



cycle
enfield

A BETTER ENFIELD FOR EVERYONE!

A1010 SOUTH STATUTORY CONSULTATION

Wednesday 23 November to Wednesday 14 December 2016

We're turning Enfield into a borough that encourages walking and cycling, a place that's easy for all of us to get around – however we travel. A greener place, with safer roads, brighter town centres and vibrant local shops.

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 A1010 South scheme. Each of these events has been an opportunity for the community to influence the look and feel of the final plans.

NOVEMBER 2015

Business and public exhibition over three days showing detailed designs and launching 12 weeks of initial consultation

NOVEMBER 2016

Third exhibition to show the changes to the design following the initial consultation and community co-design workshops held

APRIL 2015

First engagement exhibition where the community shared their ideas on early concepts

MARCH 2016

A1010 South initial consultation closes after 12 weeks

NOVEMBER 2016

Statutory consultation for the A1010 South to capture any final issues that may impact upon the design

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



FREQUENTLY ASKED QUESTIONS



Won't these plans be bad for business?

Transport for London's investment will help transform our high streets and town centres. Improvements to these public spaces will create environments where people want to visit more and stay longer. Our high streets and town centres should be accessible by all forms of transport. We know that the majority of people visit by bus or walking, but around 25% visit by car too, which is why we have ensured that car parking spaces continue to be included in all our designs.

Won't these plans increase congestion and make air quality worse?

If we don't provide an infrastructure for sustainable transport now, the increase in Enfield's population and associated forecast growth in traffic will increase congestion and reduce air quality. The new infrastructure will enable us to increase levels of active travel in future years, that will lower congestion and improve our air quality.

Are there enough people cycling to spend this money?

We know current cycling levels are low in Enfield because residents do not feel safe. When we asked 3,516 people across the borough they said that the number one thing the council could do to increase cycling was to create safe cycling routes.

We plan to significantly increase the number of people who cycle some of their local journeys by implementing new cycle lanes and a range of other services like cycle skills courses and bike maintenance.

Why have you chosen routes on the main roads?


We need to ensure our routes connect people to the places they want to travel to daily (shops, train stations, etc). They should be accessible and feel safe at all times of day and night. The overall Cycle Enfield network also includes quieter routes. Like any transport system, the cycle network should be made up of quieter streets and green spaces, connecting to major routes that enable direct and convenient travel.

What about the impact of these plans on people walking and using the bus?

We plan to improve the environment for people who walk, as well as those who we wish to encourage to cycle. Where feasible we have improved and upgraded crossing points as well as designing more pedestrian friendly junctions that are easier to cross. We appreciate that the bus stop bypass and boarder designs are new to Enfield, but they will be designed in such a way that gives priority to bus users and their safety.

Why don't you spend this money on other council services?

We are not able to spend money designated for cycling from Transport for London on other council services. TfL have invested a multimillion pound budget from the Mayor of London's transport budget. If Enfield did not spend this investment in our Borough, the likelihood is that it would be re-allocated to regenerate other London boroughs.



A1010 SOUTH SCHEME (HERTFORD ROAD TO FAIRFIELD ROAD) (LINCOLN ROAD TO FAIRFIELD ROAD)



BUS STOPS

The majority of bus stops will remain in their current locations, with a few minor amendments. There will be just one bus stop merger, which occurs south of Southfield Road, where two southbound bus stops will be combined (to minimise delays to general traffic). New designs for bus stops will be introduced, using shared bus stop boarders and bus stop-by-passes along the route. Designs can be seen at www.cycleenfield.co.uk/bus-stops



RESIDENTS' PARKING

The route will see the loss of unrestricted on-street parking along the residential sections of A1010 South. However, designated parking bays will be provided where possible.



PEDESTRIAN CROSSING POINTS

Overall the plans will see improved conditions for pedestrians, including two crossings where the staggered crossing has been replaced with a direct crossing. The new signalised roundabout will also improve east/west connectivity.



IMPACT ASSESSMENTS

The Council have conducted a range of investigations to assess the impact of the scheme. The traffic modeling report, economic impact assessment and air quality report are all available at www.cycleenfield.co.uk/A1010S



Visualisation of Edmonton Green roundabout



Edmonton Green roundabout will stay, but traffic signals will be included to help improve safety for people walking and cycling.



100% of designated loading bays will be retained at their existing locations:

- Between Cuckoo Hall Lane and Nightingale Road
- Rosemary Avenue
- Between Fairfield Road and Park Avenue



The existing off-peak parking provision in the southbound bus lane will be retained.

Prior to any decision on these proposals, further work will be carried out to assess how people with disabilities may be affected, and the impact of the plans on local business, air quality, parking and congestion.



Light segregated cycle lanes are proposed on both sides of the road to protect people cycling.



100% designated loading bays will be retained at their existing location.



The majority of bus stops will remain at their current location, except the southbound Nightingale Road stop (Stop LA) which is to be merged with the stop to the north.



Redesigned car parking at north of St Josephs Road to accommodate six additional spaces.



Croyland Road to become one-way in a westbound direction between the A1010 and Milbank Road.



400m of two-way segregated cycle track between Edmonton Green and Bounces Road/Croyland Road.



Sufficient parking has been retained for 87% of cars currently parked on the A1010 north section of Edmonton. There is also sufficient capacity on the side roads for most of the day and overnight.



There will be no loss of parking bays following implementation of the scheme between Monmouth Road and Fairfield Road.



Cycle lanes are to be introduced on both sides of the road, predominantly the northbound route will have on-carriageway light segregation and the southbound route will be segregated at footway level.

LEGEND

- Proposed cycle route
- Side roads
- Greenway links
- Water
- Green spaces
- Religious buildings
- Superstores
- Schools
- Retail



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/A1010S

Both the draft traffic management orders, statement of reasons and the full set of design drawings for the A1010 South scheme are available for viewing at www.cycleenfield.co.uk/A1010S

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 A1010 South statutory consultation runs from Wednesday 23 November to Wednesday 14 December 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/A1010S

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

£10 CYCLE LOAN SCHEME – TRY BEFORE YOU BUY

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