



cycle
enfield

A BETTER ENFIELD FOR EVERYONE!

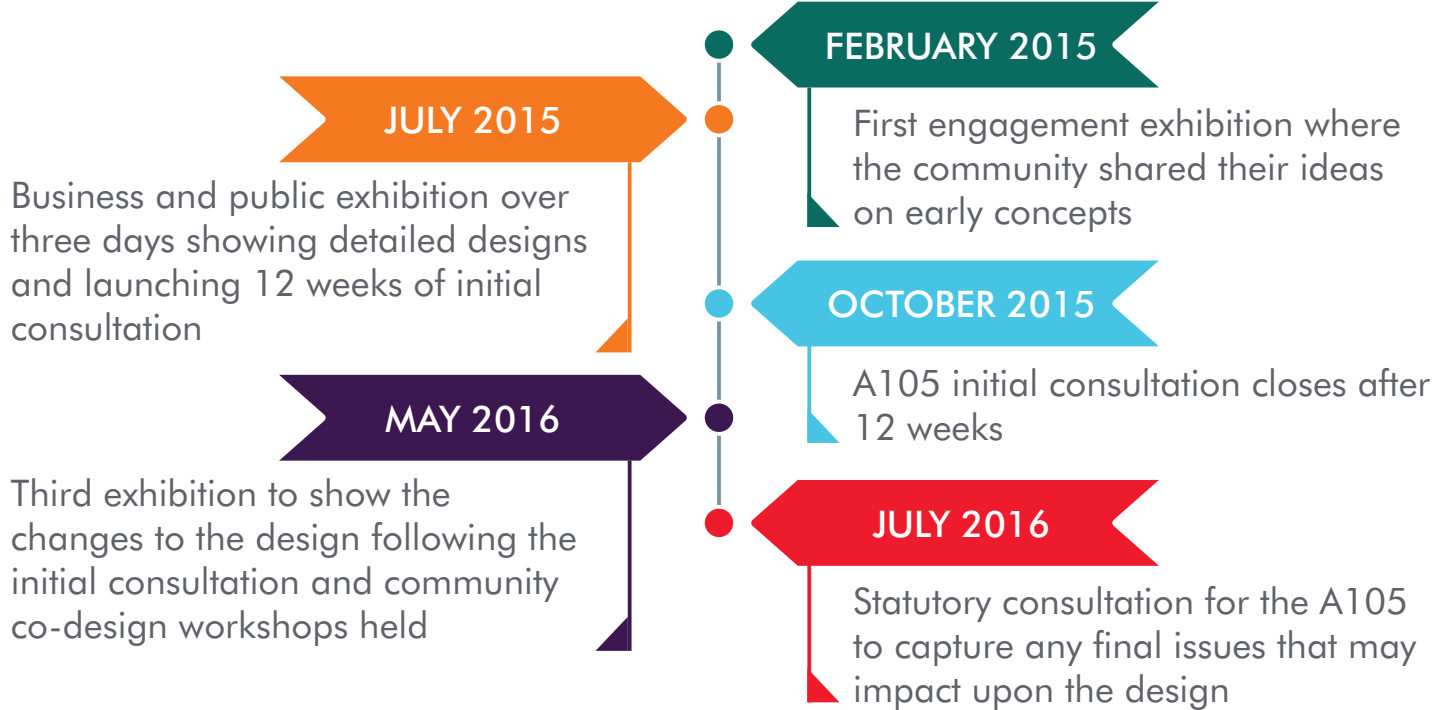
A105 STATUTORY CONSULTATION

Wednesday 6 July to Friday 29 July 2016

It's about transforming our high streets and town centres.
It's about improving our health. It's about creating safe
cycle routes for everyone.

WHAT HAS HAPPENED SO FAR?

Since the announcement that Transport for London will make this multi-million pound investment in Enfield, significant engagement has taken place for the A105 scheme. Each of these events has been an opportunity for the community to influence the look and feel of the final plans.



BENEFITS FOR EVERYONE

This once in a lifetime investment in Enfield will transform our high streets and town centres, improving junctions and enhancing the environment for pedestrians. This enables everyone to benefit from these improvements, however they choose to travel.



Better crossings



Better junctions



Better places

A105 ROUTE (PALMERS GREEN TO ENFIELD TOWN)



BUS STOPS

The majority of bus stops will remain in their current locations, with a few minor amendments. There will be one bus stop merger in Palmers Green town centre, where the two northbound bus stops will be combined – a decision made in response to a request for high street car parking. New designs for bus stops will be introduced, using bus stop boarders and bus stop bypasses. Designs can be seen at www.cycleenfield.co.uk/bus-stops



RESIDENTS PARKING

The route will see the loss of uncontrolled on-street parking along the residential sections of the A105. However, designated parking bays will be provided where possible. Subject to obtaining the necessary planning permission, free dropped kerbs will be offered to those residents on the A105 without convenient designated bays so that they can park within their properties if they wish.



PEDESTRIAN CROSSING POINTS

Overall, the plans will see improved conditions for pedestrians, including an increase in zebra crossings to 15 along the route, compared to the current 9. Junctions will also be made safer to cross.



IMPACT ASSESSMENTS

The Council have conducted a range of assessments to investigate possible impacts of the scheme. The traffic modeling report, economic impact assessment and air quality report are all available at www.cycleenfield.co.uk/A105

Cycle lanes to be installed on both sides of the road to create a safe continuous cycling route from Enfield Town to Palmers Green.

75% of the high street parking spaces and 100% of the formal loading bays will remain between Elm Park Road to Elsievene Road.

In residential areas, outside peak periods, time-limited loading will be permitted at designated points.

Car parking will remain in the service road, a one way system (northbound) will be introduced.

BETTER PLACES FOR EVERYONE



Visual of Green Lanes, Compton Road junction

Co-design workshops invited the local community to shape the designs of the public space. The feedback has shaped the designs in the image above. Visit www.cycleenfield.co.uk/co-design to see the emerging design from these workshops.

76% of the high street car parking spaces and 100% of formal loading will remain in the Broadway area of Winchmore Hill (Ford's Grove to Sainsbury's).

91% of the high street car parking spaces and 100% of the formal loading bays will remain from Aldermans Hill to Fox Lane. From Fox Lane to Bourne Hill, 70% of high street parking and 100% of formal loading will remain.

The Council are working with the Centre for Accessible Environments to ensure that the final designs meet the needs of everyone in the community, including those with disabilities.

In all sections of light segregation on-street, dial-a-ride and blue badge holders will be allowed to stop at any time for the purposes of picking up or dropping off.

Ford's Grove car park redesigned and converted to pay and display for increased parking capacity to support local business. 20 spaces will be free for 45 minutes for 'stop and shop'.

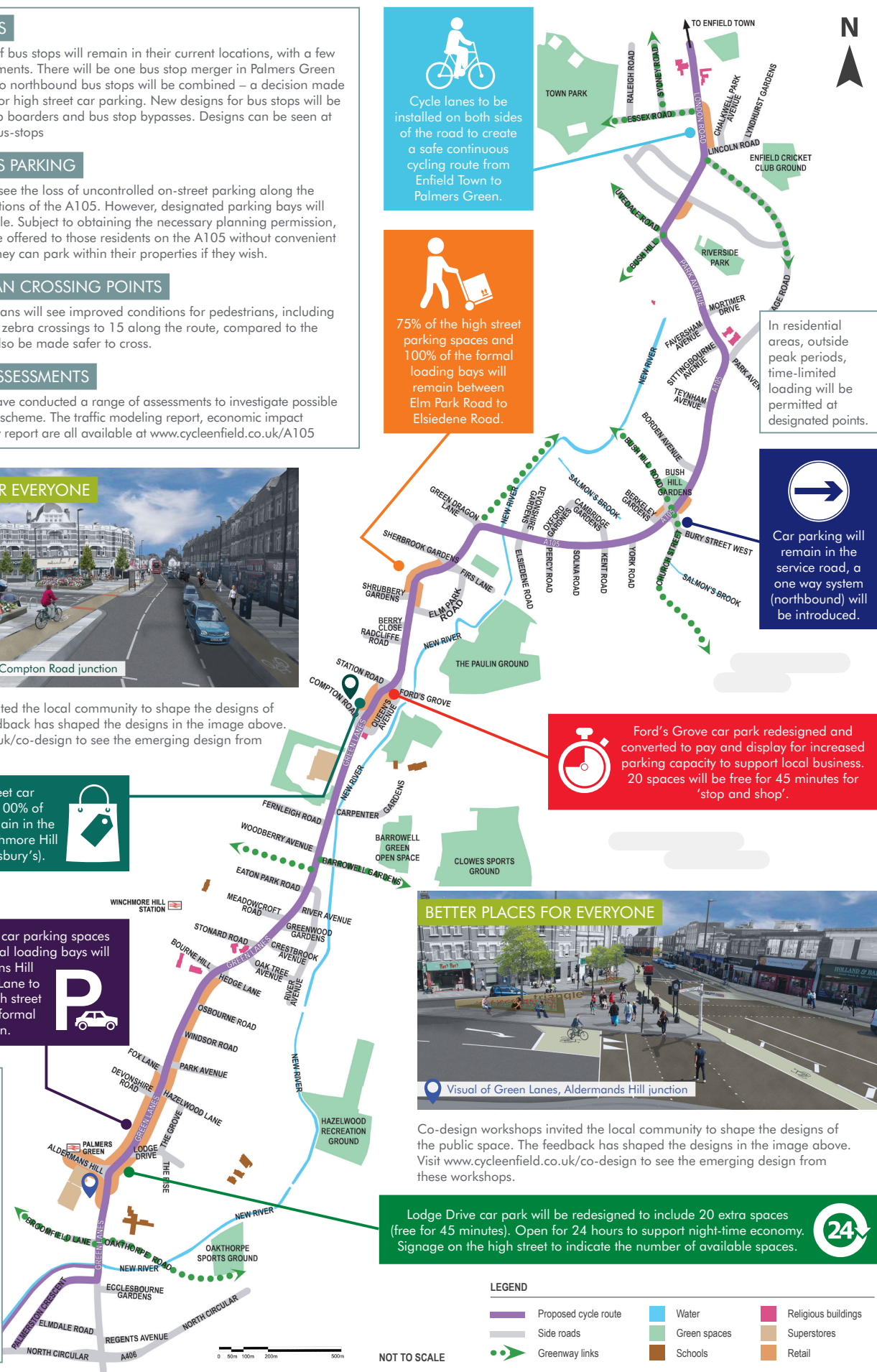
BETTER PLACES FOR EVERYONE



Visual of Green Lanes, Aldermans Hill junction

Co-design workshops invited the local community to shape the designs of the public space. The feedback has shaped the designs in the image above. Visit www.cycleenfield.co.uk/co-design to see the emerging designs from these workshops.

Lodge Drive car park will be redesigned to include 20 extra spaces (free for 45 minutes). Open for 24 hours to support night-time economy. Signage on the high street to indicate the number of available spaces.



0 50m 100m 200m 500m

NOT TO SCALE



QUESTIONS & ANSWERS



How will these plans affect local businesses?

This investment will improve the look and feel of the high streets along the route making them more desirable places both for shoppers and visitors. Though there will be some short-term impact during the construction phase, in the longer term an increase in town centre revenue is anticipated.

The full business impact report for the A105 project is available to read at www.cycleenfield.co.uk/A105

Will these plans affect traffic flow?

If nothing is done, the expected increases in population and traffic growth will increase pressure on our roads and cause greater congestion. These proposals will enable and encourage alternative forms of travel, which are both cheaper and healthier. Though journey times for private cars could increase initially this is only by a projected 16-35 seconds per mile travelled.

The full traffic modelling report for the A105 projects is available to read at www.cycleenfield.co.uk/A105

Why are the cycle routes on the main roads?

Like other transport systems, the cycle routes should connect people to the places they want to travel to daily (e.g. shops, train stations etc.). The overall network does include quieter side routes, which will connect to the major routes, thereby enabling safe, direct and convenient travel. The New River route was considered, but is not suitable as a primary route, the reasons for this are available to read at www.cycleenfield.co.uk/A105

Can this money be spent on other Council Services?

No. This investment from Transport for London can only be spent on the Cycle Enfield programme. If Enfield did not make use of this investment, it would be re-allocated to another London borough and the wider benefits for the area would be lost. However, the Council will use this funding to generate benefits for everyone, transforming our high streets and promoting more active travel.


How will these plans affect air quality?

By designing an environment, which encourages and enables more people to walk and cycle, we will help reduce the harmful effects of air pollution and improve our health and wellbeing. With just a 2.5% reduction in motor traffic, the majority of the route would see early improvements in air quality.

The full air quality report for the A105 project is available to read at www.cycleenfield.co.uk/A105

Will more people cycle?

Enfield currently has one of the lowest cycling ratios in London. Indeed, residents have told us that the main obstacle to cycling is the lack of safe routes, but experience from other towns and cities have shown that where the right conditions are created, increases in cycling levels do occur. Cycle Enfield, which will provide safe and secure cycle routes therefore provides an opportunity to get more people cycling.



THE NEXT STEPS

Traffic management orders are the legal documents that enable the Council to implement and enforce measures such as waiting and loading restrictions, parking bays and one-way streets. Regulations specify the procedure the Council must follow before making such orders, including providing 21 days for representations and objections to be made. All objections must be made in writing and state the grounds for objection.

There were a number of objections raised to both the detailed plans and the principle of the scheme during the initial 12-week consultation period. Changes were made to the design of the scheme as a result, as well as a range of responses provided to concerns raised. A summary of these are available to view at www.cycleenfield.co.uk/A105

Both the draft traffic management orders, statement of reasons and the full set of design drawings for the A105 scheme are available for viewing at www.cycleenfield.co.uk/A105

Paper copies of these documents are also available for inspection at the Civic Centre.

At the end of the statutory consultation period all written comments will be considered and the designs reviewed.

The A105 statutory consultation runs from Wednesday 6 July to Friday 29 July 2016.

If you want to object to any aspect of the draft traffic management orders then please complete the consultation form at www.cycleenfield.co.uk/A105

Or write to:
**Cycle Enfield, Civic Centre,
Silver Street, Enfield EN1 3XY**

We offer a range of services and activities to encourage people to cycle with our £10 cycle loan scheme, cycle skills sessions, bike rides and maintenance classes.

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 CycleEnfield

www.cycleenfield.co.uk