

### **Annex 3**

#### **Enfield Town to Broxbourne Walking and Cycling Route – Responses to Objections**

Objections raised

Objections have been taken from all communications throughout the consultation period between 2<sup>nd</sup> and 23<sup>rd</sup> February 2022. This annex is in addition to the main report 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 raised 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 and mental health and / or safety
- Process and decision making of the project
- Communications and engagement
- Design and infrastructure
- Miscellaneous
- Impacts outside of the scope of the traffic order

They are listed in each category in no specific order.

## 1 Motor traffic, traffic related impacts, mobility and access

Ref	Nature of objection	LBE response
1.1	Objection that the scheme would cause traffic congestion (e.g., on Churchbury Lane), especially during school pick up and drop off times, due to road space being reallocated to cycles	<p>The proposals include minimal road space reallocation to cycles, which is limited to junctions, in order to improve safety for the different road users. Thus, the scheme is not expected to impact on traffic congestion. The existing peak hour two-way motor vehicle flows on St Andrew's Road, Churchbury Lane, and Tenniswood Road are below the maximum upper limit recommended by TfL's New Cycle Route Quality Criteria for streets where it is acceptable for cycles to mix with general traffic. Therefore, all of the above-mentioned roads have a suitable level of motor vehicle traffic flow for cyclists to mix with general traffic and segregated cycling infrastructure is not required.</p>
1.2	Objection that the proposed no left turn from Parsonage Lane into Churchbury Lane would lead to increased traffic on small side roads leading to Churchbury Lane	<p>Any potential increase in motor vehicles due to traffic reassignment caused by the proposed no left turn could be considered small, as the only vehicles that may need to choose an alternative route through the side roads (e.g., Orchard Way) are those that currently:</p> <ul style="list-style-type: none"><li>• Have an origin or destination within the part of Churchbury Lane south of its junction with Parsonage Lane or its immediate surrounding area,</li><li>• Pass through the junction of Churchbury Lane with Parsonage Lane, and</li><li>• Cut through Churchbury Lane and bypass the surrounding primary road network which is better suited to carrying motor traffic.</li></ul> <p>The proposed traffic calming measures along the part of Churchbury Lane south of its junction with Parsonage Lane and at the junction of Churchbury Lane with Orchard Way will discourage cut-through traffic from using the side roads, therefore reducing any likelihood of traffic increase.</p>

1.3	Objection that the scheme would reduce air quality / causes excess pollution	<p>Nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) are generally considered to be the main pollutants of concern and road transport contributes to a significant proportion of these pollutants. The volume and movement of traffic can directly impact air quality. No substantial changes in either the volume or the movement of motor vehicles are expected from the introduction of the proposed interventions, and therefore no broad negative impacts on air quality are anticipated.</p> <p>Small improvements in air quality could occur with an overall increase in cycling mode share and have the potential to increase if a greater mode shift from private motor vehicles to cycling is achieved in the future.</p>
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<b>2 Physical and mental health and / or safety</b>		
<b>Ref</b>	<b>Nature of objection</b>	<b>LBE response</b>
2.1	Objection that the scheme would reduce safety for pedestrians	<p>The proposals include interventions that will improve pedestrian safety such as new crossings and traffic calming measures. In addition, cyclists are proposed to use the carriageway wherever possible to prevent conflicts between pedestrians and people who cycle, with only small areas of shared use footways.</p> <p>The designs have been through a safety assessment process.</p>
2.2	Objection based on the view that encouraging school children to travel actively to school would be dangerous due to high volumes of motor traffic	<p>The proposed interventions, which have been through a safety assessment process, include new crossings and traffic calming features that will create a safer environment for children who travel by foot, cycle, or other active modes.</p>
2.3	Objection based on the scheme would reduce safety due to crime/anti-social behaviour (especially when dark) and impact on privacy	<p>The Council acknowledges that some people have reported feeling less safe in the area due to crime.</p> <p>An increase in walking and cycling can create more 'natural surveillance' out on the streets.</p> <p>Since all of the proposed interventions within the scope of the traffic orders are contained within the highway boundary, no impact on privacy is expected.</p> <p>Engagement took place with the Metropolitan Police Service throughout the development of the proposals for this project to ensure that the project would not negatively impact on personal safety. The Council will continue to work with the Police to ensure that there are no significant safety concerns caused by the project.</p>
2.4	Suggestion that the scheme needs to address the reported safety issues at the junction of Parsonage Lane with Churchbury Lane	<p>The designs have been through a safety assessment process. The proposals include traffic calming features and the introduction of a 20mph zone to reduce vehicle speeds. The proposed no left turn will reduce the number of potential vehicle movements at the junction.</p> <p>The proposed new zebra crossings for pedestrians and people who</p>

		<p>cycle will slow down approaching vehicles. The combination of the above aim to enhance road safety at this junction.</p> <p>A road collision data assessment will be carried out post implementation of the scheme to identify whether the scheme has contributed to a reduction on personal injury collisions.</p>
2.5	<p>Suggestion that the scheme needs to tackle the current issue of car users exceeding the speed limits and driving dangerously</p>	<p>The proposals include traffic calming features and the introduction of a 20mph zone, which aim to reduce vehicle speeds and enhance road safety. The designs have been through a safety assessment process.</p> <p>A road collision data assessment will be carried out post implementation of the scheme to identify whether the scheme has had a significant negative impact on personal injury collisions.</p>

### 3 Process and decision making of the project

Ref	Nature of objection	LBE response
3.1	Objection based on the view that the scheme is unnecessary / there are enough walking and cycling routes / small amount of people use the existing active travel network	<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, 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>Enfield Town to Broxbourne Walking and Cycling Route forms part of the Enfield Healthy Streets programme. The Healthy Streets programme consists of a comprehensive range of interventions that collectively will enable more sustainable transport choices. As projects are knitted together and a coherent network of quiet streets and safe walking and cycling infrastructure on primary roads is delivered, longer-term change will be enabled.</p> <p>The proposals are intended to contribute towards a long-term increase in the levels of active travel. The provision of safe infrastructure will enable more people to make the choice to walk or 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>
3.2	Objection that the scheme is waste of money / money should be used towards other purposes (e.g., fixing potholes, local policing, health care, etc.)	<p>The scheme is delivered in the context of local, regional and national policies and strategies as set out in paragraphs 14 to 22.</p> <p>Grant funding has been provided from National Highways which is specifically intended for these projects. The funding cannot be used for any other purpose. Should Enfield Council not use it for this type of project, it will likely be allocated to a different local authority for the same purpose.</p>

3.3	Objections based on a perceived lack of research and/or data collection in the planning and design of the route	A range of qualitative and quantitative data was considered as part of the development of the proposals for the scheme, including traffic counts measuring the number and type of motor vehicles and cycles, community engagement and consultation, and equality impact assessment. The proposed design is considered the best approach when taking into account the objectives and the other constraints in the area.
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<b>4 Communications and engagement</b>		
<b>Ref</b>	<b>Nature of objection</b>	<b>LBE response</b>
4.1	Objections based on lack of consultation and/or undemocratic method	<p>Communications and engagement activities with the wider community regarding the project included:</p> <ul style="list-style-type: none"> <li>• Launch of Let's Talk project page in January 2020, hosting information on the project, frequently asked questions (FAQs), key dates for the project, documents, information on the consultation, the electronic consultation survey, notices of the traffic orders, and project updates posted to the page</li> <li>• Project update in February 2020 regarding the stakeholder workshops and inclusion of project information in the Future Walking and Cycling Routes section of the Cycle Enfield website</li> <li>• A letter delivered in November 2021 to residents, businesses, and other organisations within the local area introducing the plans, informing them of the project page, and inviting them to the community engagement drop-in sessions and an online public webinar</li> <li>• Two community drop-in sessions that took place in December 2021 at Enfield Town Library to share and discuss the proposed plans, explain the rationale, provide an overview of next steps, and answer any questions</li> <li>• An online public webinar delivered in December 2021, recorded, and uploaded on the Let's Talk project page</li> <li>• A letter inviting residents, businesses, and other organisations to participate in the consultation and providing details of how to do so, delivered in February 2022</li> <li>• Social media activity through Facebook and Twitter to communicate the drop-in sessions, online webinar, and consultation to the wider community of Enfield in November 2021, December 2021, and February 2022</li> </ul>



		<ul style="list-style-type: none"> <li>• A story on the Enfield Town to Broxbourne Walking &amp; Cycling Route included in the February 2022 Cycle Enfield newsletter</li> </ul> <p>Notice of the draft permanent traffic orders (for the on-carriageway section of the route only – from St Andrew’s Road/Southbury Road to Tenniswood Road where it meets the New River path) was published in the London Gazette and Enfield Independent newspapers on 2 February 2022. Any person could make any representations relating to the proposed order or object to the making of the proposed order. The statutory consultation period started on 2 February 2022 and ended on 23 February 2022.</p> <p>The Council adhered to the process and all that is required when implementing a project using a Permanent Traffic Order, including the conduct of the statutory consultation. In addition to the Council’s statutory obligations, the Council provided additional communications as outlined above and responded to many enquiries about the project.</p>
4.2	Objection about lack of and/or poor quality of information provided with regards to the plans	The project plans have been communicated in several different ways, including project maps, public-friendly layout drawings, and technical design drawings. A dedicated project page has been set up on Let’s Talk Enfield which hosts information on the project, frequently asked questions (FAQs), key dates for the project, and a number of documents. The link for the Let’s Talk Enfield site was provided in all communications.
4.3	Objection that the provided map in the consultation materials did not show the path over the bridge at Tenniswood Road	No interventions are proposed on the New River bridge near Tenniswood Road.

## 5 Design and infrastructure

Ref	Nature of objection	LBE response
5.1	Objection about the impact of the proposed reduction in parking provision (e.g., along Churchbury Lane, Churchbury Road, and Graeme Road) on residents	<p>Although a small number of parking spaces were originally proposed to be removed, this number has been reduced following the feedback received through the public consultation.</p> <p>The removal of parking spaces has since been reduced to the minimum required to support the introduction of waiting restrictions at junctions or where new safety measures are proposed.</p> <p>The scheme is not likely to make the parking situation materially worse for residents. 32.5% of households in Enfield have no access to a car. One of the aims of the scheme is to enable a shift from use of private vehicles to alternative more sustainable modes of transport. Implementing further Controlled Parking Zone in the area could be investigated in the future if there is sufficient support and funding available.</p>
5.2	Objection based on the view that an alternative route alignment, for instance through Willow Road rather than Churchbury Lane, should be selected	<p>The existing peak hour two-way motor vehicle flows on Willow Road exceed the maximum upper limit recommended by TfL's New Cycle Route Quality Criteria for streets where it is acceptable for cycles to mix with general traffic. Therefore, a route alignment through Willow Road would require segregated cycling infrastructure, which would impact on-street parking, increase the cost of implementation, and reduce the deliverability of the project. Furthermore, such an alignment would not provide connection to the schools along Churchbury Road.</p>
5.3	Suggestion that a road closure should be introduced on St Andrew's Road rather than only bollards	<p>No bollards are proposed as part of this scheme.</p>

5.4	Objection about lack of coordination with resurfacing works on St Andrew's Road	The footway and carriageway resurfacing along St Andrew's Road and Churchbury Lane were early works that were not tied to progressing the wider scheme and were taken forward in early 2022 to deliver upon some of the objectives and benefits of the Enfield Town to Broxbourne Walking and Cycling Route.
5.5	Suggestion that new paving stones need to be installed on Willow Estate	The proposals include resurfacing of footways along the proposed route and within the highway boundary where their condition is poor and would pose a safety hazard to pedestrians and cyclists.
5.6	Suggestion that the proposed no left turn at Churchbury Lane should exempt cyclists	As part of the proposals, cyclists have already been exempted from the proposed no left turn at Churchbury Lane.
5.7	Suggestion to reduce the number of on-street parking spaces	On-street parking spaces are proposed to be removed where necessary to support the introduction of waiting restrictions at junctions or where new safety measures are proposed.
5.8	Suggestion to introduce a zebra crossing or improved streetlights at the junction of Parsonage Lane with Churchbury Lane	The proposals already include a new zebra crossing for pedestrians and people who cycle along with beacons at the junction of Parsonage Lane with Churchbury Lane.
5.9	Suggestion that more pedestrian crossings should be introduced	A number of new or improved crossing points have been proposed where required to support the objectives of the scheme, including new zebra crossings for pedestrians and people who cycle.
5.10	Suggestion that appropriate street lighting should be provided along the proposed route	The proposed route runs along the local highway network, which is lit where required. The existing lighting levels have been set in accordance with national design standards to suit the requirements of the area. The Council will continue to check any further queries that are raised about views of insufficient lighting at specific locations.
5.11	Objection that the scheme does not propose tree planting or green verges	The proposals include a number of new trees, green verges, and other greening interventions such as rain gardens.
5.12	Suggestion that a School Street should be introduced at Churchbury Lane,	The Council is exploring a Borough wide rollout of School Streets as part of the Enfield Healthy Streets programme through a process

	closing it to non-residents during pick up and drop off times	which includes expression of interest, application, prioritisation, and selection, which subject to the outcome of the above-mentioned process and to funding being secured may in the future include a School Street on Churchbury Lane.
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<b>6 Miscellaneous</b>		
<b>Ref</b>	<b>Nature of objection</b>	<b>LBE response</b>
6.1	Objection based on the view that the scheme will have a negative financial impact on local businesses	<p>All businesses within the area remain accessible by private motor vehicles, whilst the route taken to access a business may be different.</p> <p>As part of the implementation of the project, the Council have invested in technological solutions to ensure that updates are effectively made to commercially available navigation solutions such as Google, TomTom, and Bing.</p>

<b>7 Impacts outside the scope of the traffic order</b>		
<b>Ref</b>	<b>Nature of objection</b>	<b>LBE response</b>
7.1	Objection based on the view that the property values will decrease once a path is introduced to the embankment of the New River	<p>This report is concerned with the on-carriageway section of the Enfield Town to Broxbourne Walking and Cycling Route. The off-carriageway section of the route (along the New River) will be subject to planning permission and a separate report.</p> <p>The Council does not have data to support any impact on property values. The role of the Council is to consider approaches to enabling greater levels of sustainable travel, to consider how the active travel network operates, and to manage it accordingly.</p> <p>It should be noted that the New River already has a path along most of its banks (New River Path) which can be accessed by the public.</p>