

Enfield Town to Broxbourne Walking and Cycling Route (on-carriageway section) Statutory Consultation Analysis

17 August 2022

Prepared by ECF



Version control

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1.0 Executive Summary

- 1.1. Enfield Council are proposing to build a walking and cycling route that will run from Enfield Town train station to Broxbourne. It is proposed that the path will run in parallel to New River heading North to Broxbourne. If approved, the length of the new walking and cycling route will stretch for approximately 4.7km and feature a shared-use path that runs for 2.9km adjacent to the New River. The remaining 1.8km of the route will be making use of local roads (see map in Appendix B).
- 1.2. This project is funded by National Highways (formerly known as Highways England) and is being delivered by the Healthy Streets team at Enfield Council. Broxbourne Borough Council is also in the process of implementing a similar project that will improve walking and cycling. Enfield and Broxbourne councils are working together to enable a connected and continuous walking and cycling route.
- 1.3. The proposals include improved pedestrian crossing facilities, improvements to the public realm, wayfinding, and revised speed limits.
- 1.4. The Enfield Town to Broxbourne Walking and Cycling Route is built upon previous proposals to improve the walking and cycling route, including Enfield Town to Ponders End and the Enfield Town Liveable Neighbourhood initiative. The objectives of these projects are to promote active travel and healthier streets in Enfield.
- 1.5. Stakeholder engagement for the project began in February 2020. This engagement involved two workshop sessions with a total of 13 stakeholder groups (see Appendix A). Community engagement for the Enfield Town to Broxbourne Walking and Cycling Route commenced in December 2020. Residents were invited to two drop-in sessions and an online webinar in December 2021 to discuss the design of this route.
- 1.6. Residents were invited to share their objections and representations on the proposed on-carriageway section of the route (traffic order TG52/1486) through the statutory consultation which ran from Wednesday 2nd February 2022 to Wednesday 23rd February 2022. Stakeholders and the public could share their views in the following ways:
 - Online via the consultation survey on the project's dedicated Let's Talk Enfield website at <https://letstalk.enfield.gov.uk/enfieldtowntobroxbourne>
 - Email to healthystreets@enfield.gov.uk
 - By post to Healthy Streets team, Enfield Council, Silver Street, Enfield, EN1 3XA
- 1.7. 38 responses were submitted as online surveys via the Let's Talk Enfield project website, and 63 responses were submitted by email to healthystreets@enfield.gov.uk. A total number of 101 people engaged in this statutory consultation. The analysis of consultation responses suggested that more respondents objected to the traffic order than supported it. Out of 101 respondents, 66 objected to the traffic order.

- 1.8. Several key themes emerged from this statutory consultation. These themes include concerns for the reduction of resident parking, congestion, dangerous junctions, and safety.
- 1.9. This Enfield Town to Broxbourne Walking and Cycling Route Statutory Consultation Analysis details the approach to and findings of the statutory consultation process.

2.0. Introduction

2.1. Purpose of this report

- 2.1.1. This consultation report has been prepared for the London Borough of Enfield (the Council) for the Enfield Town to Broxbourne Walking and Cycling Route. The purpose of the consultation was to understand the representations and objections.
- 2.1.2. The Council undertook a statutory consultation on the draft traffic order for the on-carriage section of a proposed walking and cycling route between Enfield Town Station and the Borough of Broxbourne. This project aims to improve walking and cycling links between these two neighbouring boroughs. The on-carriageway section of the route runs from St Andrew's Road/Southbury Road to Tenniswood Road/the New River path. This report and its findings will inform the decision to implement the traffic order for the on-carriageway section of the route. The statutory consultation opened on Wednesday 2nd February 2022 and closed on Wednesday 23rd February 2022.
- 2.1.3. The focus of this report summarises the statutory consultation carried out by the Council on the proposed plans for the on-carriageway section of the route. It provides an overview of the feedback received during the consultation period.

2.2. Background to the plans

- 2.2.1. In 2020, the Council received funding from National Highways as part of the Designated Funds programme, to explore the feasibility of this route and to create a series of designs. Engagement on this project commenced in early 2020, with key stakeholder groups being directly engaged in February 2020 to understand local insights and comments on the initial plans.
- 2.2.2. Community engagement relating to the Enfield Town to Broxbourne Walking and Cycling Route project began in December 2021. Residents were invited to two drop-in sessions and an online webinar to discuss the design of this route. The feedback received informed the concept plan. In February 2022, the draft traffic orders for the on-carriageway section of the Enfield Town to Broxbourne Walking and Cycling Route project were published, and residents were invited to make representations or objections relating to the draft traffic orders. This report summarises these objections and representations.

2.3. The proposed plans

- 2.3.1. This project aims to encourage walking and cycling as a prioritised mode of transport. The following objectives have been set for this project:
 - Deliver a key active travel link that will provide increased access for residents of Broxbourne and Enfield.

- Contribute towards an increase in the levels of active travel by expanding the wider borough network.
 - Improve junctions and crossings to enable more people to walk and cycle safely
 - Enable the community to make greater use of the New River.
- 2.3.2. The Enfield Town to Broxbourne Walking and Cycling Route is part of the Enfield Healthy Streets programme, which is delivering schemes to enable walking and cycling across Enfield.
- 2.3.3. The Enfield Town to Broxbourne Walking and Cycling Route project complements and supports the following Healthy Street plans in Enfield.
- Enfield Town Liveable Neighbourhood initiative.
 - Enfield Town to Ponders End Walking and Cycling Route
 - A future East / West route connecting the New River with the previously delivered A1010 North project (Cycleway 1).
- 2.3.5. The route consists of an on-carriageway route and an off-carriageway route along the New River (see diagram in Appendix B).
- The on-carriageway route, with which this report is concerned, is made up of approximately 1.8km of proposals to enhance facilities for active travel users. Improvements are being proposed in a range of measures including traffic calming, new pedestrian crossings and revised junction layouts providing the route with safety features for all road users. This section is the subject of this report.
 - The off-carriageway route is 2.9km long and consists of a proposed shared-use track going along the banks of the New River. It eventually connects to the M25 and is the beginning of the walking and cycling route that is currently being developed by Broxbourne Borough Council.

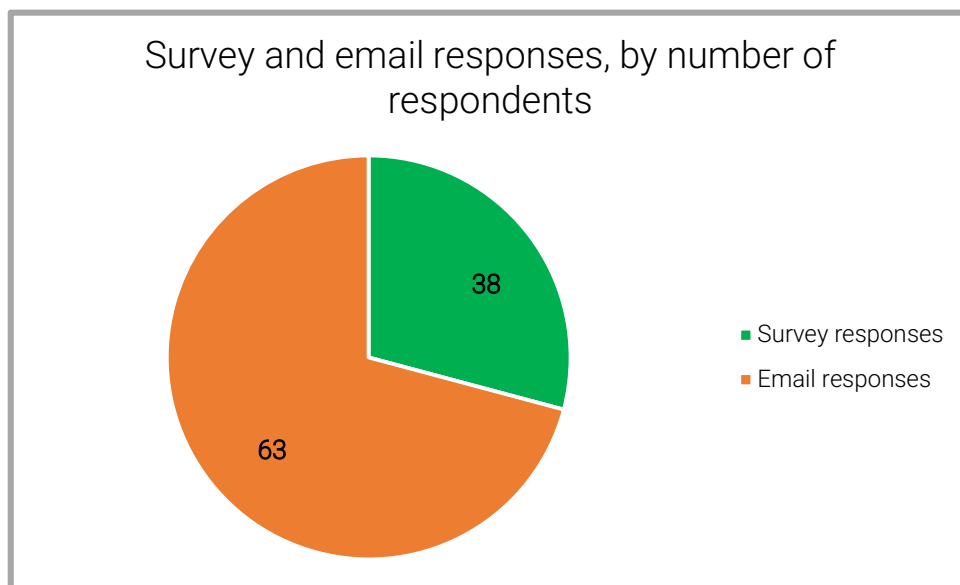
3.0 Statutory consultation approach

- 3.1. Notice of the draft permanent traffic orders for the on-carriageway section of the Enfield Town to Broxbourne Walking and Cycling Route between St Andrew's Road/Southbury Road to Tenniswood Road/the New River path was published in the London Gazette and Enfield Independent newspapers on 2nd February 2022. The statutory consultation was open for three weeks, until 23rd February 2022. The draft traffic orders were also published on the Let's Talk Enfield project page and on the Council website.
- 3.2. The members of the public were invited to express their objections or representations relating to the proposed orders by the following means.
 - Answering the online consultation survey on the Let's Talk Enfield project page at <https://letstalk.enfield.gov.uk/enfieldtowntobroxbourne>.
 - Sending an email to healthystreets@enfield.gov.uk.
 - Posting a written letter to the Healthy Streets team, Enfield Council, Silver Street, Enfield, EN1 3XA.
- 3.3. Further to the notice of the traffic order, the following activities occurred to promote the project and opportunity to comment.
 - Letter inviting residents, businesses, and other organisations to participate in the consultation and providing details of how to do so, delivered in February 2022
 - Social media activity through Facebook and Twitter to communicate the consultation to the wider community of Enfield in February 2022.
 - Statutory consultees including emergency services were contacted.
- 3.4. Two stakeholder workshops held in February 2020 informed these proposals for this statutory consultation. These workshops enabled stakeholders to share their views on the proposed route alignment, understand local insights and considerations and gather ideas for the design of the route. 13 stakeholders participated in these workshops.
- 3.5. Emergency services have been directly consulted throughout all stages of this project

4.0. Participation

4.0.1. This section of the report covers the participation rates in the consultation process. There were the following levels of participation across the engagement platforms:

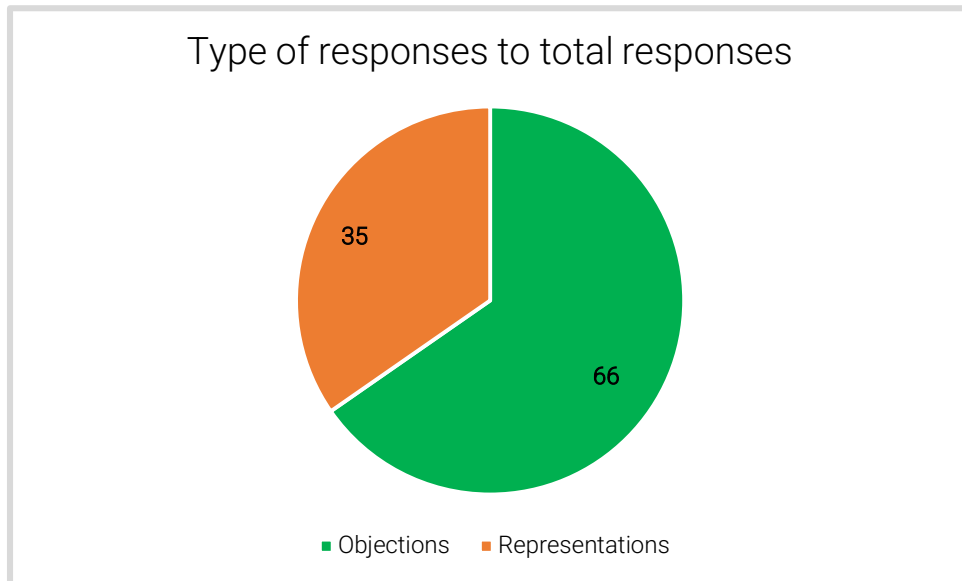
- 38 responses were collected through an online consultation survey hosted on the Let's Talk Enfield project page at <https://letstalk.enfield.gov.uk/enfieldtowntobroxbourne>.
- 63 email responses were received.
- No posted responses were received.
- 101 people engaged with this statutory consultation.



4.0.2. In the online survey consultation, respondents were asked whether they object to the traffic order TG52/1486 or whether they want to make a representation on traffic order TG52/1486. Respondents were then asked to give a qualitative response to explain their objection or representation. Emails were categorised as either an objection or a representation by our research team.

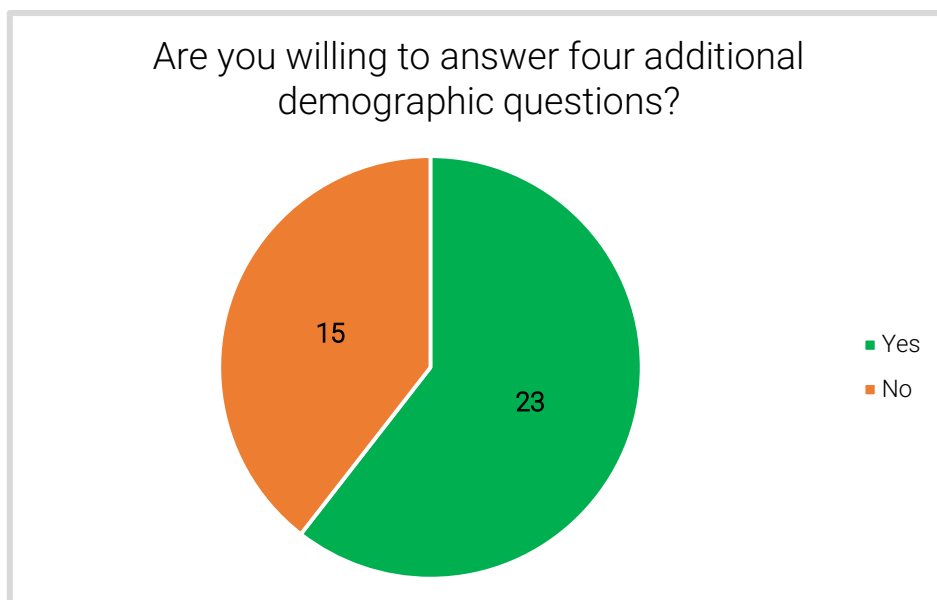
4.0.3 Demographic and equalities data was collected through the online consultation survey, the findings are listed below. The following demographic data represents only the online survey respondents. Email respondents did not provide demographic data.

4.0.4. In the following consultation findings section, the total number of objections and representations from each method of engagement will be stated and the key issues will be summarised. When you combine the data from survey and email responses, it shows that there are a total of 66 responses that object to the on-carriageway route of the proposed traffic order. It also shows that 35 responses submit a representation on it, to either provide suggestions for further interventions or to support the project.



4.1. Demographic data

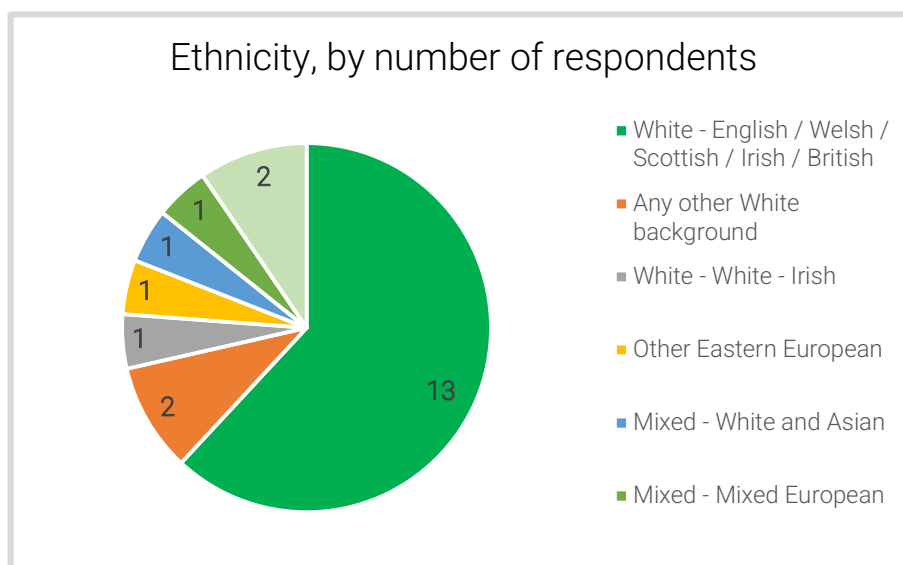
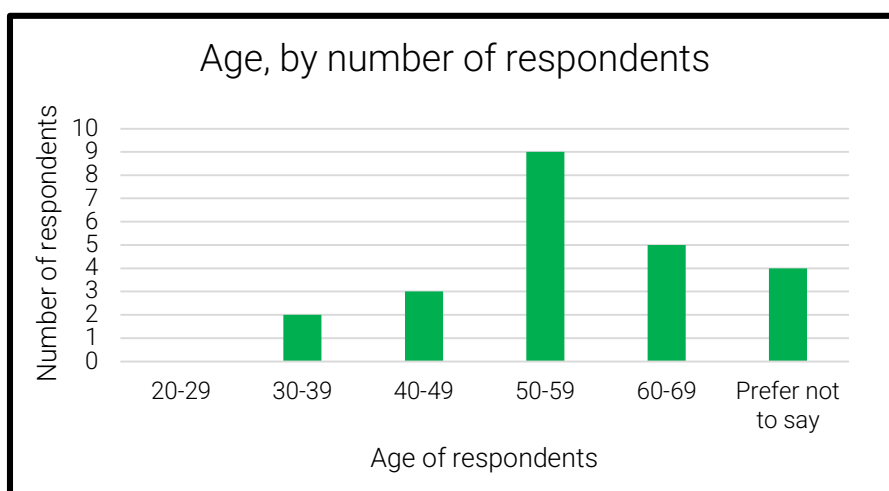
4.1.1. Respondents were invited to answer four demographic questions relating to their age, ethnicity, gender as well as whether they identified as having a long-term psychological or mental condition or illness. 23 respondents agreed to answer these demographic questions. Therefore, our following demographic data on the participants will only represent those that said “yes” to this question.



4.1.2. 11 respondents stated that they identify as male, 10 respondents identified as female, 1 person stated they “prefer not to say”, and none identified as “transgender”. 21 of these respondents identified as “heterosexual/straight” and 1 identified as “gay or lesbian”. Concerning their marital status, 13 respondents were “married”, 6 people identified as

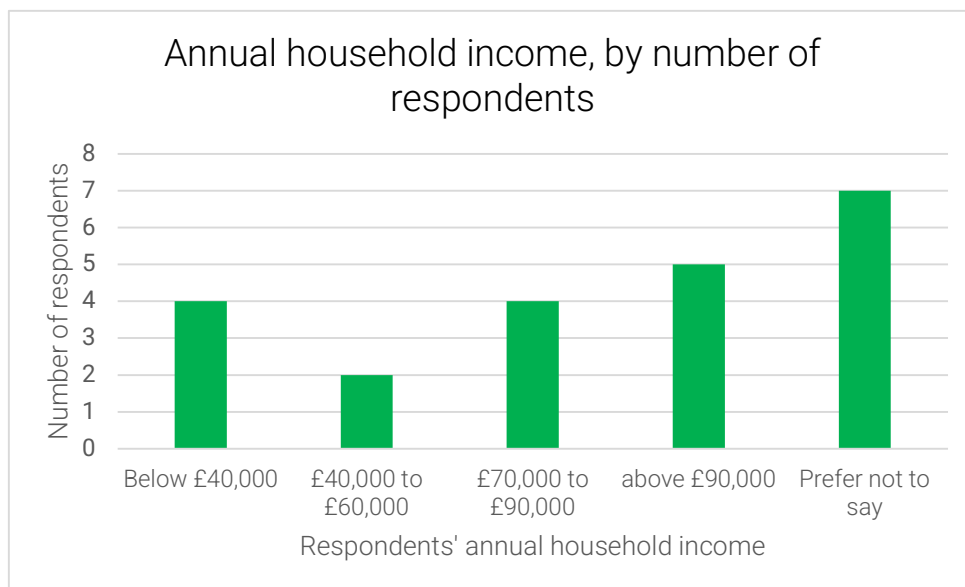
“single”, 2 people stated that they were “separated or divorced”, 1 person stated they are in a relationship, and 1 person stated that they “prefer not to say”. None of the respondents said that they were either currently pregnant or on maternity leave.

- 4.1.3. For those that provided demographic information, most of the respondents were above the age of 50. Respondents aged 50-59 years were the largest age group with 9 survey respondents. The second largest group were 60-69-year-olds with 5 survey respondents. There were no respondents below the age of 38 years.



- 4.1.4. The most common ethnic group to be identified with in the survey was “White - English Welsh/Scottish/Northern Irish/British”. Of the 23 respondents that answered the question on ethnicity, 13 selected “White – English/Welsh/Scottish/Northern Irish/British” as their ethnicity, 2 selected “any other white background”, 1 respondent selected “White – Irish”, 1 respondent selected Mixed – Mixed European, 1 respondent selected “Mixed – White and Asian”, 1 respondent selected “Other Eastern European”, 1 respondent selected “White – Greek” and 2 stated “I do not wish to state my ethnic group” .

- 4.1.5. When asked about religion, 10 respondents identified as “Christian (including Church of England, Catholic, Protestant and all other Christian denominations)”, 9 respondents identified as “Non-religious (Atheist, Humanist, etc.)”, 2 respondents identified as “spiritualists” and 2 respondents stated they “prefer not to say”.
- 4.1.6. Of the 23 respondents that answered the question on disability, 20 (71.42%) respondents stated they did not have a disability. One (3.57%) person stated they did have a disability and two respondents (7.14%) stated they “prefer not to say”. All these respondents stated they did not receive care assistance and two respondents (7.14%) stated that they were carers (of an elderly or disabled person). There were no respondents that are Blue Badge holders.
- 4.1.7. Almost all the survey respondents stated that they were residents of Enfield. Of the 38 survey respondents, 37 said they live in Enfield with one person stating “prefer not to say” concerning their relationship to Enfield. 7 stated they work in Enfield, including 1 business owner. 1 respondent stated they were a visitor. 30 respondents lived in the postcode EN1, 4 respondents live in EN2, 1 respondent lived in EN3, 2 respondents lived in N13, and one stated they “prefer not to say”.
- 4.1.8. Finally, the survey asked respondents for the total annual income of their household (before tax and deductions but including benefits/allowances). Most respondents preferred not to say their household income (7 respondents, 30%). Five respondents earned more than £90,000 a year (5 respondents, 22%). 4 respondents stated theirs was below £40,000, 2 respondents were between £40,000 and £60,000, and 4 respondents were between £70,000 and £90,000.



5.0. Consultation findings

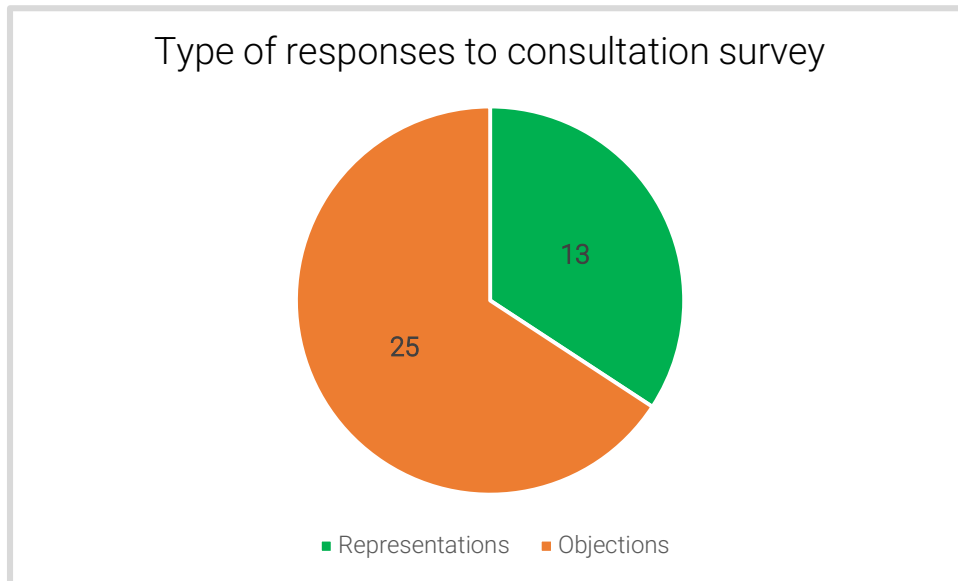
Summary of findings

- 5.0.1. As part of our analysis, we have summarised the feedback from the consultation and identified reoccurring themes from the respondents. The analysis found that respondents were either strongly in support of the initiative or strongly against it.
- 5.0.2. The following consultation findings section will be structured by the consultation approach. First, online survey responses collected via the Let's Talk Enfield project page will be summarised and discussed. Then, the email responses will be summarised and discussed separately. The structure of each section will identify the objections and the representations for each source of consultation data.
- 5.0.3. The most common grounds for objections in both the survey responses and the email responses were:
- The impact of reduced parking spaces will create more motor traffic congestion in the area.
 - The proposed path should be redirected towards Willow Road.
 - The project is a "waste of money".
- 5.0.4. The most common themes of representations in both survey responses and email responses were that respondents:
- fully support the initiative
 - commend the suggestions for improvements to street safety
 - want more pedestrian crossings and traffic calming measures.

Overall themes from consultation		
Themes	Number of times mentioned	
	Survey responses	Email responses
Limited parking spaces	12	19
Will cause traffic congestion and pollution	11	17
Narrow roads are an existing issue	11	3
Waste of money	8	13
Use alternative route on Willow Road	7	11
Improving safety	7	11

5.1. Consultation survey

- 5.1.1. In the responses to the consultation survey, there were more objections than there were representations. Of the 38 survey responses received via the Let's Talk Enfield project website, 13 were submitted as representations and 25 were submitted as objections.



Representations

5.1.2. Of the 13 survey responses that submitted representations, approximately two-thirds of all respondents (11) expressed general support for the traffic order. The most common response amongst these participants outlined how the proposed transport infrastructure works will improve the safety, accessibility, and active use of the area. A key theme amongst these responses was regarding how these plans will improve road and pedestrian safety in Enfield. An example is highlighted in the following response:

“I fully support all initiatives such as this one to improve pedestrian and cycling mobility. This particular plan will make it easier and safer for me to cycle to Enfield Town”.

5.1.3. Other comments

- One respondent commended the scheme and praised it for “providing safe cycling for pupils as well as easy access beyond the M25”.
- One respondent commented there needs to be more consideration for the impact of schools and pick up/drop off traffic.
- One respondent suggested that a roadblock should be introduced on St Andrew’s Road rather than just bollards.
- A similar point about Willow Road was raised to the one mentioned in the previous objections section. One respondent commented that the cycle route should follow Willow Road as it is a direct route. Their comment was as follows:
 - “Cyclists and pedestrians always choose the shortest route and, in this case, using the Northern part of Willow Road would make it shorter and nicer as it is also greener and wider”.
- Two respondents commented on the need to tackle the current issue of car users exceeding the speed limits and driving dangerously.

Objections

5.1.4. The most common theme raised in the survey responses objecting to the traffic order related to concerns about the proposed reduction in parking provision along Churchbury Lane, Churchbury Road, and Graeme Road, and the effect this will have on the residents. The feedback from respondents highlighted that many of the houses along these roads do not have driveway parking and rely on the adjacent roads to park their cars. One respondent stated that “removing loads of parking spaces is subjecting communities to a lot of hardship”. Many respondents argued that restricting parking in this area without providing a viable alternative will frustrate local car users and fuel community tension between car users and cycle path users. One respondent commented:

“All in all, the proposals seem poorly thought out with no regard for residents’ well-being and I believe that they are on the whole antisocial to us. They will lead to increased tension in the community”.

5.1.5. Related to this issue, a common concern is that reallocating road space to cycles will cause an increase in traffic congestion. Respondents’ feedback stated that the reallocation of road space would increase congestion and inevitably increase pollution. One respondent illustrates this point in the following quote:

“Further reductions in space would make travel in the mornings and evenings difficult and stressful for residents of the area”.

5.1.6. Churchbury Lane was frequently identified as particularly narrow street which would be significantly affected if road space was to be reallocated for cycle use. Approximately 50% of the survey respondents that objected to the traffic order, identified the narrow roads as a key issue.

5.1.7. The general sentiment amongst objectors to the traffic order was that the project was a poor use of taxpayers’ money. 5 respondents stated they rarely see people using the existing cycle networks in Enfield and 8 respondents argued there are more important issues to invest in the Council’s resources into. Another reason why these respondents considered this as a “waste of money” is because most of them expressed no interest in using the cycle path themselves and favoured the use of their cars as their primary means of transport.

5.1.8. 7 respondents suggested the use of an alternative route that directs cyclists along Willow Road rather than along Churchbury Lane. One respondent argues that:

“I feel a better option would be to use Willow Road which is not only a wider road, but the houses have driveways so there is less impact on the residents. It’s also a more direct route on the route provided with fewer side roads leading onto the road, and therefore safer for cyclists and pedestrians who are less at risk from other road users pulling out of side streets onto the route.”

5.1.9. Another respondent expressed the following:

“Other roads such as Willow Road (a much wider road, no schools, less frequent traffic) seem like much better choices for redevelopment”.

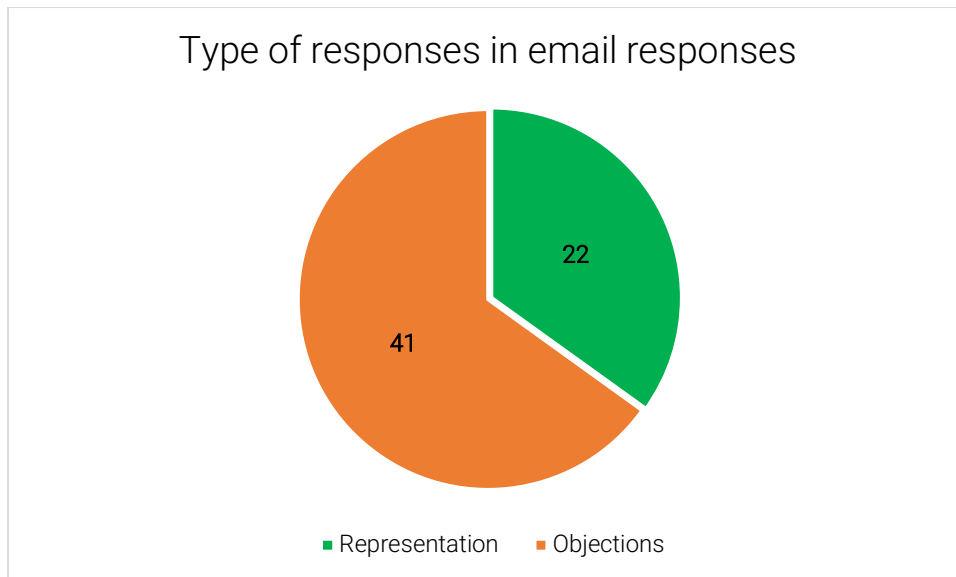
5.1.10. As mentioned in the previous quote, a key reason for this suggestion is to avoid the two schools that are located along the proposed route. Respondents stated that roads become very congested and difficult to navigate during school commuting hours. The prospect of reallocating this road space to cyclists would further restrict movement during peak times. Encouraging school children to cycle to school is commented by respondents as too dangerous by some residents due to the number of cars on the road; however, to make the school roads less dangerous, there would need to be fewer children driven to school. In summary, Willow Road is suggested as an alternative route for the walking and cycling route.

5.1.11. Other comments included:

- 4 respondents argue that cyclists currently endanger pedestrians, as they cycle on the pavement, and that the Council should not reward their reckless cycling with their cycle paths.
- 4 respondents criticised the proposed no left turn from Parsonage Lane into Churchbury Lane as it will lead to increased traffic on small side roads leading to Churchbury Lane.
- 1 respondent urged this project to coordinate with resurfacing works taking place on St Andrew's Road.
- 1 respondent suggested that Churchbury Lane should be a school street, closing it to non-residents during pickup/drop off hours.
- 1 respondent suggested the placement of a zebra crossing at the junction of Parsonage Lane and Churchbury Lane.
- 2 respondents expressed a lack of consideration in the planning and design of the cycle route.

5.2. Email responses

5.2.1. In the feedback responses received via email, the majority objected to the proposed traffic order. Of the 63 email responses received, 22 were submitted as representation, and 41 were submitted as objections. The themes that emerged were similar to the themes in the survey responses.



Representations

- 5.2.2. Of the 22 respondents that submitted representations in their email responses, 8 explicitly expressed support of the traffic order and the project more widely. The remaining 14 respondents gave comments and suggestions on how the project could be improved and which issues residents felt are most important to address.
- 5.2.3. In the representations, the most common concern was that the proposed paths should be re-routed to travel along Willow Road. Out of these 22 respondents, 11 of them urged that Willow Road is the preferred route for pedestrian and bicycle use.
- 5.2.4. The second most common theme that emerged was respondents stating there is a need for more traffic calming measures to tackle the speeding cars and dangerous driving that takes place on the roads of Enfield. Of these 22 respondents, 9 people urged that more needs to be done to manage car users' behaviour on the roads. The junction at Parsonage Lane and the length of Churchbury Lane have been identified as particularly dangerous areas where car users exceed speeding limits and approach junctions dangerously.
- 5.2.5. A third theme that emerged from the representations relates to the need for more pedestrian crossings. Out of these 22 respondents, 6 of them commented on the need for more pedestrian crossings. The crossing at Churchbury Lane and Parsonage Lane has been identified 3 times as a junction that requires improved pedestrian lights or a zebra crossing to ensure the safety of pedestrians when crossing the road.
- 5.2.6. Other comments
- 4 respondents commented on the need to provide appropriate street lighting on the proposed cycle paths.
 - 3 respondents urged the need to reduce the number of parking spaces.
 - 1 respondent requested for new paving stones to be placed on Willow Estate

- 1 respondent suggested that the proposed no left turn at Churchbury Lane should exclude cyclists.

Objections

5.2.7. Similar to the survey dataset, the most common theme in the email responses that objected to the proposed traffic order was concerning the negative impacts of reducing parking provision. 19 of the 41 email respondents that objected to the traffic order commented that the Council should not reduce parking spaces along with the proposed walking and cycling route. 18 respondents commented that there was a general lack of car parking spaces in the area. Tenniswood Road and Churchbury Lane are frequently referred to as places of concern for reduced parking. Respondents claimed that parking is currently restricted, and it will make it more difficult for drivers to find parking spaces in the future. Many respondents expressed their frustration with the current parking provision, and they fear that this will only make matters worse. One respondent demonstrates this point in the following quote:

“We have limited parking on Canonbury and the surrounding streets and to stop the parking at the top of Tenniswood Road and on Churchbury Lane, this is a concern for me, as it would make our parking even more tricky”.

5.2.8. Therefore, the reduction in parking provision is a key theme amongst the objecting email responses.

5.2.9. The second most common theme respondents commented on is that this project will cause more congestion and more pollution. Out of the 41 objecting email respondents, 17 respondents argued that the proposed walking and cycle paths will cause disruption and increase car traffic in Enfield. The following response expresses concerns about the scheme increasing traffic.

“I strongly oppose Enfield town to Broxbourne. The money can be used for better things within the borough. This is just going to cause a lot of traffic and inconvenience to everyone. The existing walkways are good and no one is complaining! The cycle lanes are hardly ever used so I don't see the reason why this should go ahead. This is just another scheme for some people in the Council to make money of taxpayers!!!”

5.2.10 The third most common theme found relates to respondents suggesting the project is a “*waste of money*”. Of the 41 people who emailed to object, 13 people commented the project was a “waste of money”. The following quote is an example of these responses:

“This is a needless and ridiculous waste of time and money which will only slow up traffic even more and no one much uses cycle paths anyway. Use the money to improve the standard of roads which have fallen into disrepair. I object to my taxes being used for such projects”.

5.2.11. As some respondents expressed no intention of using the cycle path and have suggested the funding be invested in fixing potholes, local policing, and health care.

5.2.12. Finally, in the email responses received for the consultation, a new theme emerged which was not replicated in the survey responses.

5.2.13. Street crime, privacy, and security are concerns expressed by a total of 9 objecting email respondents. Residents that owned homes overlooking the proposed New River path expressed fears and anxieties about people being able to overlook their private property, and street crime increasing along the embankment of the New River. One respondent stated, "I'm anxious that unsavoury types will be able to see my child play in the back garden". Another expressed concerns that they will become more at risk of burglary and home invasion as "burglars will be able to just hop over the fence". These respondents urged the need for policing along the proposed New River path as they fear it will provide a space for criminals to operate. It is also their belief that, due to these fears of insecurity, the property value of their houses will decrease once a path is introduced to the embankment of the New River.

5.2.14. Other comments

- 5 respondents commented that Enfield has more than enough walking routes and that it does not need anymore.
- 4 respondents commented that the plans were unclear.
- 2 respondents commented that no one uses the cycle lanes.
- 2 respondents stated that they were not consulted before this project.
- 1 respondent questioned the lack of any mention of planting trees or green verges.
- 1 respondent commented that these proposals will have a negative financial impact on local businesses.
- 1 respondent complained that the provided map in the consultation materials did not show the path over the bridge at Tenniswood Road.

6.0. Conclusion

- 6.1. The responses to this statutory consultation were relatively polarised as respondents were either strongly critical of the traffic order or in strong support. Between the survey responses and the email responses, a total of 101 people participated in this statutory consultation to give feedback on traffic order TG52/1486.
- 6.2. In this statutory consultation, more respondents objected to the traffic order than supported it. Out of the total number of 101 respondents, 66 objected to the traffic order. The predominant reason for objection related to concerns that limiting parking spaces in the area will cause more congestion and upset residents.
- 6.3. Amongst the 35 respondents that submitted representations on the traffic order, 19 expressed support for the proposed walking and cycling route. The reasons for support are due to the improvements to the quality of life in the area, and it will make the area safer for cyclists and pedestrians.
- 6.4. The remaining 16 respondents that submitted representations suggested the path should be redirected to Willow Road, they would like more pedestrian crossing, and they want to tackle dangerous driving and dangerous junctions in Enfield.
- 6.4. Based on the demographic data collected in this statutory consultation, it is shown that the largest demographic groups that participated in the consultation were White British, Christian, and aged above 50.
- 6.5. Statutory consultees including emergency services and Transport for London were also invited to respond to the statutory consultation and no objections were received.

Appendix A: List of stakeholders engaged

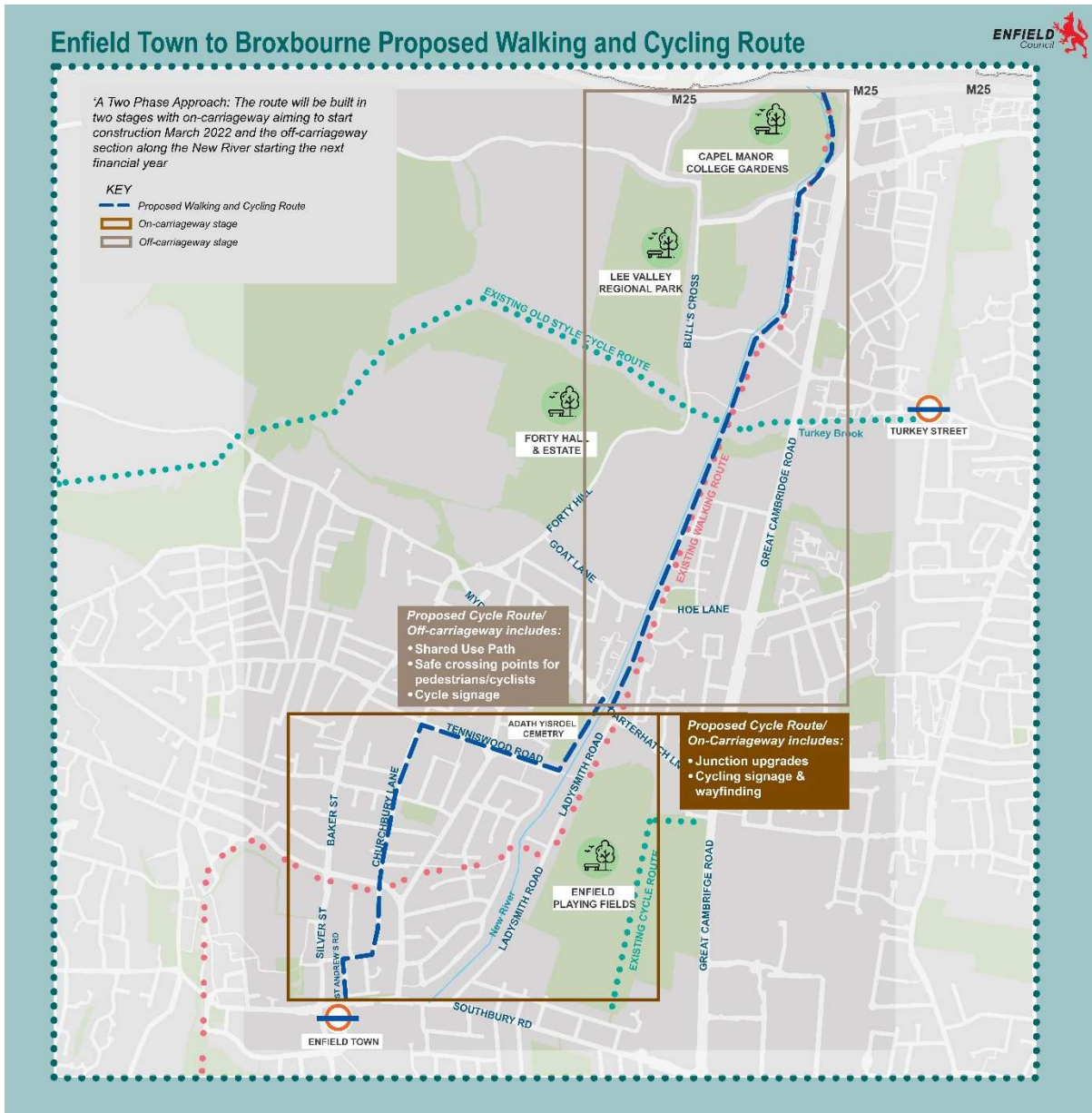
The following stakeholder groups attended one of the workshops in February 2020:

- Lee Valley Regional Park Authority
- The Enfield Society
- National Federation of the Blind UK (NFB UK)
- Enfield Town Residents' Association (ETRA)
- Willow Road Residents' Association
- Federation of Enfield Residents and Allied
- Associations (FERAA)
- Enfield Cycling Campaign
- Capel Manor College
- Better Streets for Enfield
- Age UK Enfield
- Tenant Resident/Interested Lessees
- Chase and Town Ward Councillors.

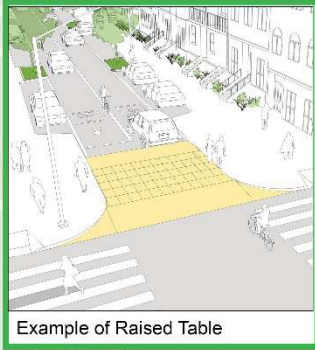
Groups that were invited but were unable to attend are listed below.

- New River Action Group
- Whitewebbs Cycling Group
- Edmonton Cycling Club
- Friends of Forty Hall
- Friends of Enfield Town Park
- North London & South Herts Ramblers
- Active Enfield
- Radio Marathon Centre
- Enfield in Bloom
- Enfield Disability Action
- Enfield Vision
- Community Environment Project
- Groundwork London
- Turkey Street Ward Councillors.

Appendix B: Map of the proposed walking and cycling route



Enfield Town to Broxbourne Proposed Walking and Cycling Route On-Road Section



A Dutch-style roundabout is designed to create a safer environment for people walking and cycling by providing a formal crossing point at each arm of the roundabout.