

Fox Lane and Surrounding Streets Quieter Neighbourhood Meadway Filter Survey

Summary Report August 2022

Prepared by the London Borough of Enfield



Introduction

The Fox Lane and Surrounding Streets Quieter Neighbourhood (Fox Lane QN) was made permanent by Enfield Council in March 2022 following a trial that commenced in October 2020. A map of the area can be found on the slide 4.

As part of the trial, a statutory consultation on the Experimental Traffic Order was delivered from 12 October 2020 to 11 January 2021 where objections and representations were made to the traffic order. In response to the feedback received during this process, the Council committed to exploring a number of improvements to the project as detailed in the decision report. One of the options to explore was whether the scheme would work better for residents if the current restriction on Meadway was removed entirely, or operated on a timed basis.

A survey was delivered online with paper copies available upon request which asked residents to respond to the following question: *'What is your preference?' (Select one)*

- *I would prefer for the Meadway restrictions on motor vehicles to remain in place*
- *I would prefer to see the Meadway restrictions on motor vehicles removed entirely*
- *I would prefer to see the Meadway restrictions on motor vehicles to operate on a timed basis*

Introduction

The survey was hosted on the Fox Lane QN project page on the Let's Talk Enfield website (<https://letstalk.enfield.gov.uk/FoxLaneQN>), and residents were also invited to comment by email or letter. The engagement period ran from 18 March to 22 May 2022.

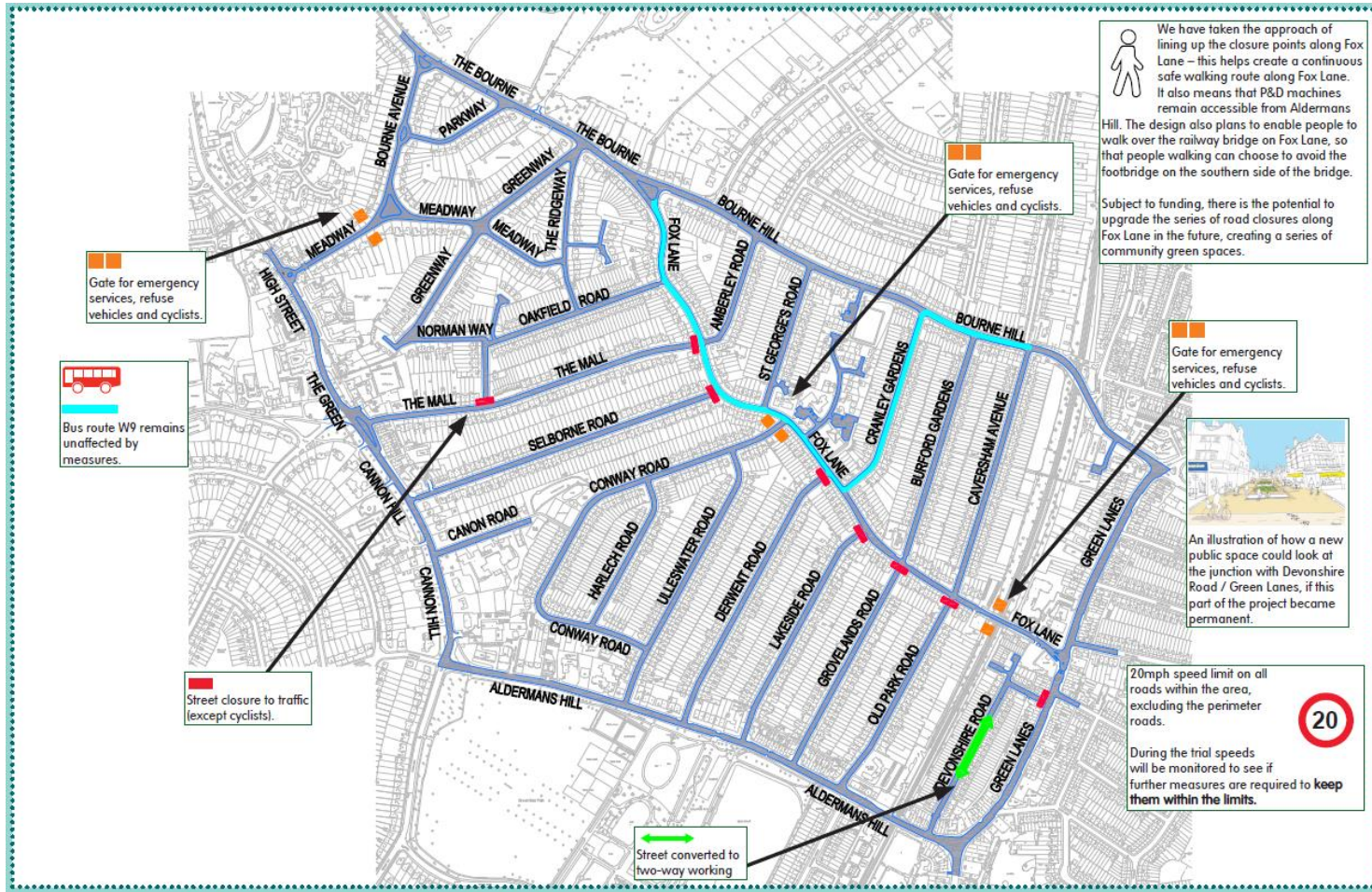
A total of 746 survey responses were received online, 38 survey responses received by post, and 32 emails received. Of the survey responses received 72% stated that they would prefer to see the Meadway restrictions on motor vehicles removed entirely, 23% stated they would prefer they remain in place, and 5% stated that they would prefer that the restrictions operate on a timed basis. A free text box for comments was not provided within the survey online, however there were a number of themes raised by those who emailed or who wrote comments on returned paper copies of the survey. Most of the comments were outside of the scope of this engagement process however are noted in this report for completeness. During the time that the survey was open, the Council also received a petition signed by 163 residents of Wynchgate and Park View requesting the Meadway filter is removed permanently.

Enfield Council will be considering all responses received as part of this engagement process on the restriction on Meadway within the Fox Lane QN. Updates will be posted on the project page at <https://letstalk.enfield.gov.uk/FoxLaneQN>.

This report details the approach to and findings of the engagement on the Meadway restrictions.

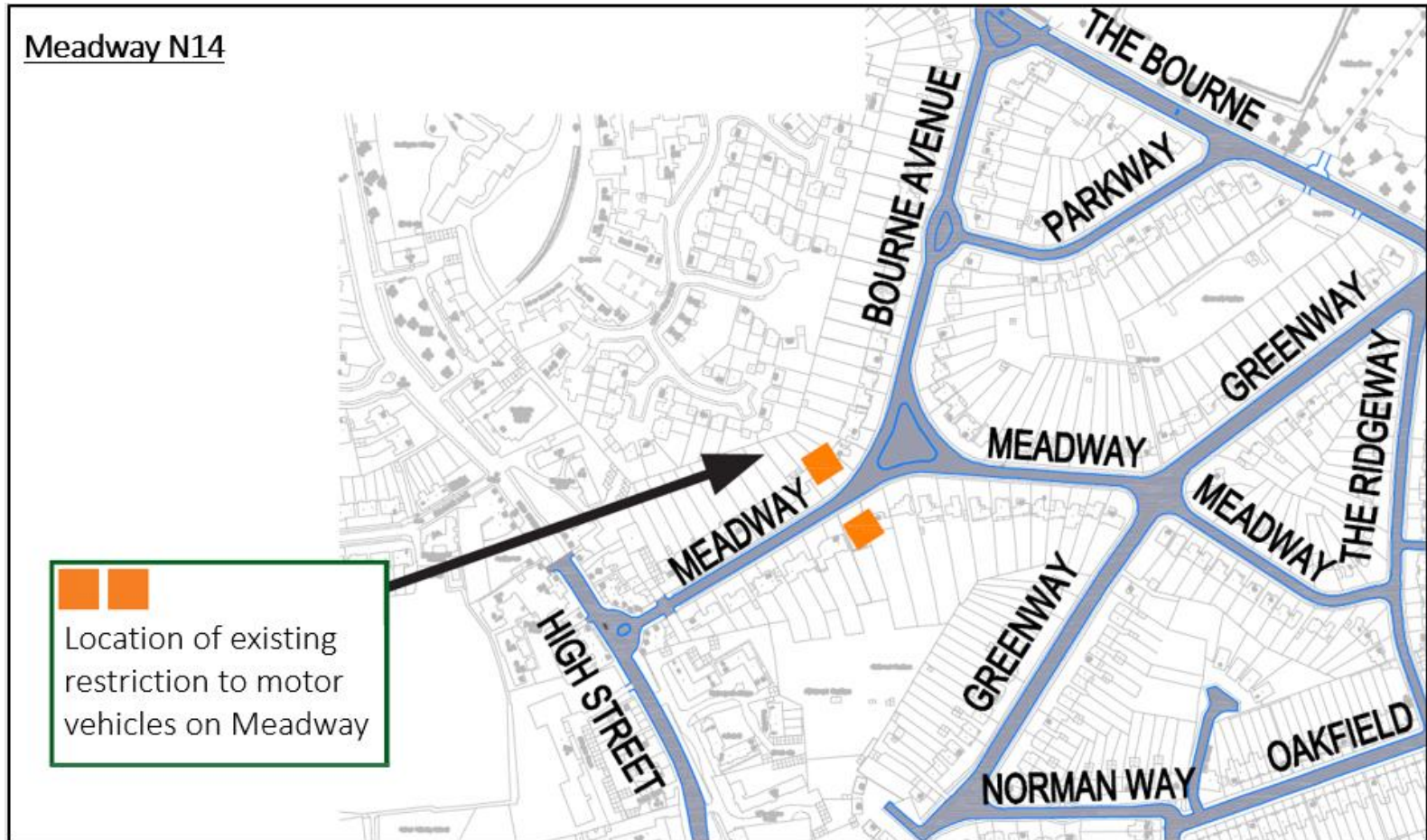
Introduction

A map of the Fox Lane QN is shown below.



Introduction

The existing restriction for motor vehicles on Meadway is shown below.



Engagement approach

Residents were invited to share their views on the Meadway restrictions on motor vehicles from 18 March to 22 May 2022. Approximately 14,000 letters were delivered to residents who live in and near to the Fox Lane QN on 18 March 2022 which detailed the purpose of the survey and invited residents to share their views in one of the following ways:

- Completing the survey online at <https://letstalk.enfield.gov.uk/FoxLaneQN>
- Requesting a paper copy of the survey by emailing healthystreets@enfield.gov.uk, or calling the Council
- Writing to: ATTN Healthy Streets team, Enfield Council, Silver Street, London EN1 3XA.

Information on how to obtain information and materials was also included in the letter written in Greek, Polish, Turkish and Gujarati.

Participants

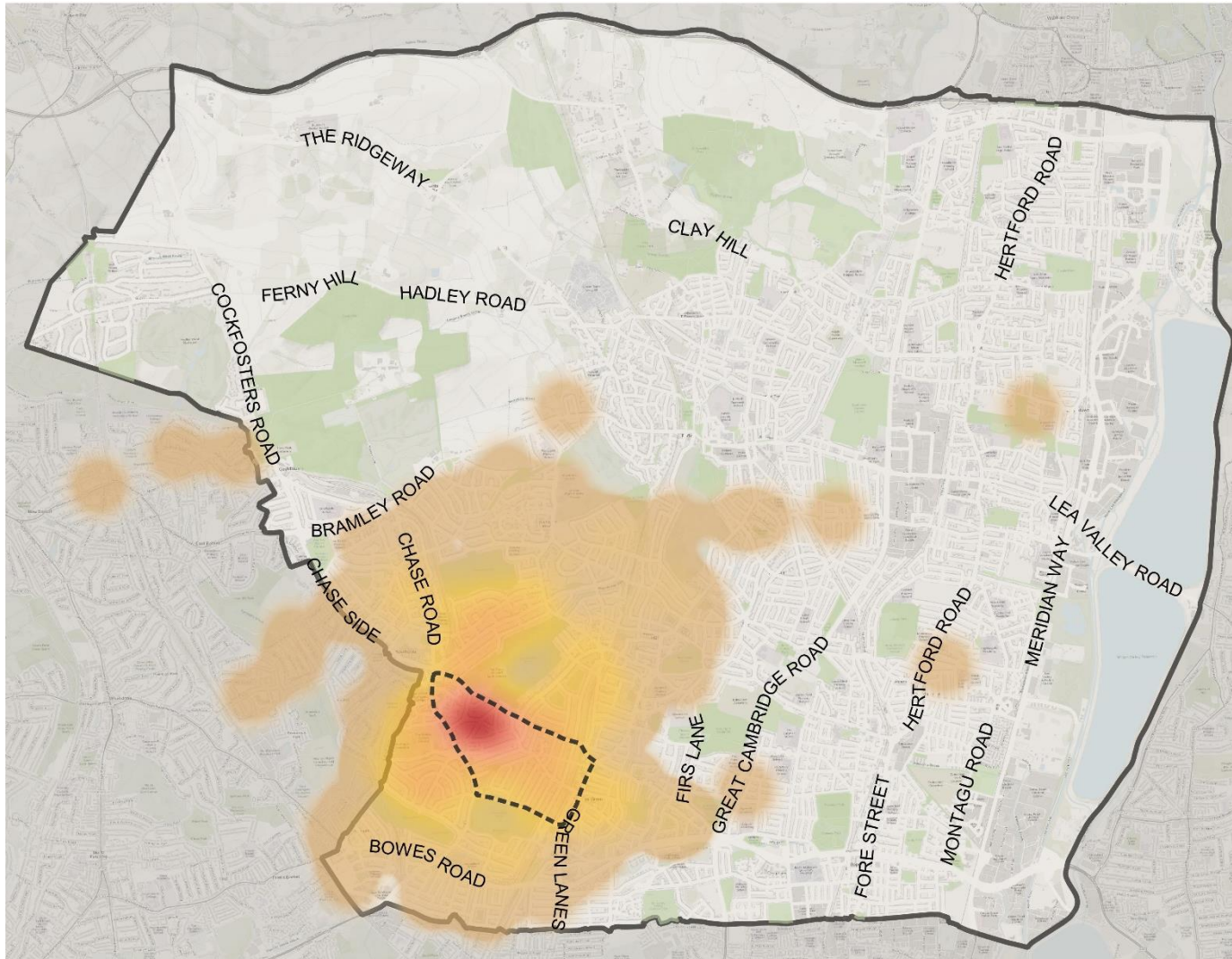
During the engagement period, 746 responses were collected through the survey hosted on the Let's Talk Enfield project page, 38 paper copies of the survey were received and 32 email responses were received. No posted letters were received. The Council also received a petition during the engagement period signed by 163 residents of Wynchgate and Park View.

Demographic and equalities data was collected through the online survey and paper survey and is reported on in the following slides. Questions were not mandatory, and as a result not every participant completed these questions with many choosing to complete a selection of the questions only. No demographic data was collected for those who emailed the Council and is not available for the petition signatories.

Of all survey respondents, 98% responded to the survey on behalf of themselves. N14 was the most common postcode of participants (455), followed by N13 (157), and N21 (132). A map of responses by location (postcode) of respondents is shown on the following slide.

Participants

Below shows a heat map of survey responses by location (postcode).



Survey Responses

Low

High



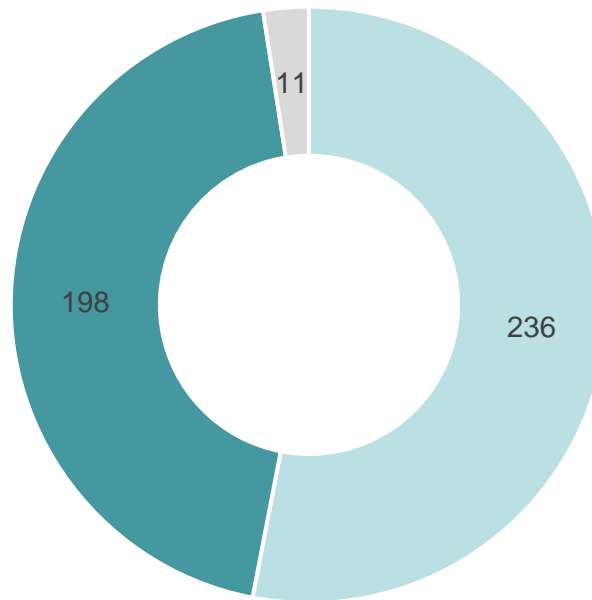
 Fox Lane QN Boundary

 Borough Boundary

Participants

Of respondents who provided their gender (445), 236 were female, 198 were male, and 11 stated 'Prefer not to say' as shown in the graph below.

Gender of survey respondents (n=445)

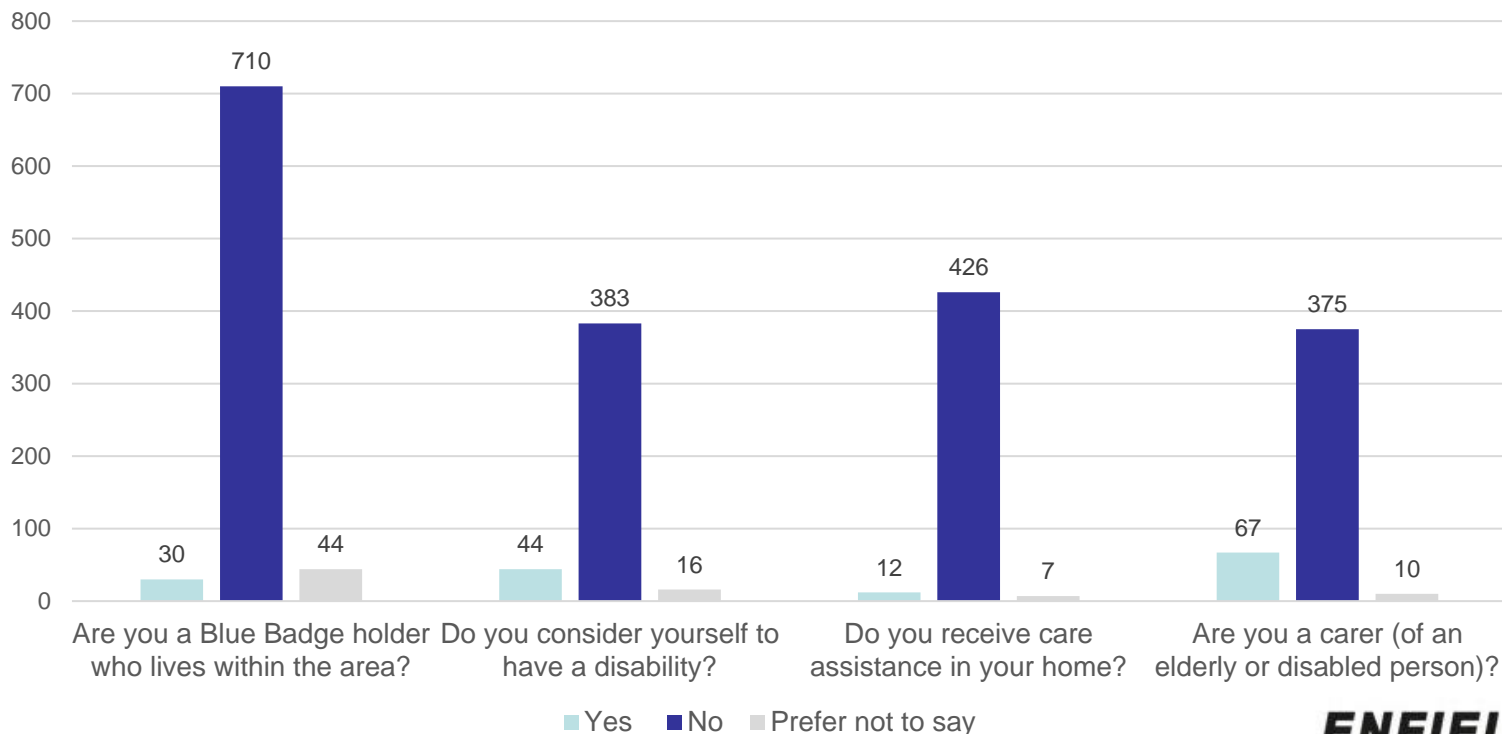


■ Female ■ Male ■ Prefer not to say

Participants

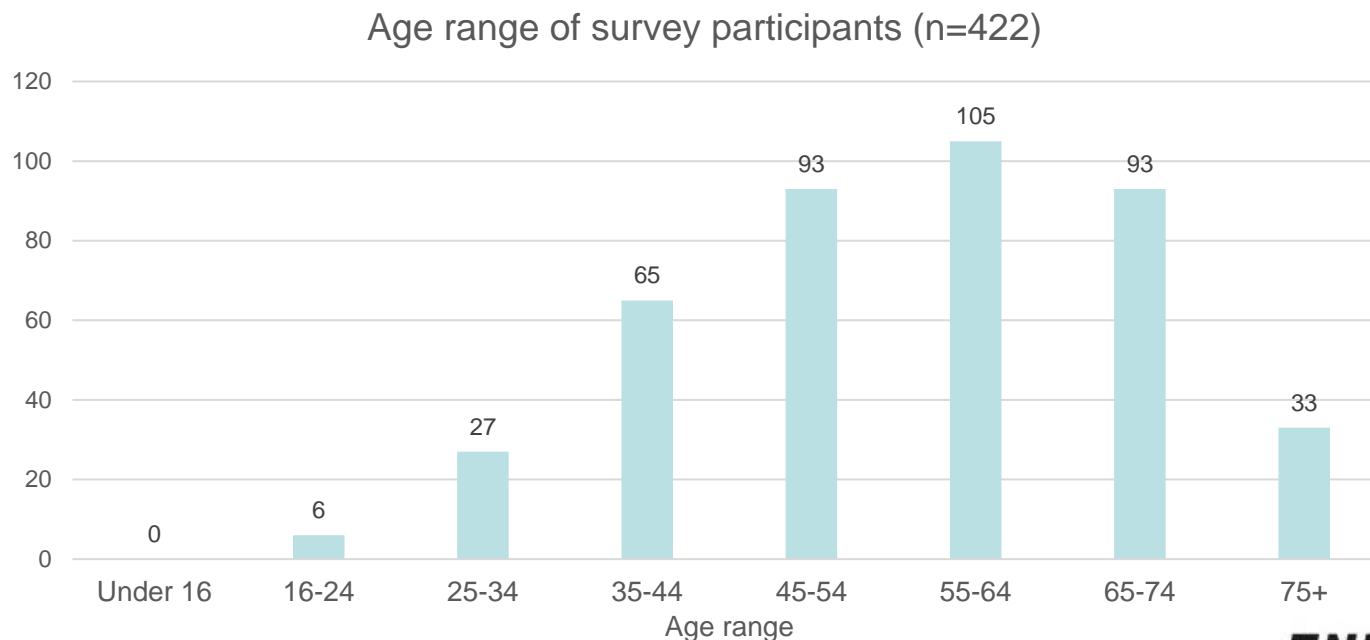
Thirty respondents stated that they are a Blue Badge holder, and 44 respondents stated that they consider themselves to have a disability. Twelve respondents stated that they receive care in their home, and 67 stated that they provide care for someone such as an elderly or disabled person, as shown in the graph below.

Survey respondents who have a disability (n=443), are a Blue Badge holder (n=784), receive care (n=445) or provide care (n=452)



Participants

In order to determine age brackets of participants, year of birth was asked in the survey and where no response was provided, year of birth from the sign-up form was used. The age bracket was determined by the age respondents will turn in 2022. Of those who provided their year of birth (422), respondents aged 55-64 years were the most represented with 105 respondents, followed by respondents aged 45-54 and 65-74 with 93 each. Age brackets of survey respondents who provided their year of birth are shown in the graph below. One person stated a number that was not a year of birth and this response has not been included in the analysis.



Engagement findings - survey

Of the 784 survey responses received, 566 (73%) stated that they would prefer to see the Meadway restrictions on motor vehicles removed entirely, 177 (23%) stated they would prefer they remain in place, and 41 (5%) stated that they would prefer that the restrictions operate on a timed basis.

Of the 41 respondents who stated they would prefer to see the restrictions operate on a timed basis, almost half (20) stated they would prefer they operate during peak hours only (vehicle access would be restricted during the morning and evening weekday peak times).

The results are shown in the graphs on the following slides.

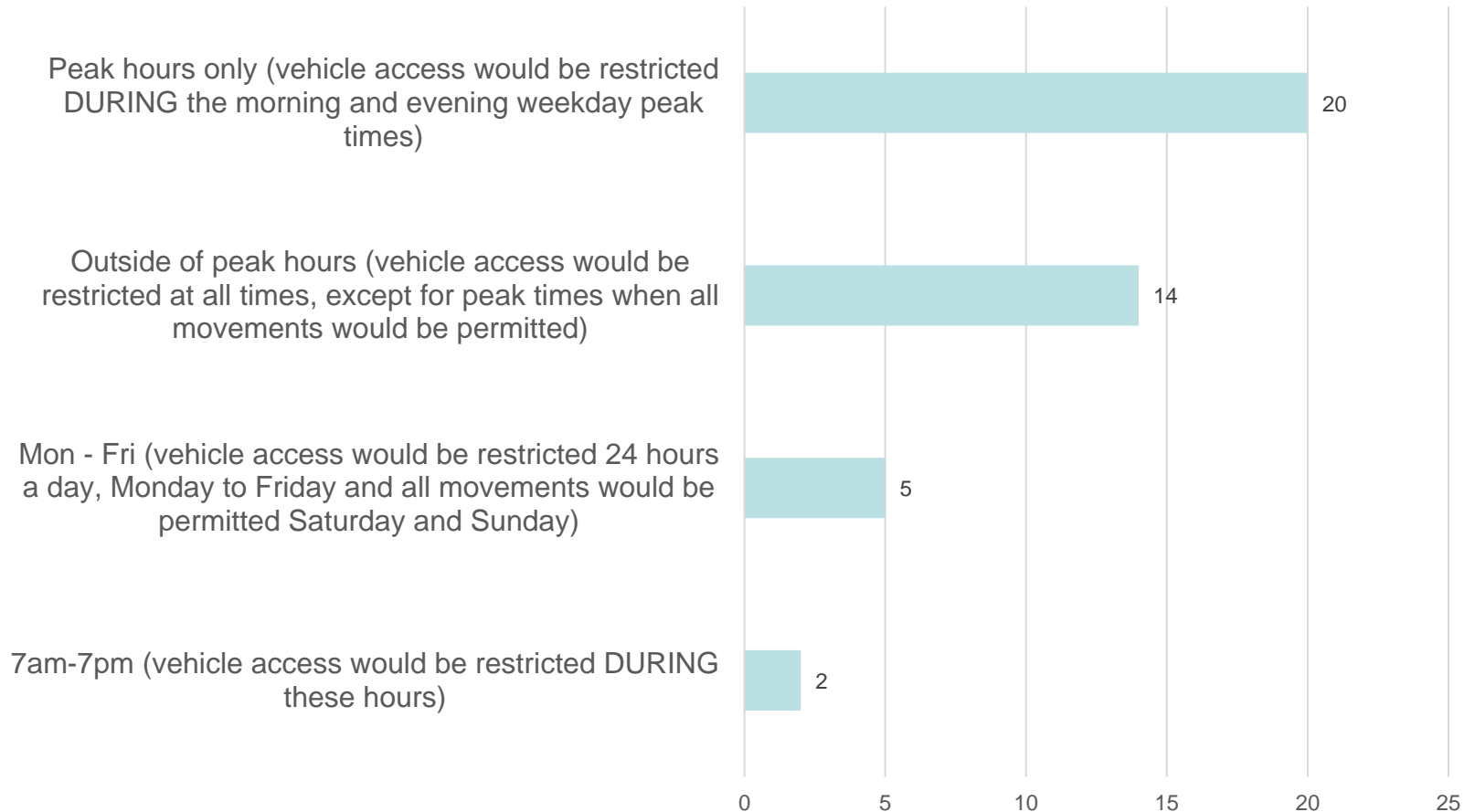
Engagement findings - survey

Survey respondents' preferences for the Meadway restrictions on motor vehicles (n=784)



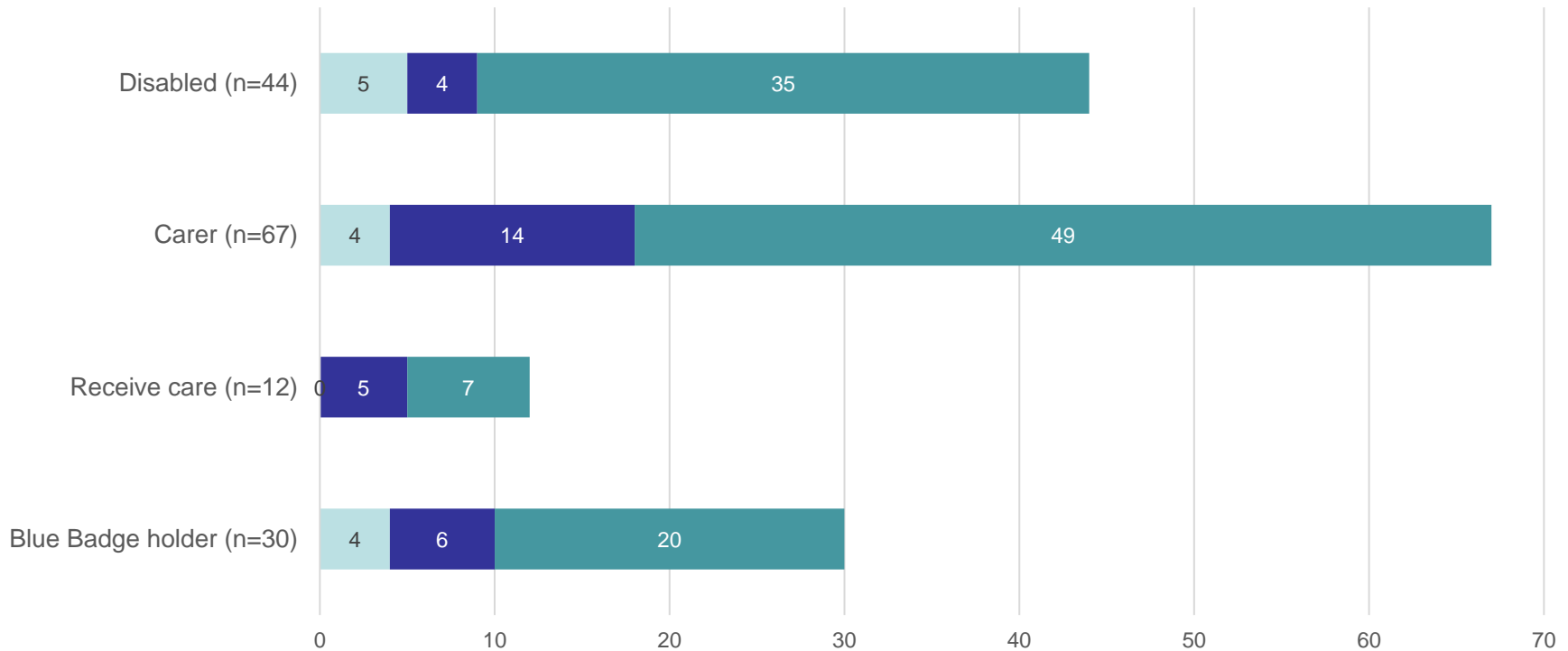
Engagement findings - survey

Survey respondents' preference of timed basis options (n=41)



Engagement findings - survey

Survey respondents (Blue Badge holder, Carer, Receive care and disabled) preferences for Meadway restrictions on motor vehicles



- I would prefer to see the Meadway restrictions on motor vehicles to operate on a timed basis:
- I would prefer for the Meadway restrictions on motor vehicles to remain in place
- I would prefer to see the Meadway restrictions on motor vehicles removed entirely

Engagement findings – emails

Twenty-eight emails from 27 people were received by the Council with comments regarding the Meadway modal filter. Of these, 17 people said they would prefer that the Meadway remains closed to motor traffic as per the current arrangements, five stated they would prefer it to open to motor traffic, three did not specify and two said they would not have selected an option proposed in the survey, but would rather the Quieter Neighbourhood be removed entirely.

The most prominent theme from the emails received was regarding the impact on Meadway should it be opened to motor traffic whilst other roads remain closed, mentioned by 12 respondents, namely an increase in traffic volumes and congestion (specifically mentioned by 11 people). Six people noted that their concern was due to Meadway being part of a conservation area. Eight people also mentioned their concern for the impact on surrounding roads if Meadway were to be opened.

Other concerns detailed in regards to the possibility of Meadway opening included that it would:

- be contradictory to the aims of the Quieter Neighbourhood (6)
- cause Meadway to be used as a shortcut route (4)
- reduce air quality or cause excess pollution (4)
- cause HGVs to travel through the road (2)
- cause vehicles to speed along the road (2)
- negatively affect the local community (1)
- cause more people to change back to driving over walking and cycling (1).

Engagement findings – emails

One person said that they would like Meadway to be opened to motor traffic to decrease journey times and so it can be used as a shortcut route.

There were a number of comments made that are outside of the scope of this engagement process. These included concerns over the survey or approach to engagement (two), that the restriction uses locked bollards which negatively impact emergency services (1), and that not all emergency or healthcare workers are not eligible for exemptions (1).

There were some comments made regarding the Quieter Neighbourhood project as a whole, also outside of the scope of this engagement process. These included concerns that the Quieter Neighbourhood :

- has not achieved its objectives (3)
- negatively impacts emergency services (2)
- has increased air pollution (2)
- has increased congestion (2)
- has displaced traffic (1)
- consultation was inadequate or unfair (1).

Engagement findings – petition

The signatories to the petition supported opening the Meadway and stated “the re-opening of this road will mitigate some of the damaging impact the LTN has had on Wynchgate and Park View residents. We have experienced a fall in road safety with several accidents, a substantial increase in noise & air pollution, and a reduction in mobility due to congestion due to our adjoining roads and at the high street roundabout.”

Conclusion and next steps

In conclusion, 566 (72%) of respondents to the survey stated that they would prefer to see the Meadway restrictions on motor vehicles removed entirely, 177 (23%) stated they would prefer they remain in place, and 41 (5%) stated that they would prefer that the restrictions operate on a timed basis. Enfield Council will consider the feedback received when determining any future changes to the Fox Lane QN.

This engagement report will be considered as part of a Key Decision (KD5512) report. The Key Decision report will present a recommendation and will be published on the Enfield Council website.