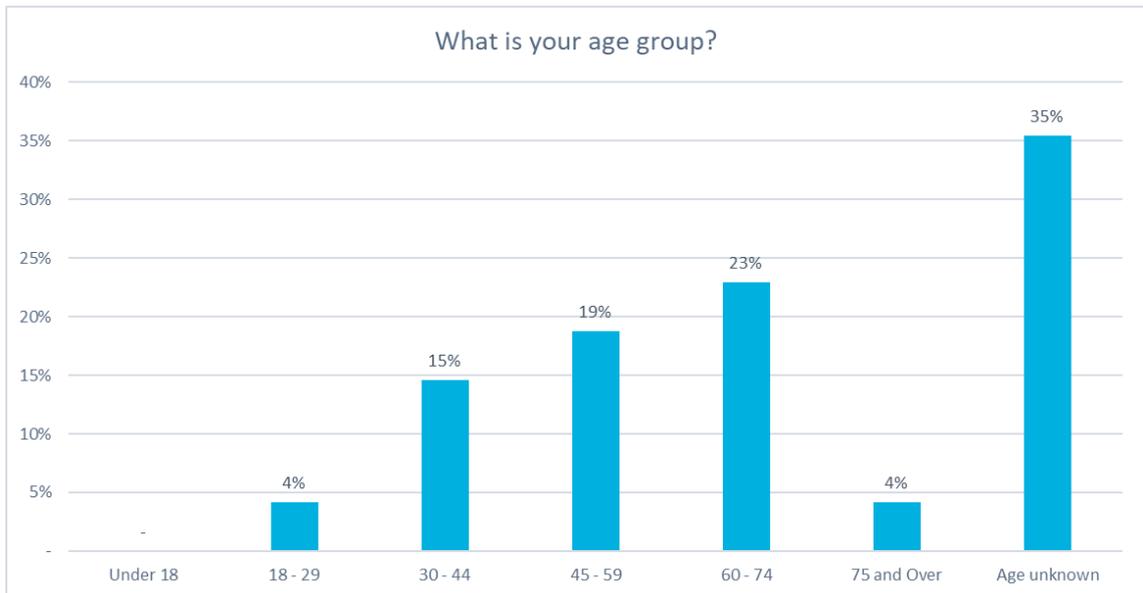
n = 48

Figure A.9: Religion



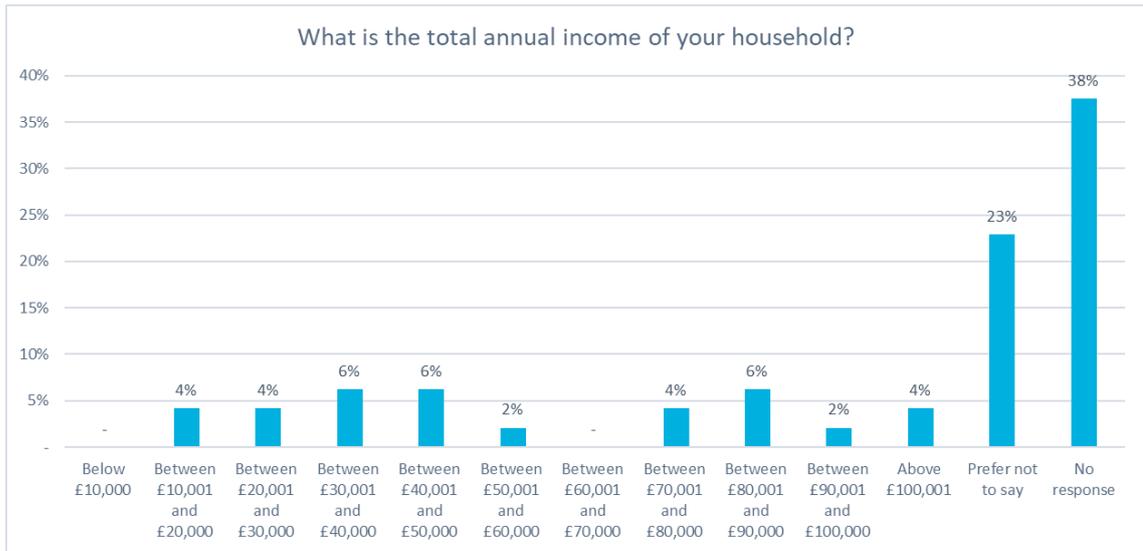
n = 48

Figure A.10: Age group



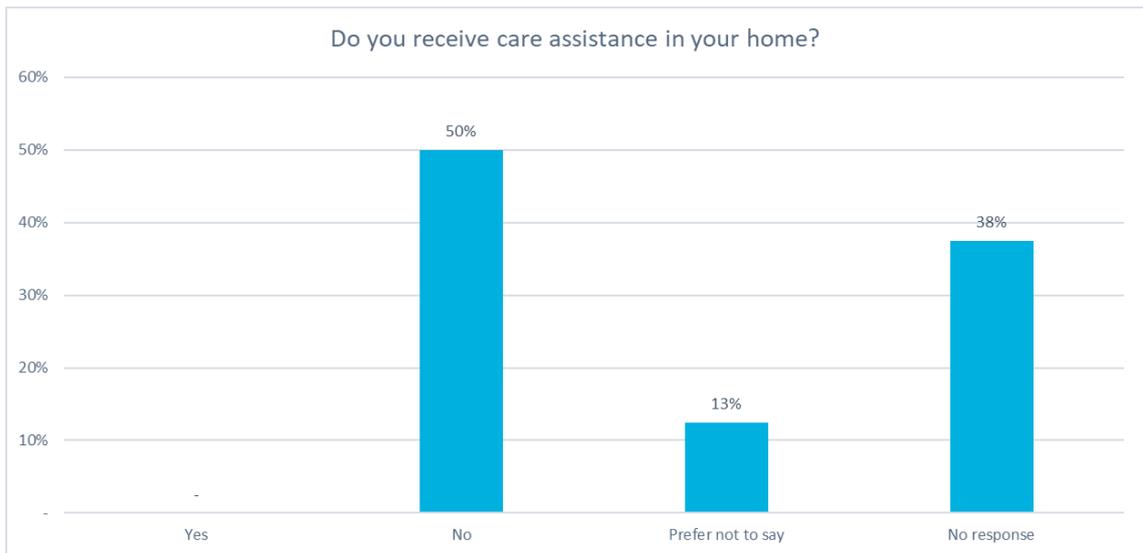
n = 48

Figure A.11: Total annual household income



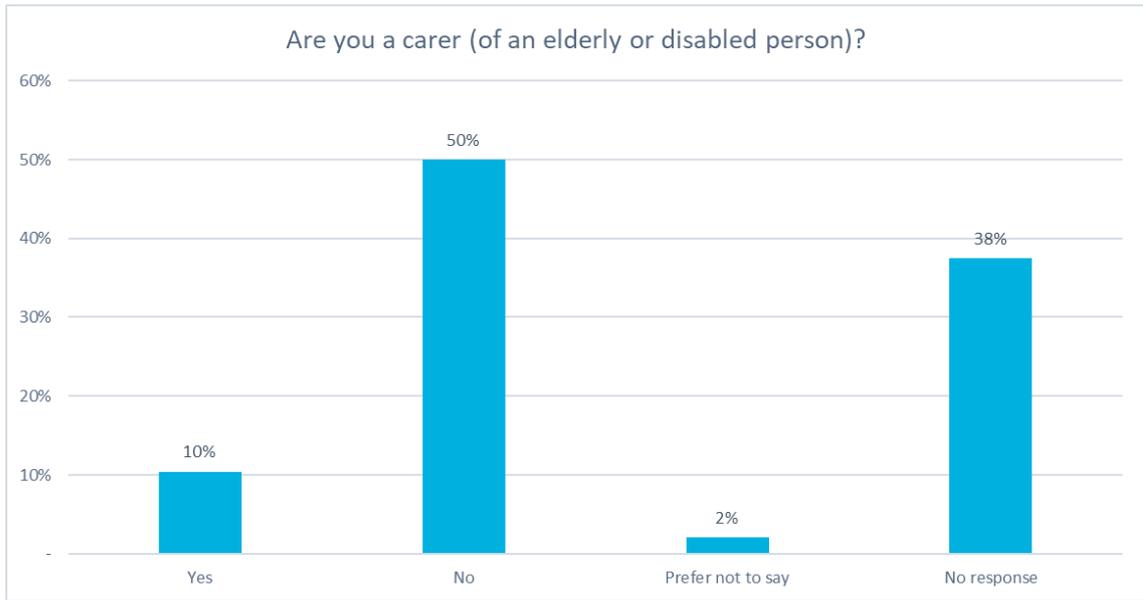
n = 48

Figure A.12: Do you receive care assistance?



n = 48

Figure A.13: Are you a carer?



n = 48

Appendix B: Full code frame from open question analysis

Theme	Code	Number	Percentage
Accessibility	Concern that the scheme would reduce accessibility for health care professionals / carers / to health care facilities	95	46%
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Pollution	Concern that the scheme would reduce air quality / causes excess pollution	54	26%
Equality - Disadvantage	Concern that the scheme would negatively impacting older people/young families and/or those with mobility issues who rely on the use of car/taxi to access the hospital	44	21%
Equality - Disadvantage	Concern that the scheme would disadvantage disabled people	38	19%
Equality - Disadvantage	Concern that the scheme would disadvantage older people	34	17%
Accessibility	Concern that the scheme would reduce accessibility for emergency vehicles	23	11%
Cyclists	Concern that the measure would benefit cyclists at detriment to others/cyclists only make up a small amount of population	22	11%
Consultation	Concern about lack of consultation / undemocratic method	22	11%
Safety	Concern that the scheme would reduce safety (non-specific)	18	9%
General	Concern about the schemes possible impact on local schools/ teachers	17	8%
General	Concern about the impact of the scheme on local residents (e.g. stress/frustration/anxiety/not specified)	17	8%
Accessibility	Concern that not all can make journeys by active modes, and rely on motor vehicles / buses (i.e. a car is necessary for some trips / lack of public transport options)	15	7%
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Traffic	Concern that the scheme would cause longer journeys due to the need for detours	15	7%
Other	Campaign Response	12	6%
General	Oppose scheme - general, no further detail provided	12	6%
General	Concern that the scheme is unnecessary (e.g. not a congestion / safety issue in the scheme's area, waste of money)	12	6%
Other	Duplicate Response	9	4%
General	Support objectives (i.e. increasing cycle trips / cyclist safety) but oppose this particular scheme	9	4%
Consultation	Request for publication of EqIA, demand studies, robust assessments (i.e. future modelling and monitoring information)	9	4%
General	Concern that the scheme is poorly thought out / not responding to the area's problems	8	4%
Accessibility	Concern that the scheme would reduce accessibility to the school	8	4%
Safety	Concern that the scheme would reduce safety for pedestrians	8	4%

General	Suggest proper research should be carried out prior to implementation	7	3%
Accessibility	Concern that the scheme would reduce accessibility for residents	7	3%
Public Transport	Concern about lack of public transport options to the hospital	7	3%
General	Support scheme - general, no further detail provided	6	3%
Traffic	Concern that the scheme would displace traffic to unsuitable roads (e.g. residential / narrow roads)	6	3%
Equality - Disadvantage	Concern that the scheme would disadvantage / does not mitigate the impact on protected characteristic groups (non-specific or all)	5	2%
Cyclists	Concern that cyclists do/would not use dedicated cycle infrastructure and continue to use pavements/roads	5	2%
Car Parking	Concern the scheme would impact hospital parking	5	2%
Businesses	Concern about potential negative impact on local businesses	5	2%
Other	Previous comment retracted	4	2%
Equality - Disadvantage	Concern that the scheme would not impact everyone equally (non-specific)	4	2%
Public Transport	Concern about the impact of the scheme on bus journey times	4	2%
Public Transport	Concern about the impact of the proposed bus gates	4	2%
Financial	Concern about possible negative financial impacts (fuel, employment, additional childcare)	4	2%
Equality - Disadvantage	Concern that the scheme would disadvantage younger people	3	1%
Safety	Concern that the scheme would reduce safety for children	3	1%
Equality - Disadvantage	Concern that the scheme would disadvantage a particular sex	3	1%
Traffic	Concerns that rat running would occur/increase (through hospital etc.)	3	1%
Pollution	Concern that the scheme would cause excess noise pollution	3	1%
Amendment Requests	Suggestion that public transport links should be improved	3	1%
Support - Cyclists	Support as would be improving safety for cycling journeys	3	1%
Support - Traffic	Support as would be a reduction in traffic	3	1%
Other	Stakeholder response	2	1%
General	Concern about the cumulative impact of other schemes (e.g. combination with Streetspace schemes, road closures, School Streets, ULEZ)	2	1%
Equality - Disadvantage	Concern that the scheme would disadvantage pregnant people / people with new-born babies	2	1%
Accessibility	Concern that the scheme would reduce accessibility for visitors, tradespeople, refuse collection/ delivery drivers	2	1%

Accessibility	Concern that the measure would reduce access to White Hart Lane from Bull lane/Queen Street	2	1%
Safety	Safety concern about increased crime/anti-social behaviour (especially when dark)	2	1%
Traffic	Concern that the scheme would cause increased congestion in some areas, while other areas benefit from reduced traffic	2	1%
Amendment Requests	Suggestion that there should be traffic calming measures (speed cameras, speed bumps, 20mph speed limits enforced, traffic lights) e.g. on Windsor Road	2	1%
Amendment Requests	Suggestion that there should be a focus on other cycling schemes (e.g. bike storage, street lighting)	2	1%
Support - General	Supportive the scheme due to possible improved living environment (i.e. less stress, better health)	2	1%
Support-accessibility	Support the scheme due to improved accessibility to the hospital	2	1%
Support - Safety	Support the scheme as they would be improved safety (non-specific)	2	1%
Support - Pedestrians	Support as would be improving safety for pedestrian journeys making walking safer	2	1%
General	Concern about time of implementation during the pandemic (e.g. due to inaccurate data, low traffic levels, added stress)	1	0%
Equality - Disadvantage	Concern that the scheme would disadvantage a particular race	1	0%
Safety	Concern that the scheme would reduce safety for cyclists	1	0%
Safety	Concern that the scheme would reduce safety for motor vehicles	1	0%
Pollution	Concern the scheme is not in line with climate objectives	1	0%
Local Environment	Concern about the possible impact on local environment (e.g. high volume of street furniture), impacting on PCGs (e.g. confusion)	1	0%
Car Parking	Concern that the scheme would make parking/loading more difficult for residents	1	0%
Amendment Requests	Suggestion that certain vehicles should be restricted (e.g. lorries)	1	0%
Amendment Requests	Suggestion that the scheme needs to be more ambitious	1	0%
Support - Cyclists	Support as would be encouraging walking/cycling journeys	1	0%
Support - Pollution	Support as would be a reduction in noise pollution	1	0%
Support - Pollution	Support as would align with climate objectives	1	0%

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