

Annex 3

Clean Air Route – Responses to Objections

Objections raised

Objections have been taken from all communications throughout the consultation period between 9 February and 6 March 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 and traffic related impacts
- Design and infrastructure
- Miscellaneous

They are listed in each category in no specific order.

1 Motor traffic and traffic related impacts

Ref	Nature of objection	LBE response
1.1	Objection that the scheme would reassign traffic to Langhedge Lane and impact Brook House Primary School	<p>The potential traffic reassignment volume is anticipated to be low, particularly as a proportion of motor traffic is reportedly using Grove Street as a cut-through route to bypass the section of Fore Street / High Road between Grove Street and Langhedge Lane.</p> <p>The traffic survey data that has been collected shows that at the worst case, in which all of the following assumptions are true at the same time:</p> <ul style="list-style-type: none">• All motor vehicles currently using Grove Street have an origin or destination within the immediate surrounding area,• The current journey of all motor vehicles passes through the part of Grove Street where a closure is proposed, and• No people will choose alternative sustainable modes of travel, <p>the potential increase in two-way traffic flow at the peak hour on Langhedge Lane (and consequently on High Road) will be approximately 1 vehicle per minute. This figure on an average 24-hour day drops to below 1 vehicle per minute.</p> <p>It should be noted that the project area is now part of the Ultra Low Emission Zone (ULEZ) as of 25 October 2021. ULEZ operates 24 hours a day, 7 days a week, every day of the year, except Christmas Day (25 December). It is currently not known what effect the ULEZ will have on travel patterns and consequently on any potential reduction in volumes of motor traffic that will use the roads within the project area.</p> <p>Brook House Primary School is located on High Road. High Road carries over 1000% higher volume of traffic than the reassigned traffic volume in the above-mentioned worst case could be. Therefore, no substantial changes in the volume of motor vehicles on High Road are expected from the introduction of the proposed interventions, and</p>

		<p>therefore no broad negative impacts due to the scheme are anticipated around Brook House Primary School.</p> <p>Traffic volumes and speeds in the area, including Langhedge Lane, will continue to be monitored after the project is implemented. The document which sets out the monitoring and evaluation that will be undertaken in response to the implementation of the Clean Air Route can be found in the project Monitoring Plan which is publicly available on the project page.</p>
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2 Design and infrastructure

Ref	Nature of objection	LBE response
2.1	Objection that the scheme would make parking/loading more difficult for residents and/or users of Edmonton County Court	<p>43.5% of households in the Upper Edmonton ward 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</p> <p>Edmonton County Court and the residential area around Grove Street can be accessed by bus and rail. The nearest train stations are Silver Street (approximately 8-minute walk), and the nearest Tube station is Seven Sisters (connects to the main line to get to Silver Street). White Hart Lane station is another train station, approximately 11-minute walking distance.</p> <p>The following bus routes serve Edmonton County Court and the residential area around Grove Street:</p> <ul style="list-style-type: none">• 149 London Bridge Bus Station - Edmonton Green Bus Station• 259 King's Cross Road / Pentonville Road - Edmonton Green Bus Station• 279 Waltham Cross Bus Station - Manor House Station• 349 Glyn Road - Rookwood Road• N279 Waltham Cross Bus Station - Trafalgar Square / Charing Cross Station <p>Excluding any off-street/private parking, 11 disabled bays and areas of single yellow line, there are around 170 on-street parking spaces for residents across the three streets in the project area, including 37 on Grove Street, 56 on Langhedge Lane, 6 on Langhedge Close and 71 on Snells Park. In addition, there are 12 pay and display bays located towards the eastern end of Grove Street. There is also a section of single yellow line of 20m (5 vehicles length) that permits parking between 6.30pm to 8am Monday to Saturday and all day on</p>

		<p>Sunday. The area therefore provides a large amount of on-street parking.</p> <p>The scheme is not likely to make the parking situation materially worse for residents and users of Edmonton County Court. Approximately 14 on-street parking spaces are proposed to be removed, 6 of which are pay and display spaces. Removal of parking spaces was kept to a minimum where possible but was necessary at places in order to improve traffic flows.</p> <p>Implementing further Controlled Parking Zone in the area could be investigated in the future if there is sufficient support and funding available.</p>
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3 Miscellaneous

Ref	Nature of objection	LBE response
3.1	Objection about the lack of impact the scheme would have in the broader borough context	<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>Clean Air Route forms part of the Enfield Healthy Streets programme which 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>A Project Rationale document was published on the project page to help explain the rationale for the project and how this is aligned to the objectives of the Healthy Streets programme. Further details are discussed in the main body of the report.</p>