

Appendix E

Ponders End High Street – Responses to Objections raised

Objections have been taken from all communications throughout the consultation period.

This Appendix is in addition to the main Key Decision report (KD 5399) and other supporting documents that form part of the report, which should also be considered as they also provide an indirect response to many of the themes raised. Objections to the scheme have been collated throughout the consultation period between 5th January 2022 and 26th January 2022 and broadly fell into the groupings below. Some may fall across more than one category but have only been listed once.

- Motor traffic, traffic related impacts, mobility and access
- Physical safety
- Design and infrastructure
- Miscellaneous
- Impacts outside of the scope of the traffic order

Objections had to be submitted in writing to be logged.

1 Motor traffic, traffic related impacts, mobility and access		
Ref	Nature of objection	London Borough of Enfield (LBE) response
1.1	<p>Objection relating to traffic and congestion including specific references to:</p> <ul style="list-style-type: none"> • Trip to school will take longer. • Ponders End high street will become severely congested that will cause a delay in buses resulting in people being late to school • There will be more congestion especially with bus drivers using the bus stop as bus driver changeover and they idle busses for 10 min more which together with more standstill traffic there will be increase of air pollution and traffic. • More people will use the B roads/off roads around the areas as a shortcut. Lorries and large vehicles will damage the roads as there is a lot of factories in the area. There will be increase of anti-social behaviour from drivers e.g. road rage. • Unable to get to own home due to congestion. • Influx of people parking on all the residential road due to reduction of parking. • Pollution. • Existing and/or future scheme resulting in stress and anxiety to all home owners and making life's a living nightmare • Need for permits to be issued to residents on side roads (to assist with parking). • Loud music in cars sitting in slow traffic. 	<p>The scheme is delivered in the context of local, regional and national policies and strategies that seek to respond to the climate emergency, reduce traffic congestion and increase levels of physical activity, and post-pandemic response to enable a green recovery. Improving on the current ratio of cars to pedestrians and cyclists, i.e., 'mode share' is key to these policies. An example of this is the Mayor's Transport Strategy which aims for 80% of all trips to be made on foot, by bicycle or by public transport by 2041.</p> <p>The Council accept that some individual journeys that continue to be taken by private car may be longer than the same journey prior to the implementation.</p> <p>Overall journey times will continue to increase if motor vehicle use continues without enabling other alternative forms of travel. If more people are enabled to walk or cycle for some of their short journeys, then this will free up road capacity for those on longer journeys or those journeys that are not practical for walking / cycling.</p> <p>The proposals are intended to increase the cycling levels along this route. The provision of safe infrastructure will enable more people to make the choice to cycle some of their local journeys. Evidence from other schemes indicates that the number of cycling journeys in the Borough are increasing where good quality infrastructure has been installed.</p> <p>Current environment is not cycle friendly and there is a gap in the continuity of cycle lanes between facilities provided to the North and to the South. It is a key cycling route called 'Cycleway1' and closing the gap will help attract more users.</p> <p>The Council will continue to work with Transport for London (TfL) to identify ways in which bus journey times can be improved across the Borough and continue to review bus journey times in the area as part of the commitment to post-project monitoring.</p>

		<p>These proposals are in line with Enfield Corporate Plan 2018-2022, Mayor's Transport Strategy (MTS), Climate Change Act and Government's Net Zero Strategy: Build Back Greener.</p> <p>The Council may consider the introduction of parking permits on the residential streets in the area, subject to funding and the outcome of consultation.</p>
1.2	<p>Objections in relation to introduction of cycle lane including specific references to:</p> <ul style="list-style-type: none"> • Cyclists don't use cycle lanes, they use main roads instead. • There are not many cyclists to use the cycle lanes. No demand. • Cycle lanes are empty all the way up Hertford Road. • Cycle lanes will result in reduced parking for residents and will make more congestion on the road. • Cycle lanes will cause more congestion. • Since the cycle lane implementation, it has created so much disruption to the traffic flow on the roads and has taken longer than planned to complete. • Add congestion, delays to busses and cause more pollution. • Will result in loss of parking along the high street. • Cycle lanes will cause delays and inconvenience. • Cycle lane will impact the nearby residential roads. • Council is punishing 98% of the population for the 2% (that cycles) and this is not central London to have a cycle lane. • Cyclists should share the road since it is made safer by reducing the speed limit to 20mph. • Cycle lanes are dangerous to pedestrians and motorists. • If data was reviewed from the existing cycle lanes, it would be revealed they are not being used around this project in either Enfield Highway or Edmonton. • Cyclists should also pay (road) tax if they use the roads. 	<p>The scheme is delivered in the context of local, regional and national policies and strategies that seek to respond to the climate emergency, reduce traffic congestion and increase levels of physical activity, and post-pandemic response to enable a green recovery. Improving on the current ratio of cars to pedestrians and cyclists, i.e., 'mode share' is key to these policies. An example of this is the Mayor's Transport Strategy which aims for 80% of all trips to be made on foot, by bicycle or by public transport by 2041.</p> <p>The Council accept that some individual journeys that continue to be taken by private car may be longer than the same journey prior to the implementation.</p> <p>Overall journey times will continue to increase if motor vehicle use continues without enabling other alternative forms of travel. If more people are enabled to walk or cycle for some of their short journeys, then this will free up road capacity for those on longer journeys or those journeys that are not practical for walking / cycling.</p> <p>The proposals are intended to increase the cycling levels along this route. The provision of safe infrastructure will enable more people to make the choice to cycle some of their local journeys. Evidence from other schemes indicates that the number of cycling journeys in the Borough are increasing where good quality infrastructure has been installed.</p> <p>Current environment is not cycle friendly and there is a gap in the continuity of cycle lanes between facilities provided to the North and to the South. It is a key cycling route called 'Cycleway1' and closing the gap will help attract more users.</p>

		<p>Complementary cycle infrastructure, such as the cycle lanes along A1010 and cycle parking, support cycling in the area. The cycle lanes along the A1010 are of good quality. Additional infrastructure can be developed as part of the ongoing Healthy Streets programme to continue to build a connected network, projects such as this play a role in this network development.</p> <p>Road Safety Audit (RSA 1) has also been undertaken and informed the designs.</p> <p>These proposals are in line with Enfield Corporate Plan 2018-2022, Mayor's Transport Strategy (MTS), Climate Change Act and Government's Net Zero Strategy: Build Back Greener.</p>
1.3	<p>Objection to reducing parking provision along the high street including specific references to:</p> <ul style="list-style-type: none"> • Parking is already a big issue. • Need to have free parking. • Lives in local area and need parking spaces outside the shops in order to be able to help the local shops. • Parking spaces are life savers for shopping and to use a barber. • Removal of the parking spots on the high street will cause a great inconvenience to the locals who need and use this parking regularly. • By removing these people would not be able to park here which means this will cause problems more than goods. • Parking is needed for older members of the family to use high street. • It is unfair on the regular user to remove the parking to the extent that is currently proposed as it is not taking into consideration underprivileged and vulnerable members of society and doesn't seem to have been planned with an understanding of the actual usage of the area. • Changes will make the high street more inaccessible. • Extra off-peak parking should be available for the businesses and services in the area. 	<p>All properties, including businesses within the project area, remain accessible by private motor vehicles. The proposals although result in the net loss of Pay & Display parking, retain a level of Pay & Display parking along the high street, and introduce carefully considered dedicated Loading and Disabled bays as well as carefully selected locations where double yellow lines (DYL) or single yellow lines (SYL) allow parking and/or loading at certain times. Two existing car parks adjacent to the high street, also remain as is; these are Eagle House Car Park and College Court off-street car park.</p> <p>The Council have considered the impacts of the project and are of the view that the benefits the scheme brings outweighs any dis-benefits, the rationale for this is set out in the project report.</p> <p>These proposals are in line with Enfield Corporate Plan 2018-2022, Mayor's Transport Strategy (MTS), Climate Change Act and Government's Net Zero Strategy: Build Back Greener.</p>

<p>1.4</p>	<p>Objection in relation to the parking outside the mosque on the other side of the road, including specific references to:</p> <ul style="list-style-type: none"> • Need to attend the mosque at night (up to 11pm) and early morning (as early as 3am). • Public transport is not safe at night and there are no buses at 3am from some locations where the mosque goers live. Security is a real issue in Ponders End. • Visitors to the mosque should be allowed to park their cars during off peak times and night time when no one is using the cycle lanes. • Limited parking in the area. • Will be unable to continue practicing faith if parking is not available. • Enfield Council should take into consideration that the mosque provides a youth facility for teenagers who will be disadvantaged by introduction of the cycle lane. • It will be very difficult to park even with Blue Badge due to limited ability walking. • Blue Badge holder needs parking slots outside the mosque and parade of shops (due to limited mobility). • There are very few parking spaces available for prayers at the mosque. A disabled person being taken to the mosque by someone else would have to compete with the other disabled people for the same parking spots. • Removing the yellow lines and other parking will significantly impact the persons mental health who will not be able to attend prayers. • Parking on high street is needed due to the person commuting from afar (with a family) and needing to commute more than once a day to socialise, attend nearby private children tuition centre, shopping and to attend mosque for prayers. • Places of worship will have issues with worshippers not able to attend due to traffic volume. • Where the changes are proposed, there is a masjid (worship Place) and family goes there every day five times a day, and parks outside the masjid and should also have the right to park cars safely and go to the masjid as otherwise it will be difficult for the family to park there. 	<p>The proposals include some Pay & Display parking along the high street, and introduce carefully considered dedicated Disabled bays to help provide parking for the Blue Badge holders. Blue badge drivers will also be able to park on double yellow lines (DYL) and single yellow lines (SYL) at selected locations and during the selected times; depending on the location. Two existing car parks adjacent to the high street, also remain as is.</p> <p>A 24hrs, 3hrs max, dedicated Disable bay is proposed directly outside of the mosque and on Queensway, which is just around the corner from the mosque. Blue Badge holders will also be permitted to park directly opposite the mosque during the off-peak hours.</p> <p>Council have responded to the request for additional parking opposite the mosque to enable parking in this location during the late evening and early morning hours (21:00-05:00 free parking is being proposed).</p> <p>Direct engagement with Enfield Mosque will continue to ensure collaborative approach and a move towards sustainable modes of transport by increased provision of cycle parking, provision of cycle training, raising awareness of importance of sustainable transport modes that leaves the road space to those who rely on driving, for example some disabled drivers (or passenger that are being dropped off at the Mosque). Car-sharing and parking further away from the destination by those able, helps provide road space and parking space for those who solely or strongly rely on car use; and should be promoted and strongly encouraged.</p> <p>These proposals are in line with Enfield Corporate Plan 2018-2022, Mayor's Transport Strategy (MTS), Climate Change Act and Government's Net Zero Strategy: Build Back Greener.</p>
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	<ul style="list-style-type: none"> The scheme will cause problems for people who drive to the mosque and will decrease the amount that attends. As a regular visitor to Ponders End, a person needs parking space to commute with friends from afar. It will be a great loss to the community if parking spaces are lost; and support and help to improve the community social life is needed. 	
1.5	Objection stating that the scheme will impact pedestrian users and car users with limited mobility.	<p>The proposals aim to improve environment for pedestrians with limited mobility as localised footway improvements and improved crossing facilities form part of the changes.</p> <p>The proposals include some Pay & Display parking along the high street, and introduce carefully considered dedicated Disabled bays to help provide parking for the Blue Badge holders. Blue badge drivers will also be able to park on double yellow lines (DYL) and single yellow lines (SYL) at selected locations and during the selected times; depending on the location. Two existing car parks adjacent to the high street, also remain as is.</p>
1.6	Objection to the scheme referencing lack of enforcement of parking which has led to the cars parked in footways, obstructing footways as well as walking space.	<p>Drivers are responsible for their own behaviours and naturally should be driving responsibly and in accordance with the Highway Code.</p> <p>Notwithstanding, increased enforcement is planned for this location post-implementation to help deter illegal behaviour.</p>
1.7	<p>Objection in relation to the works:</p> <ul style="list-style-type: none"> Doing work in front of the mosque will cause disturbance and is disrespect for the Muslim community. It's meant to be a peaceful environment and Council are taking that away from the community. 	Traffic Management plans will be developed with general traffic (including public transport and emergency services) as well as local users (including business and local community) in mind and will seek to minimise disturbance to the local area and through traffic.

2 Physical safety		
Ref	Nature of objection	LBE response
2.1	<p>Objection to the proposals of the 20mph speed limit including specific references to:</p> <ul style="list-style-type: none"> • Traffic is already very slow at peak times. • This section of road is not very busy once the rush hour is over. • Cars do not speed here. • There is no need to introduce 20mph on this small stretch of road. • Introduction of 20mph will pass on congestion onto adjoining side roads. • Introducing 20mph on side road is acceptable but on a main road it will be very aggravating for drivers as the traffic needs to keep moving. 	<p>The speed limit is introduced as part of measures aimed at improving safety for all road users, in particular, vulnerable users such as pedestrians and cyclists.</p> <p>Reduced speed helps create environment that, coupled with improved crossing facilities and proposed cycle facilities, helps encourage walking and cycling.</p>

3 Design and infrastructure		
Ref	Nature of objection	LBE response
3.1	General objection to the scheme stating that only the existing confusing pedestrian crossings and the narrower roads should be addressed.	<p>Pedestrian crossings and overall pedestrian provision within the project area have been reviewed and overall provision is being improved and forms part of the proposed changes.</p> <p>It is recognised that trade-offs are inevitable due to finite amount of street space, but it is believed that on balance, the scheme will benefit local community as well as those visiting and cycling through the area.</p>
3.2	Suggestion that the area opposite the old Barclays bank should be designed to match the area outside the post office (echelon bays) as the existing service road is inefficient and blocked due the narrow nature of the service road and cars regularly double parking in the service road.	<p>Designs have been developed taking into account site constraints as well as practicalities of alternative designs and therefore are recommended to remain as per the proposals.</p> <p>Drivers are responsible for their own behaviours and naturally should be driving responsibly and in accordance with the Highway Code.</p> <p>Notwithstanding, increased enforcement is planned for this location post-implementation to help deter illegal behaviour.</p>

4 Miscellaneous		
Ref	Nature of objection	LBE response
4.1	Objection that the scheme will make the high street more inaccessible and the community feel will be lost as most of the businesses will suffer as a result of the scheme.	<p>All properties, including businesses within the project area, remain accessible by private motor vehicle. The proposals include some Pay & Display parking along the high street, and introduce carefully considered dedicated Loading and Disabled bays as well as carefully selected locations where double yellow lines (DYL) or single yellow lines (SYL) allow parking and/loading at certain times. Two existing car parks adjacent to the high street, also remain as is.</p> <p>The scheme is delivered in the context of local, regional and national policies and strategies that seek to respond to the climate emergency, reduce traffic congestion and increase levels of physical activity, and post-pandemic response to enable a green recovery. Improving on the current ratio of cars to pedestrians and cyclists, i.e., 'mode share' is key to these policies. An example of this is the Mayor's Transport Strategy which aims for 80% of all trips to be made on foot, by bicycle or by public transport by 2041.</p> <p>The proposals are intended to increase the cycling levels along this route. The provision of safe infrastructure will enable more people to make the choice to cycle some of their local journeys. Evidence from other schemes indicates that the number of cycling journeys in the Borough are increasing where good quality infrastructure has been installed.</p> <p>Current environment is not cycle friendly and there is a gap in the continuity of cycle lanes between facilities provided to the North and to the South. It is a key cycling route called 'Cycleway1' and closing the gap will help attract more users.</p> <p>These proposals are in line with Enfield Corporate Plan 2018-2022, Mayor's Transport Strategy (MTS), Climate Change Act and Government's Net Zero Strategy: Build Back Greener.</p>
4.2	<p>Objection that data is not provided namely:</p> <ul style="list-style-type: none"> To show that "improvements" actually improve anything or benefit the population in the ward. 	<p>The scheme is delivered in the context of local, regional and national policies and strategies that seek to respond to the climate emergency, reduce traffic congestion and increase levels of physical activity, and post-pandemic response to enable a green recovery. Improving on the</p>

	<ul style="list-style-type: none"> The proof of use (of cycle lanes) should be provided before these cycle lanes are made. 	<p>current ratio of cars to pedestrians and cyclists, i.e., 'mode share' is key to these policies. An example of this is the Mayor's Transport Strategy which aims for 80% of all trips to be made on foot, by bicycle or by public transport by 2041.</p> <p>The proposals are intended to increase the cycling levels along this route. The provision of safe infrastructure will enable more people to make the choice to cycle some of their local journeys. Evidence from other schemes indicates that the number of cycling journeys in the Borough are increasing where good quality infrastructure has been installed.</p> <p>Areas of focus for monitoring are listed and individually explained in more detail in the Project Monitoring Plan. It is important to note each focus area does not have a specific target to reach in order for the project to be evaluated as successful or not. This is because the project needs to consider and balance all of the various impacts of the scheme as a whole, and their alignment with the details provided in the Project Rationale document.</p> <p>A range of qualitative data (based on review and judgement) and quantitative data (based on numbers) will be considered as part of the monitoring.</p> <p>The data is taken into account alongside other aspects of the report, such as the policy direction and context around climate and public health. Post implementation monitoring will further inform the data collected by the borough.</p> <p>These proposals are in line with Enfield Corporate Plan 2018-2022, Mayor's Transport Strategy (MTS), Climate Change Act and Government's Net Zero Strategy: Build Back Greener.</p>
4.3	<p>Objection that money is being wasted and/or should be used in a different way:</p> <ul style="list-style-type: none"> On mental health Supporting businesses Improve employment within the borough Fixing pot holes or street lighting 	<p>Whilst it is acknowledged that some people may feel this way, the project aims to provide range of different benefits and tackle other issues as identified in the Project Rational; and these proposals are in line with Enfield Corporate Plan 2018-2022, Mayor's Transport Strategy (MTS), Climate Change Act and Government's Net Zero Strategy: Build Back Greener.</p>

	<ul style="list-style-type: none"> • Money should be spent in other areas that are in bigger need • Fly tipping • Anti-social behaviour • Crime • Homelessness • Lack of safe, clean and secure places for our future generations who actually live here 	<p>This project is being primarily funded by Transport for London to specifically help deliver these interventions and to promote objectives that are detailed in the Project Rational document. Transport funding from external sources is not able to be allocated to other Council projects.</p>
4.4	<p>Objection that decisions are being made by who do not live locally and don't care about the implication which ruins the high street. Objection stated that the council and MP's who do not reflect the different ethnic groups in the local community, are very incompetent and that schools and other services have worsened which makes one want to move. Lack of faith in the Council making good decision for the (future) community and perceived poor past experience where help was not provided by the local MP was referenced.</p>	<p>Whilst it is acknowledged that some people may feel this way, the project aims to provide range of different benefits and tackle other issues as identified in the Project Rational; and these proposals are in line with Enfield Corporate Plan 2018-2022, Mayor's Transport Strategy (MTS), Climate Change Act and Government's Net Zero Strategy: Build Back Greener.</p> <p>The Council have considered the impacts of the project and are of the view that the benefits the scheme brings outweighs any dis-benefits, the rationale for this is set out in the project report.</p>
4.5	<p>General objection based on the perceived poor execution of pedestrian improvements made in the past by the Council namely: pavement indistinguishable that results in cars parking on the pavement, limiting space for pedestrians.</p>	<p>This objection refers to the area outside of the project scope. Ponders End High Street project does not include similar elements to these implemented in the area referred to by the respondent.</p> <p>Notwithstanding, roads across the Borough are reviewed for their condition and upgrade works are prioritised and considered in relation to funding available. Residents can notify the council of any particular concerns via the 'report it' function of the Council website and further assessments can take place.</p>

5 Impacts outside the scope of the traffic order		
Ref	Nature of objection	LBE response
5.1	<p>General objection that the Ponders End regeneration has made the streets a lot worse for all the residence who can't get into their roads because of the traffic created from closing exit to Nags Head Road, and everyone cutting through Garfield Road.</p> <p>Suggestion made that Garfield Road should be one-way system and that enforced residential parking permit is needed for all private closes.</p> <p>Street became a parking for commuter. Resident cannot park their car and some households have more than one car.</p>	<p>The Council may consider the introduction of parking permits on the residential streets in the area subject to funding and the outcome of consultation.</p> <p>Through traffic on Garfield Road may also be investigated as part of future improvements, subject to further design and consultation.</p>
5.2	<p>Objection that yellow lines on high street will impact on side roads with everyone parking outside private driveways and houses (Garton Close).</p>	<p>The Council may consider the introduction of parking permits on the residential streets in the area subject to funding and the outcome of any future consultation.</p>
5.3	<p>Objection to the scheme and suggestion that the roundabouts that have been put on the corner with Lincoln Road and South Street should be removed as no one can see in the dark and people have been nearly run over trying to cross. Also as the roundabouts don't have bellisa beacons for the crossings so drivers don't know the crossings are there; also during the day.</p>	<p>This objection refers to the area outside of the project scope.</p>
5.4	<p>Objection stating that the local authorities have wasted enough money to build the roundabout and zebra crossing which are the wrong colour and confusing for drivers.</p>	<p>This objection refers to the area outside of the project scope.</p>