

MINI-HOLLAND

ENFIELD

[BID REPORT]



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FOREWORD

The Mayor's Vision for Cycling and this final stage of the mini-Holland process has given us the inspiration to fulfil our ambition to transform cycling in Enfield. Early monitoring of our first new Greenway route demonstrates a huge growth in cycling already. Residents are acting with their feet; where high quality infrastructure is provided, it will be well used! Time and time again residents tell us that they would like to cycle, but they don't want to cycle amongst traffic. Our schools and their pupils are also enthusiastic about cycling but safe cycle routes and secure parking are needed to support them. The proposals in this bid seek to provide an environment that is safe and feels safe for people who want to cycle, so that they can do so without fear or concern.

Delivering mini-Holland in Enfield will grow our cycling culture so that all, young and old, feel safe and comfortable making daily journeys by bike. This will benefit all residents and create a healthier, quieter, calmer and more pleasant environment across the whole borough. It will also contribute to and dovetail with our existing regeneration plans, adding to the prosperity of the borough.

Mini-Holland is important for Enfield, we have some of the worst inequalities in health in the whole of the UK and spend over £80 million per year treating the consequences of obesity. The whole borough is also an Air Quality Management Zone and motorised traffic is a major factor in those parts of the borough with poor air quality. No other intervention can deliver the range of outcomes and benefits that we will achieve through our mini-Holland.

We want Enfield to be really great for cycling, amongst the best in the world. We have the ambition, enthusiasm and political will to deliver the schemes in this bid. We will demonstrate to other London Boroughs and the rest of the UK that even with a low baseline for cycling, introducing gold standard infrastructure is the way to achieve excellent results.



Doug Taylor
Leader of the Council



Michael Lavender
Leader of the Opposition



[01] INTRODUCTION

Enfield is the best choice for a mini-Holland scheme, TfL's own research identifies it as one of the Outer London boroughs with the greatest potential for cycling growth. It is also the borough where this potential has already been realised, with our Albany Park Greenway route achieving a 395% increase in cyclists in just two years, far higher than the other surveyed boroughs. Our vision for a five-fold increase in five years in the number of cycle trips is just the beginning, we truly believe we can deliver even higher results in the longer term and are aiming for 30% cycle use as other towns have achieved. This is why we have engaged transport consultants from the Netherlands, who have supported these other towns and cities, to assist us to design our proposals. In line with the Mayor's Vision for Cycling, we want to transform Enfield into a place where the car is replaced by the bike as the mode used for short trips and where the associated culture change occurs as seen in Amsterdam.

Our proposals are deliverable, they have the support of both our Labour and Conservative parties and have had this support from the outset. Both parties recognise the need to address difficult issues, such as loss of parking, as these proposals are progressed. It is not just our politicians who support our proposals; our key stakeholders do too, such as Greater Anglia who are investing in cycle improvements in Enfield. We also have the support of our local NHS Trust, both hospitals and the clinical commissioning group, particularly for the health benefits our proposals will deliver, in a borough with some of the worst health inequalities in London.

Enfield also has some of the worst air pollution hotspots, with 10 of London's 187 Air Quality Focus Areas (more than any other short-listed borough) and our proposals are located at these sites, including Enfield Town, the A1010 and Green Lanes. The greatest transformation our proposals will bring to Enfield will be to change these statistics, by significantly increasing cycling levels across the borough.

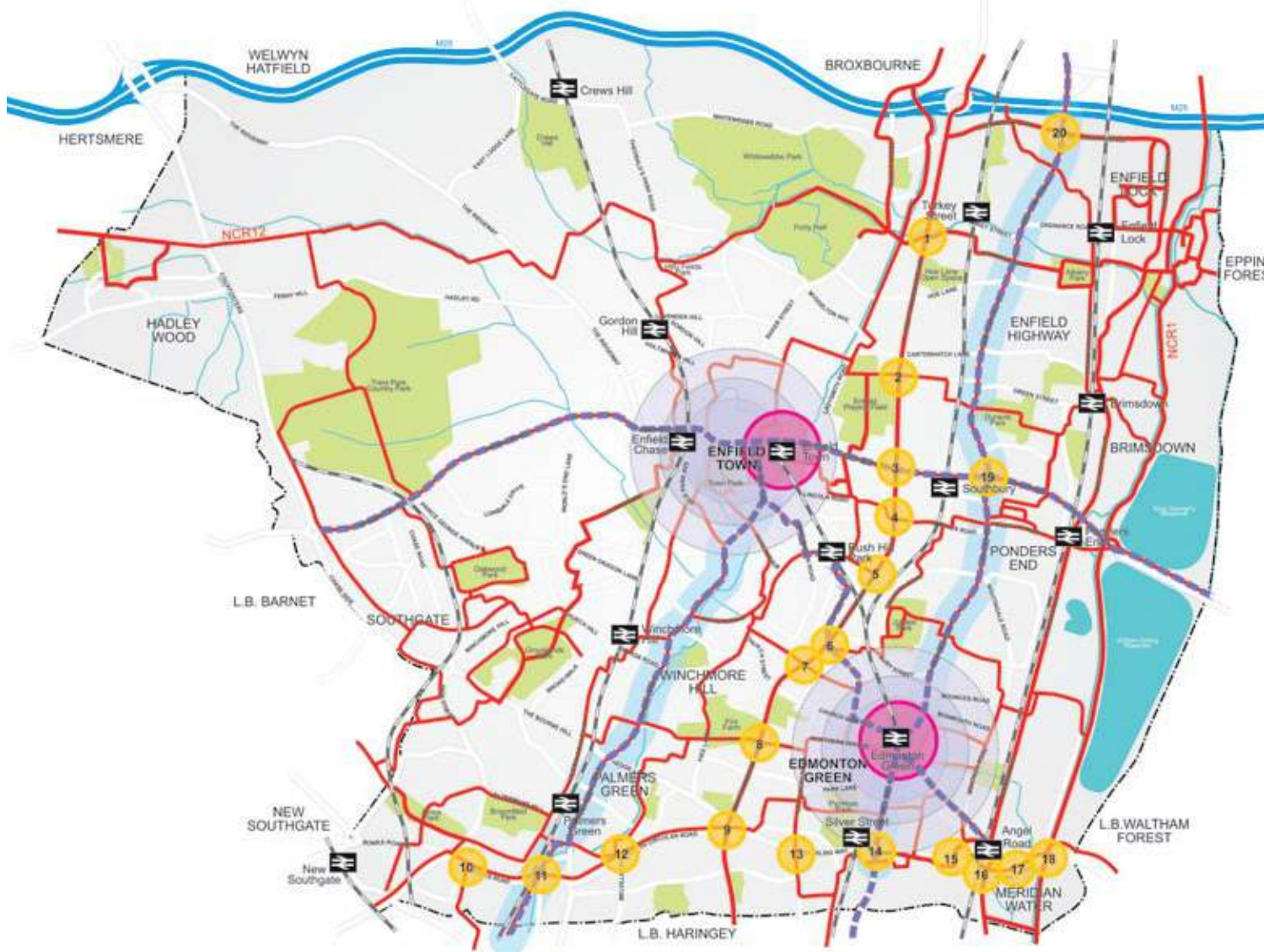
OUR MINI-HOLLAND BID







Our mini-Holland bid is the centrepiece of the 'Going Full Cycle' vision for Enfield and a new integrated strategy for cycling, developed on Dutch principles which focuses on cycle safety, health, access to schools, social inclusion and access to employment. The strategy develops better town centres and develops good links between them and to adjacent boroughs – it also complements our Roads Task Force design principles. The bid has full cross-party and stakeholder support, has been carefully planned and assessed, programmed and costed and has a proper delivery plan. It is ambitious but deliverable, and will transform the lives of thousands of Enfield residents, who we will involve in the design and delivery of measures.

Sunday Bike Ride



PROPOSALS PLAN



-  Town centres
-  Cycle Network
-  Cycle Corridor
-  Cycle Superhubs
-  Severance Sites
-  Key Cycle Routes

Our mini-Holland bid provides so much more than new cycle routes and facilities. Our key proposals include the redesign of the town centres of Enfield Town and Edmonton Green around cycling, as well as improving links to these areas and between them. We will rejuvenate these town centres and create much improved environments not just for those who cycle, but for everyone. Our proposals for Edmonton Green target a community where cycling could make a real difference and change people's lives, particularly their health and employment opportunities.

The three new segregated cycle routes we are proposing, along the A1010 (Hertford Road) the A105 (Green Lanes) and the A1010 (Southbury Road) provide direct connections from these two town centres to Central London and key destinations in between. The A1010 route will dramatically change how children travel to the 23 local schools and how residents travel to the five high street shopping areas. Our proposals fit firmly within a longer-term cycling strategy and vision for the borough, developing a network of routes and 'cells' where cycling will be safe and direct.

Our integrated proposals (in order of priority) are highlighted below and outlined in detail in our bid report and in Forms A and B included in Appendix A.

1. ENFIELD TOWN (SECTION 4)

We are proposing to radically transform Enfield Town by removing general traffic from the High Street and providing a two-way segregated cycle route with connections to cycle routes to the north, south, west and east, and direct routes to Edmonton Green and Palmers Green. Our proposals also provide reduced bus journey times and an enhanced access to and environment around Enfield Town station, including providing a new Cycle Superhub. The proposals will be integrated with significant public realm improvements to enhance the use of the town centre by all.

2. EDMONTON GREEN (SECTION 5)

Edmonton Green will be revitalised with a new Dutch-style roundabout that connects directly into the A1010 segregated cycle route and the opening of the railway arches which will create a new commercial and community space including one of the Edmonton Green Cycle Hubs. Our second Cycle Hub located within the Shopping Centre will provide training and apprentice schemes. Our proposals also benefit the wider community via the significant public realm improvements around the railway arches, safer and more convenient pedestrian crossings around the roundabout and improved access to Edmonton Green bus and rail stations.

3. A1010 (HERTFORD ROAD) CYCLE CORRIDOR (SECTION 6)

The A1010 will be completely redesigned, not only as a world class north-south commuter cycle route, but as an enhanced public space for local people. We are proposing to reallocate road space to provide safe and continuous segregated cycle lanes along the whole route, providing safe crossing facilities for cyclists of all abilities at the major junctions and safe connections to all 23 schools along the route. Improvements to the public realm, and in particular the five shopping areas along the route, is a key element of our proposals. Along with our proposals to slow traffic speeds and reduce through traffic, these improvements will ensure this road becomes one that is enjoyable to walk and cycle along.

The corridor is not only a unique opportunity to deliver transformational north-south cycle access (it is one of three close parallel north-south roads on which traffic can be managed in an integrated way) but it is the 'spine' to which 10 other important east-west routes connect.

Enfield Greenway



4. A105 (GREEN LANES) CYCLE CORRIDOR (SECTION 7)

Safe and continuous cycle lanes will also be provided along the A105 (Green Lanes) from Enfield Town to Palmers Green, linking into Haringey's Quietway network.

5. CYCLE NETWORK AND ADDRESSING SEVERANCE (SECTION 8)

We have developed an integrated programme of improved cycle routes and proposals to address severance. The additional cycle routes we are prioritising include:

- Enfield Town to Meridian Water via Edmonton Green – Quietway route
- A110 (Southbury Road via Enfield Town) the only direct east-west cycle route other than the A406

The A10 and A406 are our two busiest roads and the two biggest physical barriers to cycling within the borough. Key severance sites will be systematically addressed to ensure there are safe places for cyclists and pedestrians to cross.

6. MARKETING AND PROMOTION (SECTION 10)

Our marketing and promotion activities underpin all of the schemes highlighted above. We will use this to raise the image and use of cycling and to engage the community in the design process, securing 'ownership' of new infrastructure; we will also promote the measures as they are completed, ensuring their use and support cyclists to use it. Our 'Going Full Cycle' approach ensures that every barrier a cyclist or potential cyclist may face, such as training, cycle parking and bike ownership is addressed and that this is done in a systematic way. Our vision is to see some of the residents we support also 'Going Full Cycle' by becoming cycle trainers or mechanics and our proposals provide support for this.

WHY CHOOSE ENFIELD?

Our bid and the accompanying Appendices including Forms A and B set out why Enfield should be chosen to become a mini-Holland. In summary:

- Enfield has great cycling potential, and this is demonstrated by the massive increase (nearly 400%) in cycling on recently introduced Greenways
- The mini-Holland proposals are integrated and are part of a much wider and longer-term Cycling Strategy, strongly influenced by Dutch design principles
- The mini-Holland proposals are practical, have been carefully designed and are fully costed and programmed
- They will have a significant impact on Enfield's town centres and schools, and on residents' health, social inclusion and employment opportunities
- Enfield has the cross-party consensus, community and stakeholder support and proven implementation track record to deliver the Mayor's Vision for Cycling
- The proposals are innovative but deliverable and will involve the local communities in design, ensuring 'ownership'



Cycle Enfield



www.enfield.gov.uk

ENFIELD



[02]

WHY ENFIELD?

Enfield Council is committed to increasing cycling. We are developing a new Cycle Strategy based on best practice from around the world and are delivering schemes to support cycling borough-wide.

We have a proven track record for delivering successful major schemes on time and to budget. Our experienced Cycling Delivery Team are enthusiastic and excited about our mini-Holland proposals and the opportunity to realise Enfield's cycling potential.

A. COMMITTED TO INCREASING CYCLING LEVELS

1. STRATEGY

ENFIELD CYCLING ACTION PLAN

In 2012, Enfield Council funded the development of the Enfield Cycle Action Plan 2012-2015. This sets out our strategy for increasing cycling levels across the borough, along with an Action Plan for how we will achieve this over three years, including employing an Officer with a direct remit for promoting cycling. We are currently delivering the schemes and programmes outlined in this plan.

Through the Borough Cycling Programme fund we have applied for funding to refresh this Strategy with a longer term vision for cycling in Enfield to 2025. The new Strategy will build upon the success of the current Cycle Action Plan and be focused on delivering the Mayor's Vision for Cycling. The new Strategy will include our mini-Holland proposals and be based on the strategic approach recommended by Dutch transport experts, Goudappel Coffeng (who have supported us to develop this bid) as set out in Section 3.

NORTH LONDON CYCLE STRATEGY

Enfield Council is part of the North London Cycle Strategy Steering Group. This group formed in March 2013 to identify how local authority partners can work together to increase cycling and to ensure a consistent approach to delivering a strategic cycle network in North London. The outcomes of a mapping exercise to identify gaps in the network and to identify priorities will feed into our own Cycle Strategy. Enfield Council is committed to working with neighbouring boroughs to deliver cycle schemes and details of our cross-borough working for this bid are set out in Section 9.

2. DELIVERING INFRASTRUCTURE - OUR TRACK RECORD

We have a proven track record for delivering schemes on time and to budget. In 2012/13 our full LIP allocation was utilised, and we have successfully delivered major schemes such as the Lytchet Way Estate Major Scheme and significant improvements to the River Lea towpath (as outlined over the page). We have demonstrated to TfL that we fully and effectively utilise our LIP allocation each financial year. This is against a background of our LIP allocation increasing from £2.5m in 2009/10 to nearly £5m in each of the following financial years.

We are on track for delivering cycling schemes in 2013/14 including:

- Completing the traffic-free link between Edmonton Green and Meridian Water via Rays Road Park
- Implementing the NCR12 extension from Hadley Wood to NCR1 (River Lea towpath)
- Delivering the Enfield Town to Ponders End and NCR1 Greenway routes
- Installing lifts at Edmonton Green station (see Section 5)
- Providing the borough's first cycle hire scheme at Enfield Town station, with the support of Greater Anglia (see Section 4)

*Silver Street Station*

GREENWAYS

As detailed in our Expression of Interest (EoI), we have invested over £2million in the past three years developing an extensive network of Greenways across the borough. Early monitoring results by Sustrans show that this investment is achieving the desired result of increasing cycling levels in the borough. The new Greenway route in Albany Park in the north east of the borough has seen a 207% increase in users (cyclists, walkers, dog walkers and joggers) from 2010 to 2012 (London Greenways Monitoring Report, TfL, September 2013). However, the increase in cycling levels is even more impressive, with a 395% increase in cyclists (from 8,259 to 40,867) estimated to be using this route on an annual basis (Albany Park, London Greenways User Survey Report, SPA, 2012). This increase is far higher than any other monitored route including Hogsmill Bridge in Kingston.

The increase in the number of cyclists using this Greenway route demonstrates the huge potential for cycling in Enfield enabled by good quality cycling infrastructure. The fact that this increase in usage was recorded before the overall route was completed, signed and promoted underlines the potential for quick gains in cycling levels within this part of London.

MAJOR SCHEME: LYCHET WAY ESTATE MAJOR SCHEME

We successfully delivered the £1m Lytchet Way Estate Major Scheme in 2012/13. Working with a deprived and hard to reach community we improved pedestrian access and security, and provided some well received play areas and community spaces.

SILVER STREET STATION IMPROVEMENTS

£500k of Major Scheme funding was used to improve access to and security around Silver Street Station in 2011/12. Improvements to pedestrian links between the station and North Middlesex Hospital were also delivered.

20MPH ZONES

In the last four years, £3m has been spent on successfully introducing 20mph zones in all residential roads around all the schools in the borough. 22 zones have been introduced, covering 36 schools. This complements our new cycle network strategy for residential 'cells' and direct, safe links (see Section 3).

Lytchet Way Estate

RIVER LEA TOWPATH CYCLING SCHEME

We liaised with British Waterways (now Canal & Rivers Trust) to dramatically improve a section of towpath to enable pedestrians and cyclists to be able to use it safely in 2011/12. This cost £600,000 with funding provided from a number of sources including TfL Olympic Major Schemes, Lea Valley Regional Park Authority, British Waterways and S106. Despite the complexity of coordinating all the parties and the need to maintain access to Arriva's bus garage, the scheme was successfully managed by Enfield Council to be delivered in time for the Olympics.

Towpath Road - improvements to a section of the River Lea towpath

ACTIVE SCHOOL NEIGHBOURHOODS/ENFIELD DIY STREETS

In October 2013, Enfield Council and Sustrans commenced an 18 month project, funded by the Big Lottery called 'Active School Neighbourhoods'. We are working with a cluster of six schools around Edmonton Green, over an 18 month period to improve the journey to school and to other local amenities. The whole school community is involved, including students, teachers, parents and local residents.

On street 'Pop Up' events are being held to consult local residents about the project and workshops are being organised to identify local problems and potential solutions. The final designs are being tailored to the needs of each school and will then be piloted on street with chalk, sand bags and straw bales. If the pilots are successful, the designs will be implemented permanently on street.

The schools involved in this project are:

- The Latymer Secondary School
- Churchfield Primary School
- Starks Field Primary School
- Latymer All Saints Primary School
- West Lea School
- The Hazelbury Learning Community

The area covered by this project, just to the west of Edmonton Green, will provide a safe and attractive environment for children, pedestrians and cyclists and will link to the proposed segregated cycle route on the A1010 (Hertford Road). Some of the consultation techniques used during this project will also be utilised in the mini-Holland consultation strategy, as detailed in section 9.

Dr Bike



[02] WHY ENFIELD?



3. SUPPORT AND PROMOTION

The Enfield Cycle Action Plan includes measures to support people to use our cycle infrastructure and to promote these facilities, as well as cycling generally and we market these activities under our 'Cycle Enfield' banner. Details of these and other initiatives to increase cycling in Enfield are highlighted below.

CYCLE ENFIELD

'Cycle Enfield' is Enfield Council's programme of promotional measures that support the new Greenway routes and other cycling infrastructure. So far this financial year, 600 school children and 300 adults have been supported to cycle with Bikeability training and over 220 bikes have been checked for roadworthiness at monthly Dr Bike sessions. The Sunday Bike Rides and cycle maintenance classes in Enfield Town are now fully booked each month. These initiatives will be expanded further with mini-Holland funding, as detailed in section 10.

Sunday Bike Ride



CYCLE ROUTE PROMOTION

The new extension to Sustrans cycle route NCN12 passes through the Forty Hall Estate in the north of Enfield (as shown below). To promote the route and support people to use it, Enfield Council purchased six bicycles for Forty Hall that the public can borrow for free. A Cycle Fun Day was held to launch the new bicycles and cargo bikes were also made available for people to try. As a result of these improvements and our initiatives, cycling levels have significantly increased in this part of the borough and 40 cycle parking spaces are being installed at the Hall as part of a landscape improvement scheme.

Greenway in Forty Hall Park





West Lea School at City Hall Awards event

CASE STUDY: BIKEIT+

One secondary and five primary schools in Enfield are taking part in the BikeIT+ programme. The programme is proven to increase levels of cycling to school and create a pro-cycling culture.

In 2014/2015 six more schools will be invited to participate in BikeIT+, subject to Borough Cycling Programme funding. The schools selected for 2014/15 are located along the A105, therefore these children and their parents will be encouraged to use the proposed segregated route. With mini-Holland funding we would offer BikeIT+ activities to all schools within 500m of any new cycling infrastructure.

CASE STUDY – WEST LEA SEN SCHOOL

In September 2013, the West Lea School were awarded Platinum level STARS accreditation and TfL 'School of the Region' for their Travel Plan work. They are a special educational needs school with 115 students aged 5 to 19 years.

To encourage and promote independent travel the school includes cycling in the curriculum and have a selection of bikes for the students to use, including adapted cycles. They cycle at break times, in PE lessons and KS3 and KS4 students participate in Bikeability training. The intention of the cycling project is to provide the students with valuable life skills so they can gain confidence and their own independence.

They are now setting up a student-led road safety group and participating in Edmonton's DIY Streets project. The school is located in Edmonton Green, therefore the whole school community, pedestrians and cyclists, will benefit from Enfield's mini-Holland proposals.

BikeIT+ programme

Photo credit: Sustrans





CASE STUDY: BRETtenham PRIMARY SCHOOL

Brettenham Primary School is located less than 100 metres away from the proposed A1010 segregated cycle route in Edmonton Green. The Head teacher is piloting a new approach by incorporating cycling into the school curriculum. The goal of this project is for every child in the school to learn how to ride a bike and to understand the impact this has on cognitive and behavioural performance.

The school has purchased glider bikes and pedal cycles so children without their own bike are able to participate. Reception and Year 1 and 2 teachers are delivering glider bike sessions with those children who are not yet able to cycle. Bikeability training level 1 is being offered to children in Years 3 and 4 and Bikeability training levels 1 and 2 is being delivered to students in Years 5 and 6.

The school has used funding from the STP small grants scheme to purchase equipment and to fund a PE teacher to undertake Bikeability instructor training.

In order to engage parents in the programme, a charity called 'Enfield Parents' are running cycle maintenance classes for parents. The classes are designed to help build confidence and provide parents with the skills required to fix their children's bikes. 60% of parents at Brettenham Primary School have never been in employment and those who participate in this project could also be interested in the employability courses we are proposing to deliver at the Edmonton Green Community Cycle Hub (see Section 5).

This project is being piloted during the 2013/14 academic year. The results of the pilot will be shared with other schools across the borough, to demonstrate the benefits of incorporating cycling into the ethos of the school.

SCHOOL TRAVEL PLANS

All schools in Enfield are encouraged to develop a School Travel Plan (STP). STPs encourage safe and sustainable modes of travel to school, such as walking and cycling. As a result, air pollution and traffic congestion are reduced, students benefit from healthier and active lifestyles, and safer environments for pedestrians are created at the school gate. Of the 99 primary, secondary and independent schools in the borough, 76 have an up to date School Travel Plan and 62 of these are accredited under TfL's awards scheme.

Enfield Council will continue to work with schools to develop their travel plans and provide additional support to schools located near new cycle routes.

Eversley School STARS Awards



ENFIELD PARENTS - CYCLING DADS

The charity 'Enfield Parents' run a bike recycling project in Edmonton, using grants from the London Cycle Campaign and Enfield Council. The goal of the project is to connect Dads with their children and provide a positive activity for vulnerable and disadvantaged families in the borough.

Participants are trained to rebuild bikes that have been lost, stolen or thrown away. The bikes are provided by Enfield's Recycle Plant at Barrowell Green. The project team opened a workshop to run the sessions in partnership with the Edmonton Cycle Club and launched with a Big Bike lunch in Ponders End Park. In its first year the project has supported 51 Dads, saved 30 bikes from landfill and refurbished 41 bikes. The project also connected one of the volunteer Dads with paid employment at a local school.

The project has generated some really positive feedback.

"After our first visit I have realised that this place was a bridge between dads and sons / daughters. There was a lot more than having a free bike for me. I only realised how much my son has grown up after visiting this place with him. Me and my son loved it so much that we couldn't stop talking about the couple of hours we have spent in that bike workshop. This little bike workshop was at least one of the positive things I had with all the other negative things happening in my life."

"My step-son and I have really bonded with this workshop and he has overcome many of his anxieties by doing it."

"My daughter is so happy to be able to ride. Look at her!"

This is an example of a cycling project, where the benefits to the local community are far greater than just encouraging people to cycle. Enfield Council is continuing to support this project with LIP funding, whilst a more sustainable source of funding is secured.



B. POTENTIAL TO INCREASE CYCLING LEVELS

There is significant potential to increase cycling in Enfield. Whilst the borough currently has a low cycling mode share, nearly half of our residents (46%, TfL LTDS data 2012/13) have access to a bike and new routes we have implemented have attracted exceptional increases in cycling numbers. We have the potential to significantly change how people travel in Enfield and to realise the Mayor's Vision of a borough where cycling is the first choice for journeys.

Further to this:

- Enfield is one of five Outer London boroughs identified as having the greatest number of potentially cycleable trips
- Nearly 80% of car trips in Enfield are of cycleable length
- There is a heavy reliance on cars to make local trips and there are limited alternative travel options with lower density of public transport provision
- There is a demand for good cycling facilities, routes that have been provided are very well used, including Albany Park (achieving a 395% increase in cyclists in just two years) and Forty Hall (anecdotal evidence highlighted earlier in the need to provide 40 cycle parking spaces)
- Car trips predominantly start from or end around the town centres, and there are a large number of trips made between the town centres
- 25% of car trips in the borough are workplace journeys and approximately 50% of residents currently work within the borough
- 26% of car trips in the borough are for shopping and leisure

CYCLE MODE SHARE

Enfield is the ideal borough to use as a template for boosting cycling in other locations in Outer London, particularly when starting from the low cycling mode share that Enfield has compared to other short-listed Outer London boroughs, as shown in Figure 2.1

FIGURE 2.1: MODE SHARE LTDS 2009/10 – 11/12

RANK	LONDON BOROUGH	CYCLE MODE SHARE
2	Richmond upon Thames	4.0%
3	Kingston upon Thames	3.9%
4	Ealing	2.3%
6	Merton	2.0%
7	Waltham Forest	1.8%
14	Newham	1.0%
17	Enfield	0.7%
20	Bexley	0.4%

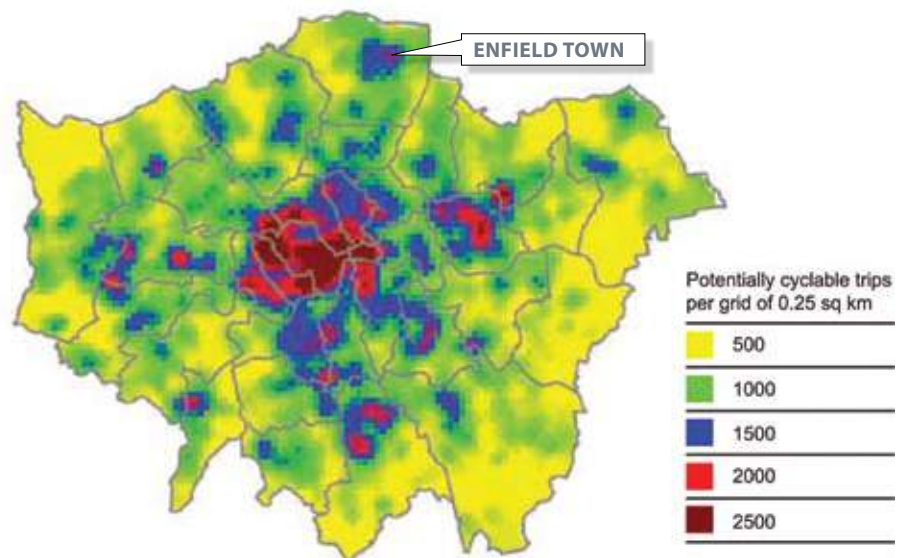


FIGURE 2.2: NUMBER OF POTENTIALLY CYCLEABLE TRIPS BY BOROUGH

CYCLEABLE TRIPS

TfL's report 'Delivering the benefits of cycling in Outer London' (2010) identifies Enfield as one of five Outer London boroughs with the greatest number of potentially cycleable trips; Ealing is the only other short-listed borough in the top five, as shown in Figure 2.2.

This report also examines the potential within each borough which shows that the largest concentrations of potentially cycleable trips in Enfield are in and around Enfield Town, as shown in Figure 2.3.

FIGURE 2.3: POTENTIALLY CYCLEABLE TRIPS IN LONDON BY TRIP ORIGIN

CAR TRIP LENGTHS

LTDS data on car trip lengths in Enfield shows that 13% of car trips in Enfield are less than 1km long and 17% are between 1 and 2km in length. A further 28% of car trips are between 2 and 5km in length and 18% are between 5 and 10kms. These distances are generally considered cycleable, as it takes 30 minutes to cycle 8kms. Overall, this indicates that nearly 80% of car trips in Enfield are of cycleable length (as shown in Figure 2.4).

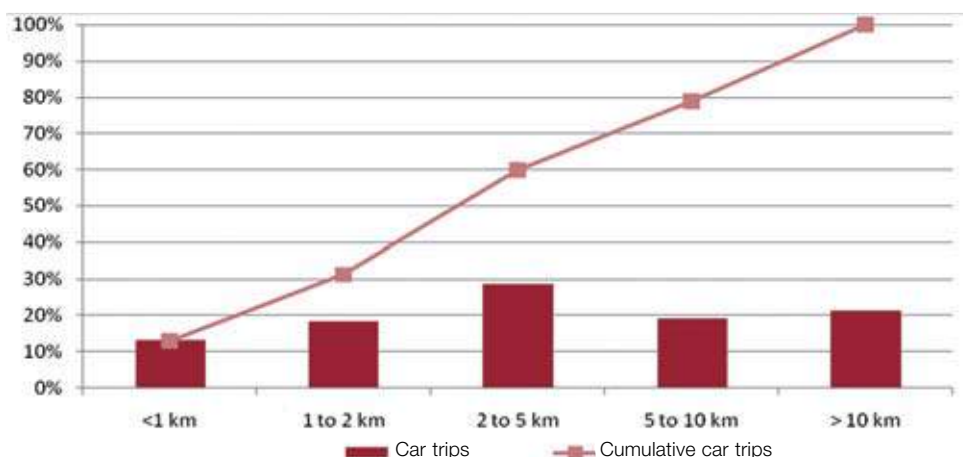
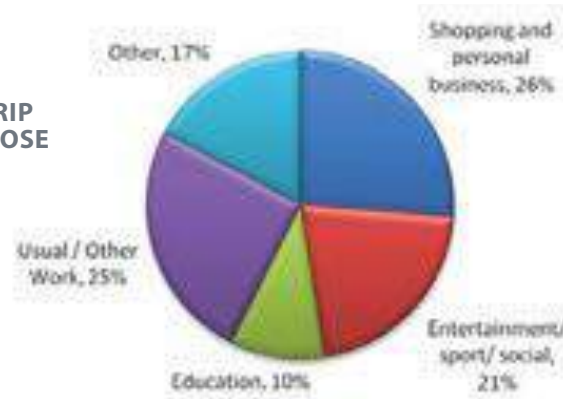
FIGURE 2.4: ENFIELD TRIP LENGTH BY CAR

FIGURE 2.6: ENFIELD CAR TRIP JOURNEY PURPOSE

PUBLIC TRANSPORT ACCESSIBILITY

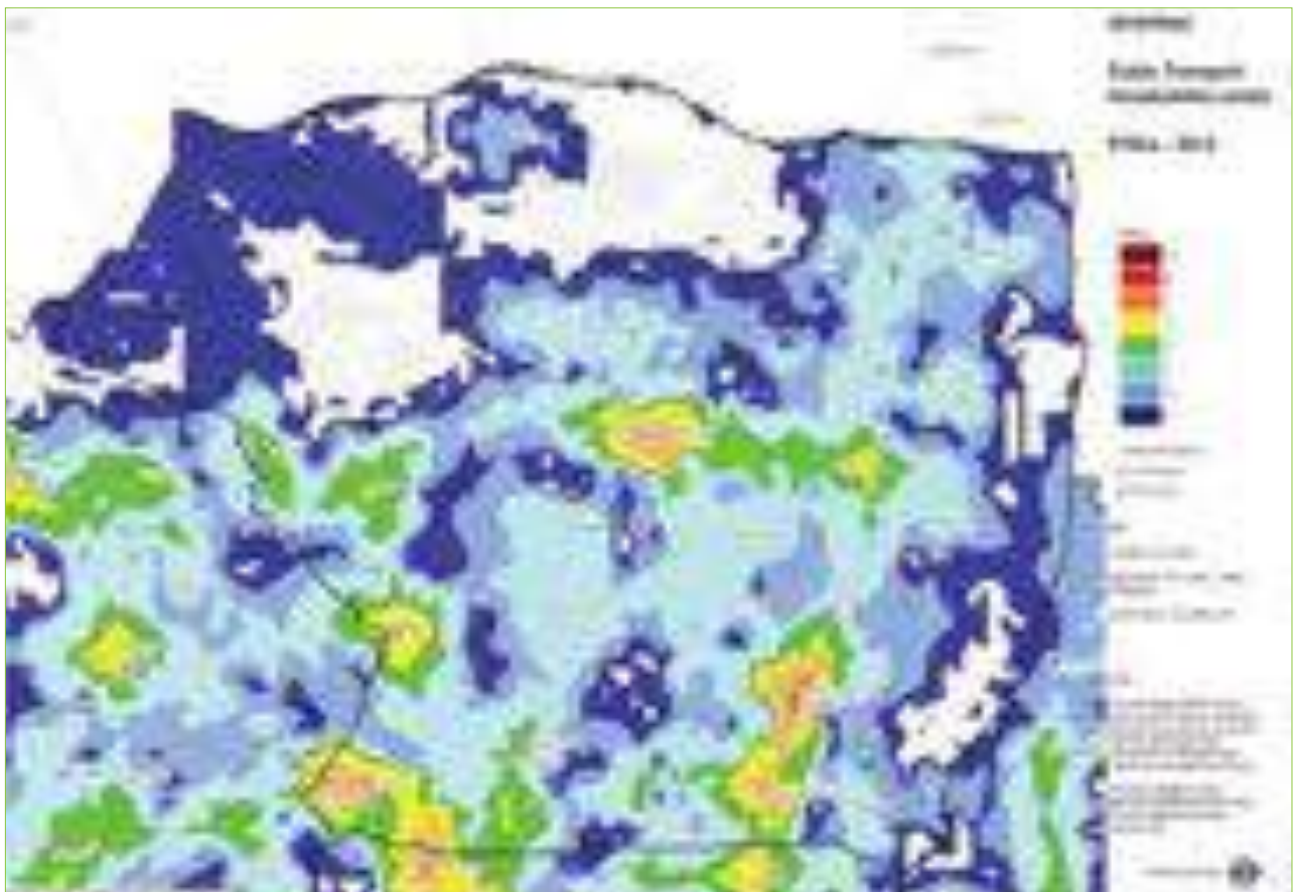
As shown in the Public Transport Accessibility Levels (PTALs) map in Figure 2.5, many parts of the borough do not have good access to public transport (the blue colours indicate areas with poor access to public transport). This is one of the main contributing factors for high car use for short trips in the borough and highlights the potential for cycling to replace these trips. Our mini-Holland plans to increase cycling to stations include the provision of safe routes, secure cycle parking facilities and expansion of Greater Anglia's cycle hire scheme.

TRIP DESTINATIONS

As shown in Figure 3.1 (section 3), car trips predominantly start from or end around the town centres, and there are a number of trips made between the town centres. Our mini-Holland proposals involve redesigning the town centres of Enfield Town and Edmonton Green around cycling, and developing new safe cycle routes between these town centres, and between Enfield Town and Palmers Green. These infrastructure improvements, in conjunction with a number of supporting promotional initiatives, will ensure we assist residents making short car trips for shopping or to work, to choose to cycle these journeys instead.

JOURNEY PURPOSE

TfL research (Haringey & Enfield Smarter Travel Programme Strategy Workshop, January 2011) found that shopping, leisure and entertainment account for 47% of car trips in Enfield, as shown in Figure 2.6. Another 25% of car trips in the borough are workplace journeys and this research identified that approximately 50% of residents currently work within the borough, highlighting significant potential for new cycle trips.

FIGURE 2.5: ENFIELD PTALS

C. POLITICAL COMMITMENT

We have **cross party support** for our mini-Holland proposals. The leaders of both the Labour (majority) and Conservative (minority) groups have pledged full support, regardless of any changes that might occur with portfolio holders or political control after the elections in May 2014.

Both the Cabinet Member for Environment and Shadow Cabinet Member for Environment delivered speeches during our Stakeholder consultation event, publicly stating their support for our mini-Holland proposals. Both Members have been involved at every stage of the development of our bid, including all meetings with the GLA and are supportive of all our schemes including the possible removal of on-street parking spaces.

"The proposals set out in this mini-Holland bid will not only encourage more people to choose a healthy, low cost and environmentally friendly mode of transport, but they will change the way we shape the borough for future generations. All residents, whether or not they choose to cycle themselves, will benefit from the reduced congestion, improved air quality, less noise pollution and better public health. It's for these reasons that myself and the Labour administration are wholeheartedly backing this mini-Holland bid and we intend to support the programme all the way through to delivery. Cities around the world are implementing ambitious plans for cycling and reaping the benefits. Our goal is to be up there with the best of them, and to deliver world class cycling infrastructure in Enfield."

The primary reason that people don't cycle is the fear of safety. We know that we need to make cycling 'feel' safer in order for more to do it. We want parents to feel confident in letting their children cycle to school, we want to see the growing number of over 50's in Enfield taking up cycling to stay active and we want to see more people from black and minority ethnic groups cycling so that this humble mode of transport becomes the norm and accepted as part of our everyday lives. We have a long way to go in Enfield. However, at certain times of the day cycling in central London is now the dominant mode of transport. There is no reason why we can't achieve this in Enfield too.

There will be tough decisions along the way, particularly regarding removing on street parking to fit in new cycle lanes and reducing through traffic from residential streets. But in the long run, the benefits to the borough will outweigh the costs and we intend to work with local residents and businesses throughout the process to ensure that the greatest benefits are realised from these proposals."

Cllr Bond, Cabinet Member for Environment

"The Mayor's Transport Strategy sets a target of getting 5% of all transport journeys by Londoners to be made by bike by 2026. In Enfield, we believe that with the concentrated level of investment available from the mini-Holland fund, we can go beyond this target and increase cycling journeys towards 5% in five years.

To achieve this goal, we need to work towards 'normalising cycling'. Whilst there is deep respect for the lycra wearing cyclists that make the daily commute from Enfield into Central London, we want cycling to be something all Enfield residents feel comfortable doing in their ordinary clothes. The Mayor has stated that he wants cycling to be something people do not worry about. He wants more women cycling, older people cycling, more black and minority ethnic Londoners cycling and more people cycling from all social backgrounds. This is something that both political parties in Enfield support.

I am the Shadow Cabinet Member for Environment and I can confirm that both the Conservative and Labour parties in Enfield don't always agree on decisions or proposals, but in this case we do. Through the conservative Mayor of London's mini-Holland initiative Enfield has a great chance of improving cycling and the street scene and ultimately giving residents a real choice when it comes to which mode of transport they use. We offer our full support for the proposals set out in this mini-Holland bid."

Cllr Joanne Laban, Shadow Cabinet Member for Environment

D. HEALTH

Increasing cycling levels in Enfield would significantly improve the health and wellbeing of Enfield residents, not only through increased physical activity and associated reductions in mortality and morbidity but also through the reduction of crime, fear of crime and increasing residents' financial resilience, as set out below. A successful mini-Holland bid would act as a template for the rest of London and show that increased active travel can make a substantial improvement to the health and wellbeing of the population.

1. BENEFITS OF INCREASED PHYSICAL ACTIVITY (MORTALITY AND MORBIDITY).

Enfield has a gap in life-expectancy between wards of 13 years for females and 8 years for males. This is one of the worst gaps in London and the country. The benefits of physical activity are well-documented. This includes a risk reduction of approximately 30% for all-cause mortality, cardiorespiratory health, metabolic health, musculoskeletal health, cancer, functional health and mental health. Increasing cycling through improved infrastructure in the east of the borough would help to reduce this gap.

Increasing cycling would also reduce morbidity and long-term conditions (LTCs) in the borough. LTCs are currently estimated to account for approximately 50% of GP time, 64% of outpatient appointments, 70% of inpatient bed days and 70% of health and social care expenditure. There is a risk reduction of 20-35% associated with Coronary Heart Disease, myocardial infarction, stroke and diabetes. All the above could therefore be mitigated by increased cycling.

2. REDUCING ADULT AND CHILDHOOD OBESITY

Enfield has childhood obesity rates in both Reception Year and Year 6 in the worst 10% of the country. The rate of adult obesity in Enfield is higher than the London average. Approximately 95% of the adult population in Enfield is not active enough to maximise benefits to their health. It is estimated that only 3% of the physical activity needed in the borough is accomplished through Leisure Services.

3. REDUCING CRIME AND FEAR OF CRIME

According to the Citizen's panel the fear of crime was the most significant risk to good health and wellbeing in Enfield. Passive surveillance through cycling has been shown to reduce both crime and the fear of crime. Encouraging residents to reconnect with their environment would strengthen the community environment.

4. COSTS

It is estimated that the cost of car journeys under two miles in Enfield to residents is approximately £14 million per year and £85 million for journeys under five miles. If Enfield could be made more cycle-friendly this is money that could be saved and used to increase the financial resilience of residents.

5. HEAT – THE HEALTH ECONOMIC ASSESSMENT TOOL FOR CYCLING

The World Health Organisation's Health Economic Assessment Tool places a value on reduced mortality rates associated with interventions to increase cycling. The HEAT Tool has been used to estimate the impact of the proposed mini-Holland schemes on reduced mortality in Enfield.

The following assumptions have been made in this health economic assessment:

- Cycling to work at baseline = 0.9%
- Cycling to work in 2025 = 6.3%
- Average duration of cycling per day = 30 minutes (2 trips of 15 minutes)
- Days per year cycling = 260 days
- 80% of people that take up cycling to work between now and 2025 do so as a direct result of mini-Holland schemes
- 10 years to build up to this level of cycling
- Cost of intervention £25,000,000
- Benefits of intervention £73,716,000
- 19 deaths per year prevented
- Cost Benefit Ratio = 2.95/1

This data shows that there would be a net benefit of £48,716,000 for savings from reduced mortality alone. This calculation does not value the savings that would result from reduced health and social care costs, improved air quality, benefits to the local economy of reduced congestion, reduction in journey time, journey ambience etc. Therefore the true benefits to Enfield of implementing the schemes proposed in this bid are likely to be far higher than proposed here.

E. ENFIELD COUNCIL'S CYCLING DELIVERY TEAM

Enfield Council's Transportation Team is currently delivering cycling schemes as part of the Enfield Cycle Action Plan, 2012-2015. A core group of staff known as the Cycling Delivery Team have an extensive number of years' experience delivering cycling schemes in Enfield and elsewhere and their knowledge will be invaluable during the delivery of our mini-Holland scheme. The team also works closely with colleagues in other Directorates including Public Health, Regeneration and Communications. Enfield's Cycling Delivery Team will form part of a larger team dedicated to delivering the mini-Holland project.

DAVID TAYLOR, HEAD OF TRAFFIC AND TRANSPORTATION



"Opportunities like the mini-Holland project rarely come about, therefore I wholly support Enfield's proposals. I started cycling to work in April this year, after taking part in a 'Try cycling to work challenge'. I've now given up my parking permit and cycle every day. Having experienced Enfield from the perspective of a cyclist, I'm well aware of how beneficial this mini-Holland funding could be. I'm confident that my team have the experience and enthusiasm to do a great job of delivering these proposals."

LIAM MULROONEY, GROUP LEADER TRAFFIC, ROAD SAFETY AND PARKING



"I'm lucky enough to cycle up the Lee Valley path on my journey to work, which is one of the most pleasant routes in Enfield. In my career in transport, I've never had the funding available to pull plans together for cycling as ambitious as this. It was too good an opportunity to pass up and I'm determined we'll do all we can to win this funding for Enfield."

**JONATHAN GOODSON,
SENIOR ENGINEER**



"I hate climbing in the car for a journey that I could easily cycle so I mostly use my bike for short trips across town, either for site meetings at work or at the weekends and evenings for shopping and meeting up with friends. I enjoy the exercise and love the flexibility of cycling. Working on the Enfield Greenways programme since 2010 has highlighted the genuine demand that exists in Enfield for more cycling facilities. The mini-Holland process has given us the time and space to think about designing a more strategic cycle network in Enfield and this will really benefit the whole borough."

**RACHEL BUCK
SENIOR TRAVEL AWARENESS OFFICER**



"My role is to promote cycling and sustainable travel, so I manage the delivery of the 'softer' cycling initiatives in Enfield. I've really enjoyed working on this mini-Holland project, as ideas for new cycle routes I'd only dreamed about before might actually become a reality. Unlike Islington where I live, I don't see many children cycling to school in Enfield and mini-Holland funding will help us change this. I cycle to Enfield from Finsbury Park most days, so a segregated route along Green Lanes and the proposed improvements to Enfield Town will transform my journey!"

**CRAIG GOUGH,
SENIOR ENGINEER**



"My role includes designing Greenways so I use the pool bikes for site visits and to try out proposed routes. Living 17 miles away, it's too far to cycle to work. It's great to see that our new Greenways are being really well used already, one has even been labelled the 'M25 for cyclists'. Mini-Holland funding will give us the opportunity to address some of the bigger barriers to cycling, like busy roads and junctions. I'm confident that with these changes we can deliver a real shift towards cycling in Enfield."

[03]

CYCLE NETWORK STRATEGY

In developing our bid, we enlisted the help of Dutch cycling experts, Goudappel Coffeng, who participated in a two day workshop and site visit with the Project Team, and then assisted with the design of our proposals. Goudappel Coffeng encouraged us to take a step back from our focus on designing routes and improvements, and to first develop a cycle network strategy for Enfield.

A. POTENTIAL CYCLING TRIPS

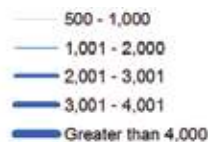
The first step in developing our cycle network strategy was to examine current travel patterns, including the origin, destination and desire lines of short car trips, to gain a better understanding of the potential for cycling across the borough and to inform our cycle network. The data produced for Enfield by TfL using LTDS data is summarised in Figure 3.1 below.

Using this data we identified that potentially cycleable car trips predominantly start from or end around Enfield Town, Edmonton Green and Palmers Green. In addition, a number of east-west movements are made along the A110 (Southbury Road) and through Enfield Town. These are locations with significant traffic congestion and air pollution, and increasing cycle use will help to reduce this.



FIGURE 3.1: CAR TRIPS UNDER 8KM

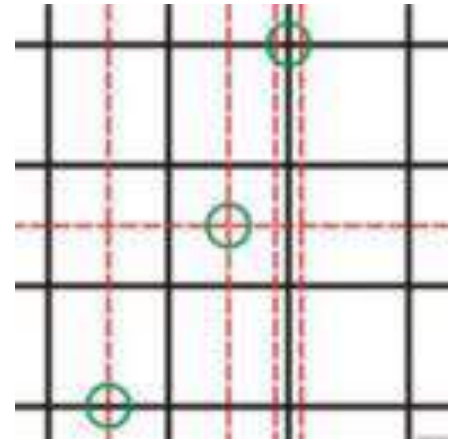
Average daily LTDS car trips under 8km desire origin and destination lines



B. STRATEGIC CYCLE NETWORK

Goudappel Coffeng highlighted the importance of developing a strategic cycle network with primary, secondary and tertiary cycle routes, just like a strategic road network. In the strategic cycle network, non-stop cycling paths, disconnected from the road network are provided on primary roads while on secondary roads cycle facilities are integrated into the road network, including on-street cycle lanes and cycle-friendly crossings. A different approach is taken to tertiary roads where shared-space environments are created within cells formed by the primary and secondary roads, as outlined in more detail below.

The three basic categories of roads in the Netherlands are freeways, distributors and access roads which are determined by their function and the associated speed and intensity of motorised and bicycle traffic. The following table outlines the characteristics of each category.



Goudappel Coffeng worked with us to apply these categories to Enfield's road network to identify our strategic cycle network and to agree the different cycle facilities to provide.

FREEWAY (PRIMARY)	DISTRIBUTOR (SECONDARY)	ACCESS ROAD (TERTIARY)
50 mph	30 mph	20 mph
Users on this road have priority	Users must give priority at an intersection with a freeway. Users have priority at an intersection with an access road	Users must give priority at an intersection with a distributor. Users to the right have priority when two access roads intersect
Long distance/freight (regional)	Mid-long distance (city)	No through traffic (local)
Consistent flow of traffic	Consistent flow of traffic	No flow of traffic, traffic calming measures every 500 ft
Traffic travelling in opposite directions is separated with a barrier	Precautions taken to avoid accidents at intersections	If there are high volumes of bike traffic, additional measures can be taken to give bikes priority
No bike facility on road itself - segregated parallel routes	Physically separated bike facility. Bike lanes are possible on classified roads. Reduce speed to ~ 20 mph, where possible	Integrated bike and traffic

We produced this map (also see appendix B) which highlights:

- Primary: A406 (North Circular) and A10 (Great Cambridge Road)
- Secondary: A1010 (Hertford Road), A1055 (Meridian Way / Mollison Ave), A110 (Southbury Road), A105 (Green Lanes), A1005 (The Ridgeway), A111 (Cockfosters Road)

FIGURE 3.2: ENFIELD CYCLE NETWORK GRID



A110 (Southbury Road), Enfield



PRIMARY CYCLE ROADS

As primary roads, the A406 and A10 are the type of roads where cycle facilities should be provided completely separate from the road network. For both these roads this is largely the case and off-carriageway segregated lanes are provided along both the A406 and A10 (for the most part). Some improvements are needed to ensure continuous facilities are provided and to address the severance issues they create for cyclists, as outlined further in section 8.



Typical Dutch style
Distributor Road
(Fruitlaan, Goes)

SECONDARY CYCLE ROADS

On secondary roads, the speed and intensity of traffic is typically too high to enable cyclists to safely integrate with traffic and the Dutch approach to these roads is to provide cycle tracks physically separated from vehicles, as shown in the photos. Goudappel Coffeng noted that since these cycle tracks take cyclists outside of a driver's field of vision, they must be designed to re-establish eye contact between motorists and cyclists at intersections. They also noted the need for drivers and cyclists to be educated to proactively avoid collisions at intersections.

As outlined in our EoI, we wish to transform the A1010 into a key north-south cycling route and the categorisation of this as secondary cycle road supports our proposals to provided segregated lanes and introduce a 20mph zone along it (details of our proposals are set out in section 6).

A105 Enfield



Typical Dutch style
Classified Road
(Brinkgreverweg Deventer)



The network map has enabled us to identify two further secondary cycle roads in need of segregated cycle facilities, the east-west A110 (Southbury Road) route (the only alternative direct east-west route to the A406 and the M25) and the north-south A105 (Green Lanes), particularly the section south of Enfield Town which provides another alternative to the A10 to Central London (details of our proposals for these routes are set out in Sections 8 and 7, respectively).

The Dutch approach for quieter secondary roads (shown as Classified Roads on our map) is to use cycle lanes to visually reduce the space for cars and to indicate the possible presence of cyclists, as shown in the photos.

The network map has also enabled us to identify suitable Quietway routes including the route between Enfield Town, Edmonton Green and Meridian Water (further details of our proposals for this route are set out in section 8).



Photo courtesy of Goudappel Coffeng

Entrance to a 30 km/h zone, Amsterdam, the Netherlands



Deventer, the Netherlands



TERTIARY CYCLE ROADS AND RESIDENTIAL CELLS

The effect of the approach outlined above is to create a grid network of primary and secondary roads for through traffic with appropriate facilities for cyclists, and within the 'grid' residential cells comprised of tertiary roads are created (as shown on our network map, we have identified 37 residential cells). The Dutch approach to these cells is as shared spaces where speeds and through traffic are reduced to ensure cycle safety. The outer edges of these cells have consistent signage and design features, such as entry treatments that signal to motorists to lower their speeds (as shown in the photo). In the Netherlands, these cells provide a safe network for cyclists, including children cycling to school or to visit friends.

Our long term goal is to create this Dutch-style network of residential cells across Enfield and we propose to start in one of the cells along the A1010, cell 26 which includes Brettenham School (see Case Study in Section 2) and Fleecefield School, as well as the Edmonton Unity Hub (see Case Study in Section 5) and is already a 20mph zone.

We will then work with five to six residential cells per year, throughout the duration of the mini-Holland project to treat residential areas, particularly those where speeding traffic and rat running is a problem.

In the Netherlands, main cycle routes through residential areas are designated as 'fietsstraat', or bicycle streets. On these streets automobiles are 'guests' and motorists must yield to cyclists. Again, consistent signage and road markings signal the type of road and appropriate behaviour to motorists (as shown in the photos below).



Oss, the Netherlands, Photo courtesy of Goudappel Coffeng

"People won't cycle as they think it's too dangerous on the roads. Therefore, I think that most residential roads should be 20 mph zones."

Nick Young, Enfield resident who cycles to work





FIGURE 3.2: DRAFT ROADS TASK FORCE TYPOLOGIES

C. DUTCH DESIGN PRINCIPLES

Goudappel Coffeng highlighted that our cycle network should aim to meet the five Dutch design requirements (we note that these have been adopted as Design Principles in the updated London Cycle Design Standards, with the addition of a sixth principle, adaptability):

1. COHERENCE

- with connections between most major origins and destinations
- with connections to other transportation networks

2. DIRECT

- with routes as close as possible to straight lines between origins and destinations
- with few intersections at which the cyclist must yield right of way

3. SAFE

- by minimising conflicts with crossing traffic
- by providing a separate facility for cyclists when vehicle speeds are high
- by applying design characteristics consistently so that the road users can recognise the function of the road

4. COMFORTABLE

- with minimal exposure to traffic nuisances such as fumes and noise
- by facilitating navigation with landmarks and bicycle wayfinding signs

5. ATTRACTIVE

- with routes in areas that are built-up, and well-lit, with well-maintained public spaces
- by ensuring a sense of social safety

D. ROADS TASK FORCE

In order to ensure our strategic cycle network (Figure 3.2) is in keeping with the vision and recommendations of the Roads Task Force (RTF), we superimposed the RTF's road typologies onto Enfield's road hierarchy, as shown in Figure 3.3 (see also Appendix B). The main difference between the two maps is the identification of 'high streets' on a number of secondary cycle routes. This is an important element to include in our mini-Holland proposals as the segregated cycle routes we are proposing along the A1010 and A105 will run through a number of high streets.

Accordingly, in line with RTF recommendations, as part of these proposals we will also provide:

- A high quality environment for pedestrians
- Facilities for service vehicles to ensure local businesses can easily receive deliveries
- Road safety improvements and a slower speed environment
- Better accessibility for buses

[04]

REDESIGNING
ENFIELD TOWN

We are proposing to radically transform Enfield Town by creating a High Street environment that changes the way people travel to the town centre and is a space for people rather than one dominated and dissected by fast flowing traffic simply passing through. Our proposals are practical, have been tested and have been discussed with key stakeholders including TfL, local businesses and Greater Anglia.

Cycling is an integral and essential part of this transformation and our vision is for cycling to become the main mode for access to, from and within the town centre. Cycling access will be transformed from very poor to excellent, with segregated facilities and access to the town centre by bike from key destinations including schools, the town centres of Edmonton and Palmers Green and destinations further afield. Our proposals also provide benefits to other key modes including reduced bus journey times and an enhanced access to and environment around Enfield Town station.

Our integrated proposals deliver the following key mini-Holland criteria:

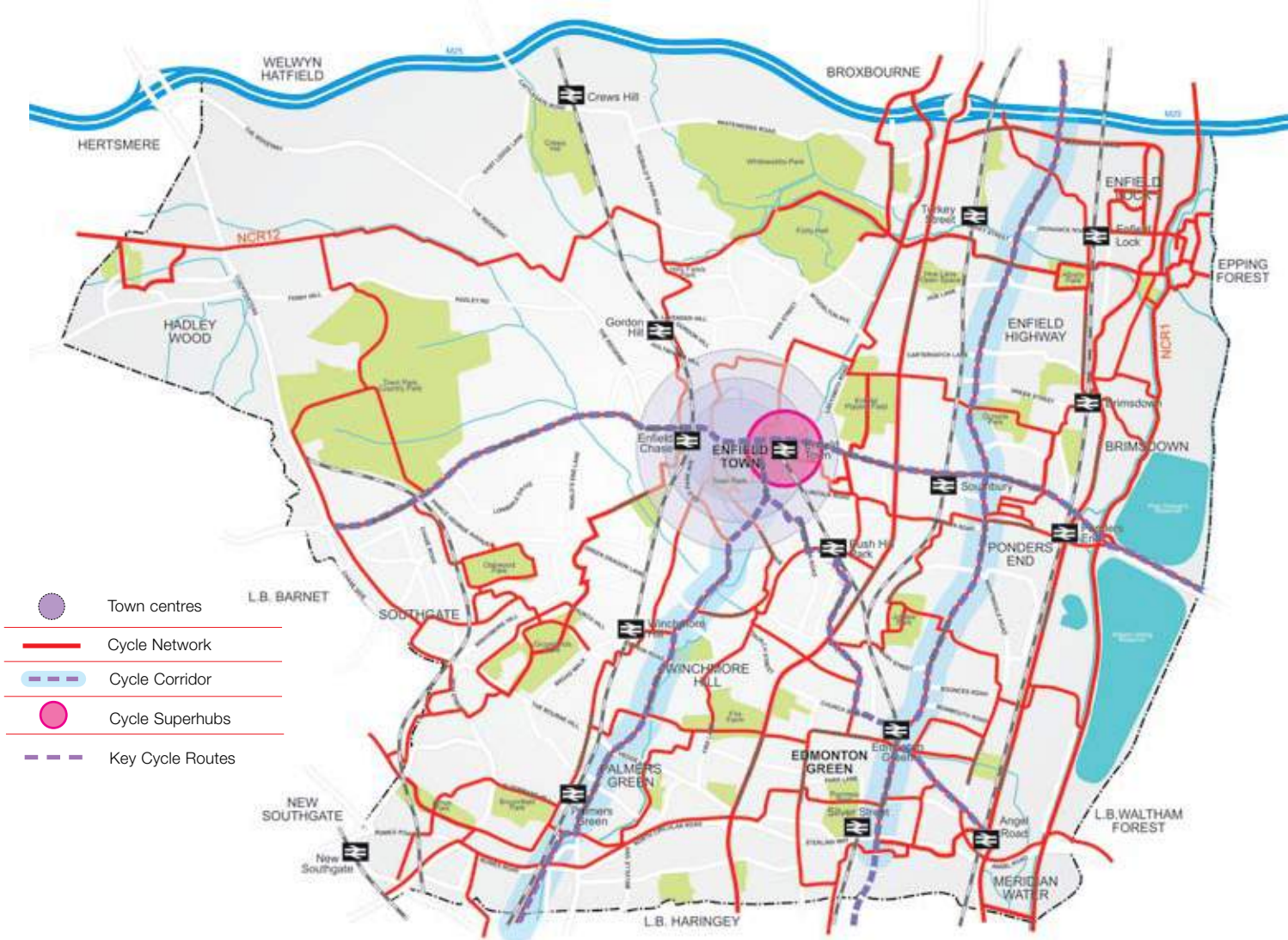
- ✓ Significant numbers of short local car journeys, within the borough and nearby, replaced by bicycle journeys.
- ✓ A substantial redesign of the main town centre to make it genuinely excellent for cyclists.
- ✓ A network of good cycle routes radiating out from the main town centre to other parts of the borough, paralleling all the main local travel routes. Redesigns of problem junctions where they are used by cyclists.
- ✓ Cycle superhubs, with large amounts of secure cycle parking, at local railway stations.

Our proposals also deliver other key elements of the Mayor's Vision for Cycling including demonstrating that designing for cycling with a statement two-way segregated cycle lane along the High Street will create a better place for people.

CYCLING ACCESS WILL BE TRANSFORMED FROM VERY POOR TO EXCELLENT, WITH SEGREGATED FACILITIES AND ACCESS TO THE TOWN CENTRE



FIGURE 4.1: CYCLE ROUTE PLAN



A. ENFIELD TOWN

Enfield Town is the largest town centre in Enfield and a key shopping destination for the borough with the Palace Exchange and Palace Gardens Shopping Centres containing high street chains, three supermarkets (including a Superstore), and a market operating on Thursdays, Fridays and Saturdays in the historic market square. In addition, it is a key transport hub with two rail stations (Enfield Town and Enfield Chase) within a five minute walk of the town centre and 50 buses per hour along Enfield's main High Street known as Church Street / The Town (herein referred to as Church Street) during peak periods. Other key destinations in Enfield Town include the Civic Centre, St Anne's Catholic School, Enfield Grammar Upper and Lower Schools, as well as Enfield Library.

Enfield Town is also a key point in North London's cycle and traffic networks for east-west movements, located midway between the North Circular and the M25. Accordingly, it is vital that cycling is prioritised through this location. The town centre itself sits on an 'island' surrounded by a complex one-way system which makes access difficult for people walking and cycling. Even crossing from one side of the High Street to the other can prove a challenge due to two lanes of traffic (much of it 'through' traffic) carrying high volumes travelling at high speeds, and few crossing points.

For cyclists, the current conditions are very poor, with no priority or formal crossings provided at all, all movements having to be made using fast moving, high volume one-way streets. The routes into the town centre are also not conducive to cycling due to:

- Narrow roads with heavy traffic flows and parked cars
- Junction designs that do not consider cycling
- A lack of cycling facilities including dedicated lanes, crossings and ASLs

B. WHY ENFIELD TOWN?

Enfield Town is highlighted in TfL's 'Delivering the benefits of cycling in Outer London' (2010) report as one of the areas with the most 'potentially cycleable trips' in London (as highlighted in Section 2) and we want to realise this potential by redesigning Enfield Town around cycling. We have been making plans to achieve this goal since early 2012 when Enfield Town was selected as our Cycle Hub in Enfield's Cycling Action Plan.

Enfield Town was selected ahead of our two other town centres of Edmonton and Palmers Greens as it has the highest number and greatest range of trip attractors and accordingly, the greatest number of potentially cycleable commuting, shopping and leisure trips, as well as journeys to school. As noted in Section 2, shopping, leisure and entertainment account for approximately 47% of car trips in Enfield and many of these trips are under 8km and accordingly, 'cycleable'. As shown on the map in Section 3, these 8km car trips predominantly start from or end around the town centres in the borough and predominantly in and around Enfield Town.

Of the three town centres, Enfield Town is the only one identified as an Outer London Employment Zone with 2,500+ employees per square kilometre. The Civic Centre is located within Enfield Town with approximately 1,800 staff and the staff survey undertaken in January 2011 found a significant potential for cycling to work with 24% of survey respondents living between 1.1 and 5 miles from the Civic Centre stating that they don't currently cycle but might in the future.

Further to this, the area around Church Street / Southbury Road / London Road has been identified as one of 10 Air Quality Focus Areas in Enfield. These are hotspot locations that not only exceed the EU annual mean limit value for the air pollutant Nitrogen dioxide (NO₂) but are also in areas with high human exposure. (source: <http://data.london.gov.uk/datastore/package/air-quality-focus-areas>)

C. ENFIELD TOWN PROPOSALS

A concept design has been developed for Enfield Town that is centred around cycling and will transform Church Street, resulting in significantly lower vehicle volumes and speeds in the town centre and much improved conditions for pedestrians, cyclists and bus passengers.

1. NEW TRAFFIC FLOW / LAYOUT

A number of options were investigated and tested during the design process, and the preferred solution, while transformational for cyclists and other town centre users, is also regarded as practical. The preferred design (see Figure 4.2) received a lot of support in our stakeholder consultation, and has significant benefits not only for cyclists but reduces bus journey times and improves access for pedestrians, including those travelling to and from Enfield Town rail station. Further to this, based on robust traffic modelling we have carried out, the option can be achieved without any third party land acquisition and is not expected to have any significant impacts on the vehicular network.

The outline scheme design and model outputs for the proposals are provided in Appendix C. A schematic outline of our proposals are highlighted in Figure 4.2.





FIGURE 4.2: SCHEMATIC OUTLINE

Our proposals for Enfield Town include:

- The introduction of a 20mph zone across the whole town centre area
- Removing general traffic and reallocating road space to provide a segregated two-way cycle lane and bus only lane for eastbound buses through Church Street, the main thoroughfare
- An enhanced public realm environment on Church Street with widened footways, new crossings and a total removal of general traffic; the look and feel of Church Street will be transformed with special surfacing materials, along with the provision of street furniture including cycle parking and planting, as well as Legible London wayfinding
- Facilitating commercial activities by providing for off-peak loading and off-peak access to the Market Square on market days
- Improved crossing facilities across Church Street and Cecil Road
- A segregated contra-flow cycle lane on Southbury Road between London and Genotin Roads
- Removing vehicular access from the forecourt of Enfield Town station to create a new high quality station entrance and public square, with benches and planting
- The provision of a combined cycle hub adjacent to Enfield Town station and additional cycle parking provided in Sarnesfield Road (to be partially closed)
- Traffic diverted from Church Street to be accommodated on Cecil Road that is to be reinstated as a two-way road, involving the removal of some parking spaces

2. URBAN DESIGN TREATMENTS

To inform the design of the proposed two-way segregated cycle facility on Church Street, research was undertaken into high quality urban design treatments for cycle provision. This research focused on two main design approaches for segregation:

- Where the cycle route is on-carriageway, but physically separated from other traffic (Option 1)
- Where the cycle route is off-carriageway, but still within the highway (i.e. on the footway) and delineated in some way (Option 2)

Based on the case studies reviewed, different design treatments for the cycleway along Church Street have been considered, and both are achievable. Both options were presented at our stakeholder event and have been discussed at subsequent meetings and there was a stronger preference for Option 1, in order to minimise any conflict between cyclists and pedestrians and this is our preferred option.

Figures 4.3 illustrates Option 1 in combined section and plan view and Figure 4.4 presents this option as an artist's impression (looking west from the south side of Church Street opposite Market Square). Further details about the other design options are included in Appendix C.

There are other treatments we could include, such as providing planter boxes to segregate facilities, as have been used on Royal College St in Camden, London. We are proposing to agree a final design following public consultation, with views sought in particular from local businesses, residents, town centre users, and bus and rail passengers.

FIGURE 4.3: COMBINED SECTION AND PLAN OF ON-CARRIAGEWAY CYCLE LANE

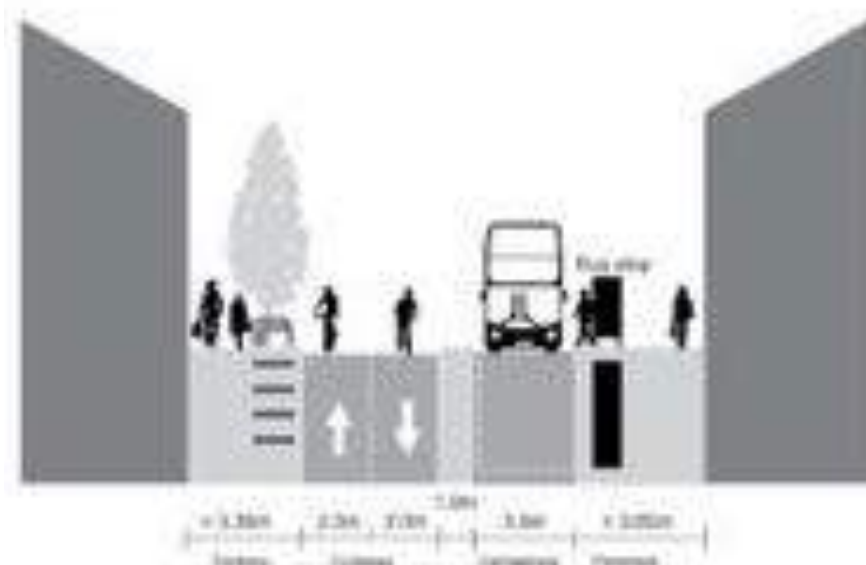


FIGURE 4.4: CHURCH STREET ARTIST'S IMPRESSION

*Before**After*

3. CYCLE ROUTES TO / FROM TOWN CENTRE AND KEY JUNCTIONS

A well-designed segregated facility on Church Street is only a part of the changes needed to achieve our vision of a town centre where cycling is the main mode and the first choice for shopping trips. We are also planning safe cycle facilities on all key routes into and out of Enfield Town, including to the other centres of Edmonton and Palmers Greens. Ensuring that cyclists can travel safely through all junctions in all directions and that potential conflicts with left turning vehicles are minimised are also key elements of our proposals. These proposals are shown on the plans included in Appendix C and outlined in detail below.

SOUTHBURY ROAD / GENOTIN ROAD JUNCTION

This junction will be greatly improved for cyclists as the improved station forecourt and the removal of the taxi rank will reduce potential conflict situations for cyclists and pedestrians. To remove a potential left turn conflict at this junction for those cyclists continuing westbound onto the newly created contra-flow segregated cycle lane on Southbury Road, we are proposing to introduce an offside cycle lane and cycle logos and directional arrows for cyclists to assist them to move into this lane and to indicate to cars that cyclists can go straight ahead.

We are also proposing to move the existing island (currently situated just west of St Andrew's Road) east of St Andrew's Road to allow us to extend the offside cycle lane further making the transition for cyclists easier. This will also assist cyclists wishing to travel north on St Andrew's Road (a popular route for cyclists heading to the Civic Centre). We will also ban cars from turning right from St Andrew's Road onto Southbury Road which will make it easier for a cyclist coming from the east to turn from Southbury Road onto St Andrew's Road and remove a rat-run for general traffic.

Cyclists coming from the west on Southbury Road will be assisted to access the train station and Cycle Superhub by the provision of a segregated cycle lane on Genotin Road.

A new segregated cycle lane will be provided on Genotin Road to provide for cyclists wishing to travel south. Traffic on Genotin Road will reduce under our proposals (by approximately 300 vehicle in the PM peak) as previously traffic travelling east on Church Street wishing to head south had to use Genotin Road (this traffic will now travel east on Cecil Road and turn right at London Road).



*Southbury Road /
Genotin Road junction*



*Church Street / Southbury Road / Silver Street
/ London Road junction*

CHURCH STREET / SOUTHBURY ROAD / SILVER STREET / LONDON ROAD JUNCTION

The traffic signals will be amended so that east-west cycle movements do not conflict with any turning traffic, allowing safe access to and from the two-way segregated cycle lane on Church Street and southbound on London Road. In addition ASLs will be provided on Silver Street and London Road to facilitate access to the segregation from the north and south.

THE A110 (CYCLE ROUTE TO / FROM THE EAST)

Our plans for the A110 (Southbury Road) are outlined in detail in Section 8 and include the removal of parking to provide segregated cycle routes in both directions.

SILVER STREET (CYCLE ROUTE TO / FROM THE NORTH)

Cyclists heading north on Silver Street can connect into the Quietway route that has been designed and will be implemented in 2014/15.



LONDON ROAD (CYCLE ROUTE TO / FROM THE SOUTH)

Segregated cycle lanes are to be provided in both directions on London Road, from the junction with Genotin Road and are outlined in more detail in our proposals for the A105 (Green Lanes) route in Section 7.

We will also be introducing a contra-flow segregated cycle lane on London Road between Genotin Road and Church Street.

WINDMILL HILL (CYCLE ROUTE TO / FROM THE WEST)

Cyclists heading west on Windmill Hill will connect onto the existing LCN route which will be reviewed and improved as part of our wider proposals.

*London Road / Genotin Road /
Cecil Road junction*

LONDON ROAD / GENOTIN ROAD / CECIL ROAD JUNCTION

The south bound contra-flow cycle lane will run at the same time as the northbound London Road approach thus removing any conflicts between turning vehicles and cyclists. ASLs will be provided on all approaches and the left turn slip road on Genotin Road will be removed, improving safety for cyclists. In addition, crossing facilities for pedestrians will be improved with the removal of the island and a wider footway on the south east corner in front of St Anne's Catholic School.

WINDMILL HILL / CHURCH STREET / CECIL ROAD

This junction will be priority controlled - eastbound cyclists will be able to directly access the two-way segregated cycle lane on Church Street. Westbound right turn cyclists will benefit from the proposed pedestrian crossing which will hold traffic and provided gaps in traffic (enhanced by the 'Keep Clear' road markings) so cyclists can safely turn.

CECIL ROAD

Cyclists wishing to access the town centre from Town Park will be able to cross Cecil Road at the proposed toucan to the south of Sarnesfield Road and along the new contra-flow cycle lane that links to Church Street.



*Windmill Hill / Church
Street / Cecil Road*



"I have lived in the borough of Enfield the majority of my life, my children go to school in the borough. It is a great place to live and with improvements to the roads will be a safer place to live."

Peter Nicholas - Enfield resident and Dad who cycles to work



4. ENFIELD TOWN CYCLE SUPERHUB

Enfield Town is the second busiest train station in Enfield with 1.4 million passengers per annum. Enfield Town station provides residents with a direct connection to Central London with trains travelling to Liverpool Street station and connections provided to the underground (Victoria Line) at Seven Sisters. The catchment area for the station is understood to be very wide and passengers currently travel to the station on foot, bike, bus and car.

20 additional cycle stands have recently been provided on the platform for passengers that travel to the station by bike (as shown in the photo above) and Greater Anglia have recently commenced a cycle hire operation 'Bike & Go' at this station (see photo).



CYCLE HIRE AT ENFIELD TOWN STATION

Greater Anglia has recently introduced ten bicycles for hire at Enfield Town Station, as part of the 'Bike & Go' scheme. The bikes can be hired for up to 72 hours at a time and provide a door to door option for train passengers arriving at Enfield Town. Each Bike & Go customer can rent up to two bikes, which have front and rear luggage carriers and dynamo lights.

OUR CYCLE SUPERHUB PROPOSALS

There are significant opportunities to increase the number of rail passengers travelling to the station by bike and we will realise this through the provision of the improved cycle routes to the town centre and the provision of additional secure cycle parking facilities in the form of a Cycle Superhub.

One of the most significant requirements of a Cycle Superhub is finding a suitable space to provide a high volume of secure cycle parking and we have identified such a space immediately adjacent to Enfield Town station on a currently unoccupied piece of land owned by the Council (see Figure 4.2 & photo over the page).

Our Cycle Superhub will provide secure cycle parking facilities for rail passengers as well as for shoppers and staff working in the town centre. Additional facilities we propose to include are cycle hire (an extension of Greater Anglia's Bike & Go scheme including electric bikes), showers, lockers and a bike workshop/retail. The final design of the Superhub will be agreed following a design study and public consultation.



Proposed Cycle Superhub location



The Cycle Superhub will also incorporate the taxi rank that is currently located in front of the station which will increase surveillance of the facility outside working hours and also enable a new high quality station entrance and public square to be created. This new space will remove the current pedestrian / cyclist / vehicle conflict that exists and create a new public space with improved public realm in the form of new paving, benches and planting, as well as the provision of Legible London wayfinding.

Our transport consultants assisted Ealing Council with the feasibility study for their Cycle Hub at Ealing Broadway station, including undertaking surveys of potential users and we propose to carry out similar surveys to determine how much suppressed (potential) demand there is and to ensure we provide the type of facilities users would like to see. Such a survey will also enable us to examine attitudes and barriers to cycling more generally, including to other destinations in Enfield.

A number of Cycle Superhubs have already been implemented in the UK as well as elsewhere and we will draw inspiration from these, particularly those located adjacent to rail stations and those that provide other facilities, such as a taxi rank. Examples we have already looked at include Leeds Cycle Point (secure storage for 300 bikes, maintenance and repair services on a 'bring in the morning, collect in the evening' basis, as well as bike and accessory sales, a bicycle rental scheme and local cycling information) and Ealing's Cycle Hub and taxi driver refreshment building in West London.

(Source: <http://www.cyclepoint.org/>)

Leeds Cycle Point





Cycle parking in Enfield Town

OTHER CYCLE PARKING IN THE TOWN CENTRE

In addition to the Enfield Town Station Cycle Superhub and the additional cycle parking provided as part of our public realm improvements on Church Street, we also propose to provide secure cycle parking on Sarnesfield Road adjacent to the library. The section of Sarnesfield Road between Church Street and the entrance to the rear service lane will be able to be partially closed (a contra-flow cycle lane will be provided) and we will create another public space at this location. It is felt that an additional facility with secure cycle parking facilities is needed for those arriving at the town centre from the west, as well as those visiting the library and shops at this end of the High Street.

In liaison with First Capital Connect we will also improve and provide additional secure cycle parking facilities at Enfield Chase station and we will work with all Enfield Town workplaces and schools to ensure that secure cycle parking and other facilities such as lockers, changing rooms and showers are available to staff and students.

5. LONGER-TERM ASPIRATIONS

The building line set-back plans outlined in our EoI are long term plans outside mini-Holland timeframes and as such our proposals are not dependent on them. However we have designed our proposals so that should these plans go ahead then only minor changes (if any) would need to be made to our facilities.

As noted in our EoI, there is a long-term opportunity to further capitalise on the transformative nature of our proposals in conjunction with the emerging Area Action Plan for Enfield Town (ETAAP). The most recent iterations of the ETAAP incorporate the redevelopment of significant areas of land in the island block bounded by Southbury Road, Genotin Road and London Road. Options presented include major redevelopment of the northern part of this block to shift the building line further south and create a new public space in this area. These proposals would greatly improve the link for cyclists and pedestrians between Enfield Town station and the town centre, and provide enhanced access to our Cycle Superhub.

There are also proposals to relocate the station approximately 30 metres down the railway line and create a plaza in front of the station. Our Superhub will be located in a more accessible location on the plaza in front of the station when these long term aspirations are implemented and our proposals have been discussed and agreed with the Regeneration team responsible for taking the ETAAP forward.

[05]

REDESIGNING
EDMONTON GREEN

Edmonton Green will be revitalised through the provision of world-class cycling facilities and public realm improvements. The distinguishing features will be a new Dutch-style roundabout and a new community and commercial space created by improved landscaping and the opening of the railway arches, where one of our Cycle Hubs will be located. The Edmonton Green community is young and ethnically diverse, has high levels of unemployment and low life expectancy rates and is one of the Council's top priorities for regeneration; there is a real opportunity for cycling to change people's lives. Once again, our proposals are practical, have been tested and have been discussed with key stakeholders including TfL, local businesses, Greater Anglia and Network Rail.

The new A1010 segregated cycle route will connect Edmonton Green to Ponders End and Tottenham, and other key destinations to the north and south including 23 schools, along segregated cycle lanes. New Quietway cycle routes will improve access to employment opportunities in Meridian Water and Enfield Town, and further employment opportunities will be created via the training and apprentice schemes provided at our Community Cycle Hub. Our vision is for cycling to become the main mode for access to, from and within Edmonton Green, and cycling access will be transformed from very poor to excellent. Our proposals will also benefit other key modes, particularly pedestrians with significant public realm improvements, safer and more convenient pedestrian crossings and improved access to Edmonton Green bus and rail stations.

Our integrated proposals deliver the following key mini-Holland criteria:

- ✓ Redesign of a secondary town centre to make it genuinely excellent for cyclists.
- ✓ A network of good cycle routes radiating out from the secondary town centre to other parts of the borough, paralleling all the main local travel routes. Redesigns of problem junctions where they are used by cyclists.
- ✓ Significant numbers of short local car journeys, within the borough and nearby, replaced by bicycle journeys.
- ✓ Cycle superhubs, with large amounts of secure cycle parking, at local railway stations.
- ✓ Targeted efforts to increase cycling by key demographic groups in your borough who cycle less than average.

THE DISTINGUISHING FEATURES WILL BE A NEW DUTCH-STYLE ROUNDABOUT AND THE OPENING OF THE RAILWAY ARCHES FOR OUR CYCLE HUB

Our proposals also deliver other key elements of the Mayor's Vision for Cycling by showcasing cycling facilities at a key transport interchange in a neighbourhood in urgent need of regeneration.





A. EDMONTON GREEN

Edmonton Green is located in the south east of the borough and is Enfield's second largest town centre, with a catchment population of some 100,000. The area was mentioned in the Domesday Book and the main Roman Road between London and Lincoln and York passed directly through. The area is densely built and contains a large amount of affordable housing, along with significant shopping, community and leisure opportunities. Edmonton Green is also a significant public transport interchange with rail and bus stations providing connections across Enfield and to Central London. Edmonton Green rail station is the busiest in Enfield and sits within the top quarter of busiest stations in Outer London, with 2 million passengers passing through each year and 80 buses per hour travel through Edmonton Green during peak periods.

The area has undergone rapid change and has been the subject of extensive regeneration in the past few years, including significant housing renewal, a re-furbished Shopping Centre and a new Bus Station. Edmonton Green will help serve the future major development of Meridian Water that will accommodate 5,000 new homes and provide 3,000 new jobs and is located 5-10 minutes cycle ride to the south east (along a traffic-free path).

Edmonton Green is not currently an area conducive to cycling. The town centre is dominated by high volumes of traffic, including buses, travelling at speed along the north-south A1010 corridor. The A1010 causes significant severance for east-west movements, for both cyclists and pedestrians and is a significant barrier to those wishing to move between the retail facilities and the bus and rail station. The roundabout which carries approximately 1,000 vehicles per hour during the peak, dominates the area and is daunting for cyclists.

B. WHY EDMONTON GREEN?

Edmonton Green is one of the Council's top priorities for regeneration including physical, environmental and economic renewal, as identified in the Council's Core Strategy (adopted November 2010). The Core Strategy identifies the need for physical change to improve the function and appearance of the town centre, create a more liveable environment and enhance the identity of the area.

The Mayor's London Plan (July 2011) acknowledges Edmonton Green within the Upper Lea valley context as being an Opportunity Area (Policy 2.1). The Mayor's subsequent adopted Lee Valley Opportunity Area Planning Framework sets out specific outcomes to be achieved including:

- the need to improve the quality of, and access to open spaces and parks
- access to the station through improved pedestrian and cycle links through the area
- improvements to the east-west connectivity across the area

The Conservation Area Character Appraisal for Church Street and Fore Street (September 2009, revised) noted that the area has no real spatial character and that instead it is in a state of 'arrested transition' between a traditional high street and dual carriageway boulevard. It says that this results in an incoherent public realm of uncomfortable scale.

In contrast to other places in Enfield, Edmonton Green suffers from significant levels of deprivation including high unemployment, low skills and high levels of benefit claimants. The area also has the borough's highest crime rate and lowest life-expectancy.



"I support the bid because I am using my bike nearly every day to commute and there is no infrastructure for cyclist in the busiest area of Edmonton which makes it unsafe and unappealing."

Julia Obiomo Longo, Edmonton Green resident and mother who rides a bike to work

Research undertaken as part of our Cycle Action Plan found that the population of Edmonton Green has significant potential to start cycling. Residents have low car ownership levels and a high proportion of residents fall into the 'young couples and families' MOSAIC cycle segment, the segment with the second highest propensity to cycle.

As noted in Section 2, shopping, leisure and entertainment account for approximately 47% of car trips in Enfield and many of these trips are under 8km and accordingly, 'cycleable'. As shown on the map in Section 3, these 8km car trips predominantly start from or end around the town centres in the borough including Edmonton Green.

A Masterplan for Edmonton Green is currently being prepared to readdress the inequalities prevalent in the area and to promote inward investment through site allocations and extensive public realm and urban design work. The Masterplan will eventually become a development plan document setting out a comprehensive strategy for how improvements will be delivered. Consultation undertaken as part of the development of the Masterplan (Issues and Options – Consultation Report, August 2012) identified overwhelming support for cycling.

Residents requested more cycle paths, a cycle hire scheme, to 'change the road layout to give pedestrians and cyclists more room' and a bike shop. They also highlighted that on-street parking makes the roads crowded, asked for traffic speeds to be reduced and for improved accessibility between the rail station and the shopping centre, and the Over 50's Forum noted that Edmonton Green is 'not cycle friendly'. Responses to the Youth Questionnaire that asked how to improve facilities for pedestrians, cyclists, car users and public transport asked for more cycle routes (38% of 117 respondents) and road layout changes (24% of respondents).



FIGURE 5.1: EDMONTON GREEN PROPOSED DUTCH-STYLE ROUNDABOUT AND PUBLIC REALM IMPROVEMENTS

C. EDMONTON GREEN PROPOSALS

A concept design has been developed (see Figure 5.1) that will transform Edmonton Green with a Dutch-style roundabout, north-south segregated cycle lanes, two Cycle Superhubs, a re-landscaped park, and new community and commercial spaces. While these plans are focused on cycling, they will also create a significantly improved environment for pedestrians, bus and rail passengers, with greater accessibility, safer crossings and wider footways.

1. DUTCH-STYLE ROUNDABOUT

A number of design options were investigated and tested as part of the Edmonton Green Masterplan Design Study (SKM Colin Buchanan, August 2012) including providing a reduced roundabout. Using pedestrian movement surveys and traffic flow data produced for this study, we have developed a design for a Dutch-style roundabout that links directly into the A1010 segregated cycle route. Our designs reduce the existing large two lane roundabout down to a much more compact single lane roundabout, with a segregated cycle lane around the outside and separate zebra crossings. We are confident the roundabout will work, based on modelling we have carried out and look forward to the results from TRL who are using our traffic flows in their trial assessments.

The outline scheme design and model outputs for the proposals along with a VISSIM model are provided in Appendix D. A schematic outline of our proposals are highlighted in Figure 5.1 and include:

- The introduction of a 20mph zone across the whole town centre area
- Creating a much larger public space in front of the rail station
- Repositioning the War Memorial to a more accessible location
- Improved access to the bus station with better located and safer crossings (only one lane of traffic) - people are regularly observed crossing at locations away from designated facilities
- An enhanced public realm environment with widened footways and safer crossings (only one lane of traffic); the look and feel of the area will be transformed with special surfacing materials, along with the provision of street furniture including cycle parking and planting, as well as Legible London wayfinding, and the removal of guardrailing
- A segregated cycle lane on Church Street that links directly into our proposed Quietway route between Enfield Town and Meridian Water

2. CYCLE ROUTES TO / FROM EDMONTON GREEN

Although there is a good network of quiet routes for cyclists in the immediate area, few signed cycle routes penetrate the town centre other than Cemetery Walk (the traffic-free route towards Meridian Water to the south) and Bridge Road. Cycle facilities are limited to advance stop lines (ASLs) at the pelican crossing on the north east arm of the roundabout and shared use footways on Plevna Road connecting the segregated cycle paths on Cemetery Walk to the toucan crossing at the rear access of the South Mall. Shared use footways are also provided on The Broadway connecting Bridge Road to the toucan crossing at the pedestrian access of the South Mall.

Our proposals are shown on the plans included in Appendix D and include:

- The segregated cycle lanes along the A1010 that connects Edmonton Green to Ponders End and Tottenham, and other key destinations to the north and south including 23 schools, via segregated cycle lanes (as outlined in detail in Section 6).
- The Quietway route between Enfield Town and Meridian Water that will improve access to employment opportunities in Meridian Water and Enfield Town (as highlighted in Section 8) and passes through the car park and Shopping Centre

3. EDMONTON GREEN CYCLE SUPERHUB

As noted earlier, Edmonton Green is the busiest train station in Enfield with 2 million passengers per annum. Edmonton Green station (located on the same line as Enfield Town) provides residents with a direct connection to Central London with trains travelling to Liverpool Street station and connections provided to the underground (Victoria Line) at Seven Sisters. A connection is also provided to Stansted Airport and other destinations to the north. The catchment area for the station is understood to be very wide and passengers currently travel to the station on foot, bike, bus and car.

Covered cycle stands for 10 bikes are currently provided directly in front of the station and Greater Anglia has just installed parking for 14 bikes inside the station.

Lifts are currently being installed at Edmonton Green station and are due to be completed by March 2014. The Council was awarded funding for the project following a successful bid for funding from the Department for Transport's Access for All programme.

4. OUR CYCLE SUPERHUB PROPOSALS

There are significant opportunities to increase the number of rail passengers travelling to the station by bike and we will realise this through the provision of improved cycle routes to Edmonton Green and the provision of additional secure cycle parking facilities in the form of a Cycle Hub.

As noted in Section 4, one of the most significant requirements of a Cycle Superhub is finding a suitable space, and a number of locations for our Cycle Superhub were considered including:

- In car parking spaces fronting the A1010, adjacent to ASDA
- Land immediately adjacent to the station (south side) – as shown in Figure 5.1
- Land further south of the station (currently being used to store lift construction equipment) – as shown on Figure 5.1
- The railway arches – as shown on Figure 5.1
- In the Shopping Centre

What became apparent was that our Cycle Superhub aspirations have two distinct requirements that impact on where they should be situated; secure cycle parking adjacent to the station and a space where cycling support can be provided to residents, focused on access to employment. As a result, we determined that the Cycle Superhub should be split into two Cycle Hubs:

1. Edmonton Green Station Cycle Hub – located in close proximity to the station focused on providing secure cycle parking facilities and cycle support for 2 million rail passengers
2. Edmonton Green Community Cycle Hub – located within the community, closer to where residents live who will benefit from the services being provided, such as retail, bike recycling projects and maintenance courses



FIGURE 5.2: ARTIST'S IMPRESSION OF REDEVELOPED RAILWAY ARCHES (AFTER)



EDMONTON GREEN STATION CYCLE HUB

The chosen location for our Station Cycle Hub is the railway arches (see Figures 5.1 & 5.2). The Council, working closely with Network Rail, has already undertaken a number of feasibility studies and assessed the viability of opening and refurbishing the disused set of 17 railway arches.

The plans for the arches involve developing them into a series of retail, commercial and community spaces that will create job and apprenticeship opportunities. A focus of the proposals include creating an evening economy - a key objective of the Core Strategy for regenerating Edmonton Green and the increased activity will have the added effect of reducing anti-social behaviour (over 20 incidents are reported to the police every month). The plans also include significant enhancements to the open space area, providing new pathways, planting, lighting, furniture, sculpture and children's play equipment. An artist's impression of what the arches and open space could look like, are provided in Figure 5.2.

The project has the endorsement of the Edmonton Partnership whose members includes St. Modwen (owners and managers of the shopping centre), Enfield Business Retailers Association, Enfield Homes and local Housing Trusts, Metropolitan Police and Edmonton Leisure Centre.

The railway arches scheme is deliverable within mini-Holland timeframes. The Council owns the open space and Network Rail, as owner of the arches, the railway infrastructure and the three metre strip of land immediately in front of the arches are enthusiastically supportive of the project.

The scheme also has committed funding, Network Rail has agreed to contribute approximately £1.5million to the scheme and the Council will commit relevant resources for management and coordination, speedy consent and public realm and landscape improvements, providing an in-kind contribution of £150,000. However, additional funding is needed to enable these plans to be realised, (bringing the arches back into use in a regeneration area like Edmonton Green will not happen on a purely commercial basis, as the rental values are low).

Our Cycle Superhub proposals are to be incorporated within the plans to redevelop the arches and the three arches closest to the station entrance will be used to provide secure cycle parking and other related facilities. We will survey potential users on the other facilities they would like (as we are proposing to do for the Enfield Town Cycle Superhub) but envisage the Cycle Hub could include showers, lockers, one-day repair services and Greater Anglia's 'Bike & Go' cycle hire scheme (including electric bikes).

A key lesson learned from Ealing's Cycle Hub is that a new facility may quickly reach capacity and that additional sites for cycle parking should be identified. Accordingly, the two pieces of land to the south of the station highlighted earlier as possible sites (and highlighted in Figure 5.1) will be earmarked as additional cycle parking sites as part of the open space improvement proposals.

EDMONTON GREEN COMMUNITY CYCLE HUB

As noted previously, our aspirations for a Cycle Superhub in Edmonton Green is for one that contributes to the regeneration of the area, in particular by providing access to employment, including through cycle-related employment and training, as well as providing bikes (and/or bike repair services) to use to travel to employment opportunities.

The types of facilities to be provided at the Community Hub include:

- Bike retail (including recycled bikes)
- Bike repair (free / subsidised)
- Bike maintenance (access to tools / staff to do-it-yourself)
- Cycle maintenance courses
- Cycle Apprenticeship programmes (offering City and Guild qualifications)
- Cycle training
- Bike loan
- Cargo bike hire
- Cycle information and journey planning assistance

[05] REDESIGNING EDMONTON GREEN



FIGURE 5.3: POSSIBLE SHOPS TO USE FOR OUR COMMUNITY CYCLE HUB

A recent residents survey in Edmonton highlighted the fact that there are no cycle shops in the area. A retail outlet within the Community Hub will address this need and also bring in revenue to ensure that the Cycle Hub is a financially viable service.

In developing our proposals, the Project Team visited Bikeworks' Hub in Bethnal Green and the Edmonton Unity Hub (see Case Study over the page) and clearly identified the large space requirements. A number of suitable sites have been identified in the shopping centre (as shown in Figure 5.3) and it is felt that this location which already has a very high passing footfall would be ideal for our community-based proposals.

We will partner with an organisation such as Bikeworks, who have already developed and delivered cycle-based employment schemes and training. We will also work with Enterprise Enfield (one of London's most successful enterprise agencies with a strong track record of helping start-up businesses to establish and grow) and the Council's own Jobsnet agency (a bespoke job brokerage service, with skills advice and workshops, CV design, interview practice and other job search skills) to develop cycle-related employment and training opportunities. Demand for local training and work experience opportunities, was identified in the Edmonton Green Masterplan Youth Questionnaire, 38% of respondents (out of 117) asked for more apprenticeships and 26% asked for more practical courses to be provided in Edmonton Green.

ADDITIONAL CYCLE PARKING

As part of our Edmonton Green proposals, including as part of the survey of potential users of the Superhubs, we will identify locations for additional cycle parking facilities across Edmonton Green. In addition, we will work with all Edmonton Green workplaces and schools to ensure that secure cycle parking and other facilities such as lockers, changing rooms and showers are available to staff and students.



EDMONTON UNITY HUB

The Edmonton Unity Hub opened in Spring 2013 after calls from the local community for improved youth services after the Edmonton riots. The Youth Centre Manager is very enthusiastic about cycling and a number of cycle-focused initiatives are being delivered. Two shipping containers have been relocated to the site and contain bikes for cycling projects including 20 bikes available for young people to borrow and for adult cycle training sessions, and a stock of old bicycles ready to be used for a bike recycling project in 2014.

One of the most popular activities at the Hub is the 'Build-a-bike' workshop. Young people strip down a new bicycle and are taught how to completely rebuild it. They also undertake Bikeability training including on roads in the local area and along their route to school or college, and if they complete the training they are able to keep the bike.

The Edmonton Unity Hub will play a key role in the development of our plans for a Cycle Superhub in Edmonton.

*Cycle training for West Lea students
at Edmonton Unity Hub*



[05] REDESIGNING EDMONTON GREEN

[06]

A1010 (HERTFORD ROAD)
SEGREGATED CYCLE
CORRIDOR

The A1010 (Hertford Road) presents an ideal opportunity to develop world-class cycling facilities and a 'cycling culture' in a regeneration corridor with multiple high streets, 23 schools and some of London's highest areas of social deprivation, ethnic minorities and health problems. The A1010 is unique in that it is one of three parallel north-south routes running between the A406 North Circular and the M25 – this provides a great opportunity to apply the principles of the Mayor's Vision for Cycling and the Roads Task Force to 'humanise' this corridor while providing good alternative routes for longer-distance vehicular traffic. The corridor is also close to the excellent recreational cycling facilities of the Lea Valley and to the Growth Area of Meridian Water, with 5,000 new homes and 3,000 new jobs.

Many local trips in the area are short in length and cycling offers tremendous opportunities to significantly improve health, to provide a free travel option to local residents and to increase 'travel horizons'. The Hertford Road cycling corridor can become an exemplar of cycling culture change in Outer London, creating excellent conditions for cycling both north-south and east-west at the 10 intersecting cycle routes along the corridor.

We will completely redesign the corridor so that it is not only a best practice north-south commuter cycle route but becomes a place for cycling and for people, where the morning rush hour refers to the thousands of children cycling to one of the 23 schools along the route.

Our plans involve reallocating road space to provide safe and continuous segregated cycle lanes along the whole route, and beyond into Broomfield and Haringey, and has the support of both political parties, as well as schools along the route. The complex and busy A406 and Southbury Road junctions have been re-designed to provide safe crossing facilities for cyclists of all levels, and for pedestrians, and a Dutch-style roundabout, with priority for cyclists is to be provided at Edmonton Green. We have also provided safe crossing facilities along the corridor to ensure local access by cycle is significantly increased, address severance and also encourage east-west cycling across the corridor.

Our vision is for the route to meet the Mayor's Vision for Cycling brief as a linear park for cycling with trees along the length of the route, including in planter boxes segregating the cycle lanes. We will discourage through traffic from using this route through design and through the introduction of a 20 mph zone, encouraging them instead to use the parallel A10 or A1055. Improving the A1010 public realm environment and in particular, the five shopping areas dotted along it, is a key element of our proposals and will ensure that this road not only becomes one that is enjoyable to cycle along but also to walk along, with noise and pollution from traffic no longer dominating the environment.

Our A1010 proposals deliver the following key mini-Holland criteria:

- ✓ At least one good commuter route from the borough to central London
- ✓ Significant numbers of short local car journeys, within the borough and nearby, replaced by bicycle journeys
- ✓ Addressing severance, where this is a problem: new cycle and pedestrian crossings of major roads, railway lines or waterways
- ✓ Targeted efforts to increase cycling by key demographic groups in Enfield who cycle less than average

FIGURE 6.1: A1010 CYCLE CORRIDOR



A. THE A1010 (HERTFORD ROAD)

The A1010 is one of the major north-south A roads in Enfield connecting to the A406 North Circular in the south and the M25 in the north, a distance of approximately 5 miles, or a 30 minute cycle ride. The A1010 follows the route of the Roman road known as Ermine Street that ran from London to Lincoln and York. In Enfield, the A1010 is mainly called Hertford Road but its name changes around some of the shopping areas along the route including Ponders End High Street and The Broadway in Edmonton Green; south of Edmonton Green the A1010 is called Fore Street.

The A1010 contains five local shopping areas, as shown on Figure 6.1 from north to south these are:

1. Enfield Wash and Freezywater
2. Enfield Highway
3. Ponders End
4. St Joseph's Road
5. Edmonton Green / Fore Street

These shopping areas are a key characteristic of the route yet they lack an identity and are hidden behind rows of parked cars and by high volumes of traffic simply passing through. The A1010 is a north-south corridor which is dominated by traffic and traffic-related infrastructure including guardrails, signage, road-markings and controlled parking, much of which is located on slip roads and laybys dotted along the route. The route is not a pleasant environment for cyclists or pedestrians, as shown in the photo above, and causes significant severance for east-west movements.



B. WHY THE A1010 (HERTFORD ROAD)?

We selected the A1010 as one of our key commuter routes to Central London, Haringey and Hackney because it is a north-south cycle desire line that can link directly into the proposed Cycle Superhighway (CS1) route. However, the route also offers direct cycling access to a significant part of the borough and to major employment and regeneration areas in the Lea Valley. There are 23 schools located within 500metres (a two minute cycle ride) of the route, there are five key shopping areas and in two of these we are already focusing regeneration activities (Edmonton Green and Ponders End). The A1010 suffers from an 'identity crisis' caused by its mix of High Street environments and traffic corridors, and we want to create a best practice north-south cycle route that becomes a place not just for cycling, but for people.

In developing our Cycle Action Plan we examined the Department for Transport's cycle counts and found that more cyclists were using the A1010 than the parallel A10 LCN route which has segregated cycle facilities (evidenced from the quotes from Enfield cyclists). However, our research also highlighted that a number of accidents involving cyclists had occurred along this route and in order to encourage more cyclists to use it, it needs to be made safer, particularly at the major junctions.

We believe the greatest benefit our A1010 cycle route will bring, will be to the 23 schools (and 12,000 school children, their parents and their teachers) located along it. We are already working with a number of these schools to support and promote cycling via their school travel plans, including cycle training, Bike It+ and the Active School Neighbourhoods project. However, despite our activities, most of these children are still not allowed to cycle to school and one of the greatest barriers is the A1010. A number of these schools have expressed their support for our bid and these can be found in Appendix G.

There are five shopping areas located along the A1010 and this is one of the main functions of this road, however each shopping area is dissected by fast flowing north-south traffic, there are limited safe places for pedestrians to cross and often these are not located in pedestrian desire lines. This results in bus passengers at stops crossing directly behind or in front of buses, weaving through traffic and parked cars to get to their destination.



“I’ve got kids that I would like to bring up in Enfield. I want them to live in an environment which is both healthy and safe for them. I would like them to be able to cycle to school or wherever they like, without me fearing the worst.”

Kevin Rainsbury – Enfield Cyclist and Dad

As shown in the map we have produced showing the road typologies developed by the Roads Task Force (see Section 3), the A1010 is a mix of High Streets (60-70%) and Connector Roads (30-40%). Through our designs which include significant public realm improvements in these shopping areas, we are proposing to recognise the character of the corridor and create a place for people, encouraging faster / longer-distance traffic to use the parallel Arterial Road (the A10) to the west or the Connector Road to the east (the A1055).

Our mini-Holland public realm improvements (as set out later in this section) will be trialled as part of the Ponders End Major Scheme for which designs are currently being prepared. Ponders End is one of Enfield Council's Place Shaping Priority Areas and the Council is working with local residents, businesses and other stakeholders, to identify what can be done to improve the area. Ponders End Park which forms a key part of the High Street environment has recently been redeveloped and the next stage is the streetscape improvement works. The redesign of Ponders End High Street will become the blueprint for the redesign of the other shopping areas along the route and enable early implementation of much better cycling facilities.

As outlined in Section 5, Edmonton Green is a key priority area for regeneration for the Council and our plans for the A1010 will greatly assist in realising these changes by providing links to schools and to employment areas to the north and south. Edmonton Green is the location of our proposed Dutch-style roundabout.



I mainly use the Hertford Road from Bullsmoor Lane right through to the Angel. This is a very long straight road and in places with pavements can be very wide. I believe a separate cycle lane all the way along this route would encourage more people to cycle. Especially younger riders as I see many children waiting at bus stops when I think they could be riding.”

Paul Mills, Enfield resident and Dad who cycles to work

C. A1010 (HERTFORD ROAD) CYCLE CORRIDOR PROPOSALS

We have developed concept designs for the whole A1010 route (as set out in Appendix D) that meet the design principles of the LTDS by being safe, direct, coherent, comfortable, attractive and flexible. These plans demonstrate how we are striving to provide continuous segregated cycle lanes in both directions the whole way along the route, and have been developed from a full concept design process of the whole route. Our designs have been shaped by comments made and concerns raised about this route at our stakeholder event (see Section 9 for further details of these).

A number of principles underlie the design of the route including:

- Continuous segregation as a guiding principle
- Removal of parking at key locations
- Introducing a 20 mph zone along the route
- Providing raised junction entry treatments on all side roads.

Initial concept designs for the four key severance sites along the route have been developed with the assistance of Dutch cycling experts Goudappel Coffeng. In addition, members of the project team have attended site visits at TRL and engaged with TfL's Cycle Superhighway team to understand design concepts such as two-stage right turns, cycle pre-signals and 'scramble stages'. All junctions will be reviewed in detail at the preliminary design stage to ensure safe environments for cyclists are created.

While these plans are focused on cycling, they will also create a significantly improved environment for pedestrians and bus passengers, with more crossing facilities and slower traffic speeds.

1. KEY DESIGN PRINCIPLES OF THE ROUTE

Our designs are based on providing two metre wide continuous segregated mandatory cycle lanes in both directions along the whole length of the A1010 and are highlighted in the artist's impression (see Figure 6.2). Key aspects of these lanes include:

- Providing parking on the outside of the cycle lane in commercial areas to reduce the potential for cyclist / vehicle conflict
- Including a 0.5 metre 'buffer' strip to reduce potential conflict with opening car doors, where cycle lanes are located on the outside of parking areas
- Coloured surfacing where segregation isn't possible, e.g. across junctions
- Providing continuous cycle lanes either around bus stops (including by setting bus stops into laybys) or using existing slip roads and laybys as bus stop bypasses

- Armadillos will be used along the majority of the route, with planter boxes in certain locations and some sections of off-carriageway segregation

REALLOCATING ROAD SPACE

While many sections of the A1010 are of sufficient width, in some locations there has been a need to reallocate road space in order to provide continuous segregated cycle lanes. To assist in making decisions about road space allocation, we have developed some cross-sections of the A1010 with varying carriageway widths incorporating the segregated cycle lanes and these were discussed and fine-tuned at our stakeholder event and are set out in Appendix D, an example is provided in Figure 6.3, along with an artists impression of what the route could look like (Figure 6.2)

FIGURE 6.3: COMBINED SECTION AND PLAN AT 1010 RESIDENTIAL PARKING ENVIRONMENT

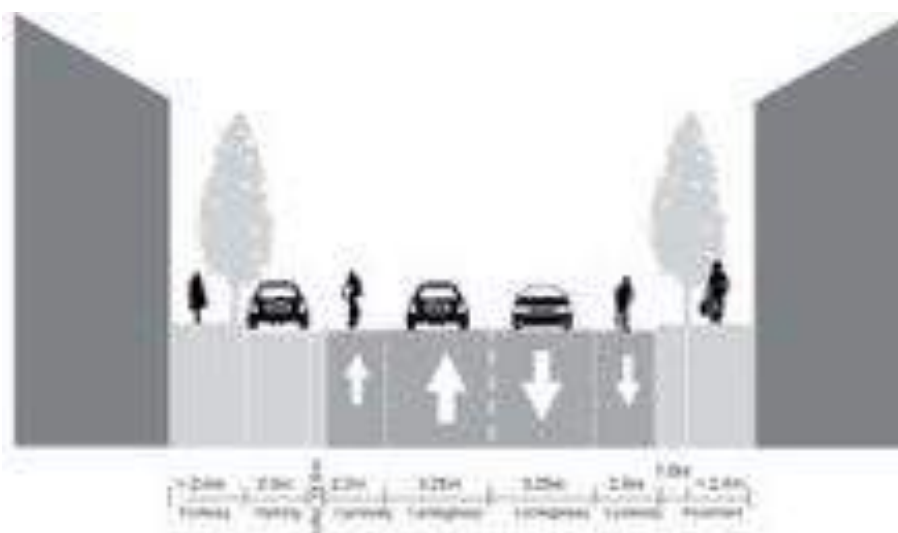


FIGURE 6.2: A1010 ARTISTS IMPRESSION OF RESIDENTIAL PARKING ENVIRONMENT





St John's Road, Clapham Junction



2. POSSIBLE IMPACTS OF OUR PROPOSALS

In order to provide continuous segregated cycle lanes, in some instances where there are carriageway constraints, we are proposing to:

- Remove or rationalise parking: These proposals have the support of both political parties and as noted above, parking on large parts of the A1010 is already controlled by single and double yellow lines.
- Move or merge bus stops: We have moved some bus stops into existing laybys and created new ones to provide 1.5 metre cycle lanes around the outside of bus stops. We have maintained a distance of 400-500m between stops.
- Remove bus lanes: In two locations there is an opportunity to remove a bus lane to provide segregated cycle facilities, and this is proposed. However, there are also alternative options to retain the bus lane with a non-segregated cycle lane provided within it and where there is not space (1.5m minimum) for a cycle lane around the outside of bus stops, cyclists will have to wait behind buses (the bus lanes affected include the northbound bus lane north of Southbury Road and the southbound bus lane south of Edmonton Green).

- Kerb alignment adjustments, where required.
- Reduce the width of the footway: This is only considered necessary in a couple of places along the route and we will ensure a 2.5 metre minimum width.

Exact details of where we are proposing these changes are shown on the plans and information included in Appendix D. It is to be noted that in a few places we have had to reduce the width of the cycle lane to 1.5m, this is where traffic lanes are as narrow as will be accepted and / or where bus stops are located and these have been highlighted.

These principles and cross-sections also underpin the A110 (Southbury Road) and A105 (Green Lanes) cycle route proposals

3. SUPPORTING MEASURES

REDUCING TRAFFIC SPEEDS & FLOWS

We will encourage vehicles to travel along the two alternative parallel routes (the dual carriageway A10 and the A1055) by implementing a 20mph speed limit along the whole route and introducing measures to slow traffic such as road narrowing with the planter boxes segregating the cycle lanes. Features such as the Dutch-style roundabout will also slow traffic and encourage through traffic to avoid this route. Our aim is not to remove local traffic, but to slow vehicles and encourage longer-distance traffic to use the parallel routes.



Planter box segregation in Vancouver, Canada

PUBLIC REALM IMPROVEMENTS

Raised tables are to be incorporated along the route in the five shopping areas to slow traffic and create an improved pedestrian environment. We are considering introducing at relevant locations a shared space approach similar to St John's Road in Clapham Junction. As can be seen in the photos above, this design allows a flush surface to be provided between the footway and the carriageway with raised kerbs at bus stops for access. Whilst informal crossing is encouraged and facilitated by the flush surface and the use of paving across the street, at the same time the different surface treatments create an obvious delineation between the footway and carriageway (and for the A1010 a different coloured surface will be used to demarcate the cycle lane), thus maintaining a safe environment.

In addition, we will provide trees along the route, as well as hanging flower baskets and planter boxes to create the linear park for cycling as envisaged in the Mayor's Vision for Cycling and shown in the photo above from Vancouver, Canada.

RAISED JUNCTION ENTRY TREATMENTS ON ALL SIDE ROADS

To ensure the safety of cyclists from vehicles accessing the A1010 from side roads, we are proposing to install entry treatments on all side roads that give priority to cyclists on the cycle lane. In addition, we will install cycle awareness signage at these locations with messages such as "thank you for giving way to cyclists".

CONNECTING ROUTES

The A1010 connects with 10 east-west cycle routes, including three of our proposed Quietway routes, and details have been provided in Appendix D of the facilities to be provided to ensure cyclists can safely and easily move between these routes. Four of these connections take place at or near the four key junctions on this route (all of which are considered key severance sites) and details and plans of how we are proposing to re-design each of these locations to provide safe crossing facilities for cyclists, are also set out in Appendix D including providing a Dutch-style roundabout at the junction with the A110 (Southbury Road) and European-inspired junction control such as a 'cycle scramble' or two-stage right turns at the A406 (North Circular) junction.

We will also work with each of the 23 schools along the route to identify the improvements and facilities needed to connect their school to the A1010 route and will facilitate a student-led design approach.

North of the borough boundary the route will link directly into the traffic-free Waltham Cross town centre and we have commenced discussions with Hertfordshire County Council about these proposals.

Following discussions with the London Borough of Haringey, we have agreed to realign the southern end of the A1010 route along College Gardens to connect to Haringey's cycle route that connects to the proposed Cycle Superhighway (CS1) route.

[07]

A105 (GREEN LANES/ LONDON ROAD) SEGREGATED CYCLE ROUTE

It takes less than 20 minutes to cycle the three mile distance between Enfield Town and Palmers Green. We will encourage and facilitate cycling for this journey by applying the A1010 design principles to the A105 (Green Lanes) to provide safe and continuous segregated cycle lanes along this route. In addition to increasing the numbers cycling between these town centres, we will also promote this route for cycle journeys further south into Haringey and destinations further afield including Central London.

Our A105 proposals deliver the following key mini-Holland criteria:

- ✓ Significant numbers of short local car journeys, within the borough and nearby, replaced by bicycle journeys
- ✓ At least one good commuter route from the borough to central London

The A105 - comprising Green Lanes, Ridge Avenue, Park Avenue and London Road - is a major corridor for traffic through the borough, connecting Enfield Town to the A406 and continuing south into Haringey. As with the A1010, there are a number of schools located along this route but few students cycle to school. There are also a number of local shopping areas including at the junction of Green Dragon Lane and Bush Hill, by Barrowell Green and at Winchmore Hill.

The figure below based on analysis from TfL's London Travel Demand Survey demonstrates that many of the car trips along the A105 are local journeys, 5 miles or shorter. In fact, the A105 provides a direct route, only 3 miles in length, linking two of the borough's major town centres, namely Enfield Town and Palmers Green.

As noted above, lying between these two town centres are smaller retail areas within the A105 corridor that generate even shorter journeys made by residents living along or in the vicinity of the route. With no significant points of severance along this corridor, there exists a huge potential for cycling along the A105 within Enfield if cyclists can be made to feel safer in the presence of the motorised traffic that it carries. South of Palmers Green, the route is aligned to link into Haringey's cycle route network and provide a route for those cycling to central London.

FIGURE 7.1: AVERAGE DAILY LTDS CAR TRIPS UNDER 8KM - DESIRE, ORIGIN AND DESTINATION LINES



The typical kerb-to-kerb width along the A105 is 12 metres. Aside from the higher levels of frontage activity within the 'high street' sections there is little parking in evidence along much of the main road. We will put this surplus carriageway space to good use by creating continuous 2 metre wide cycle lanes along each side of the road between Broomfield Lane and Enfield town, using armadillo and planter segregation. This will ensure clear passage along the road and provide a dramatic increase in the level of comfort felt by all riders choosing to make use of this direct inter-town route. The proposed facility will improve conditions for existing cyclists and make this mode a genuine alternative to the car for many more besides who wish to cycle but dislike mixing with main road traffic.

✓

A. CYCLE ROUTE PROPOSALS

The proposed route is indicated in Fig 7.2 by the dashed red line. Continuous segregated mandatory cycle lanes are proposed along the whole length of the red line where it follows the A105 corridor.

The proposal is, therefore, to aspire to provide 2 metre wide cycle lanes along either side of the A105 between Broomfield Lane and Enfield town, segregated with armadillos and planter boxes. Figure 7.3 shows the typical cross-section that will result.

The design principles will be as per those detailed in the previous section for the A1010 other than that here the existing 30mph speed limit will be maintained (though design treatments in shopping areas will be used to slow traffic) and junction treatments will be decided on a site by site basis. Removing right turn pockets and removing or rationalising parking are the main alterations that will enable us to achieve the cross-section shown above. More details, including the likely impact on bus infrastructure, are shown on the plans included in Appendix E.

FIGURE 7.2: PLAN OF PROPOSED A105 CYCLE ROUTE



Cycle permeability at junction of Bush Hill / Green Dragon Lane

It is anticipated that the reduction in width for general traffic will have the effect of reducing speeds slightly, but without impacting significantly upon capacity. Where bus stops are located, we have aspired to provide cycle lanes on the outside of these, however at some locations, due to carriageway widths this has not been possible and cycle logos will be provided on the outside of the bus cage.

For the majority of this section the cycle route will end at the start of the cage and begin immediately after the end of the cage, encouraging cyclists to go through the stop when there are no buses serving the stop.

FIGURE 7.3: A105 CYCLE ROUTE TYPICAL CROSS-SECTION



B. CONNECTING ROUTES

The map of Enfield cycle routes provided in Appendix F shows how this facility will link into the wider cycle network. The following facilities will be provided:

- Green Dragon Lane / Bush Hill junction - entry treatment provided to link to the new toucan crossing, which will replace the existing zebra crossing to connect to route to north
- Shrubbery Gardens – to enable cyclists to access the parallel north-south Greenway route on Old Park Ridings / Ringwood Way / Woodland Way, a raised table will be provided at the junction and a toucan crossing will be introduced to the south of the junction
- Barrowell Green - the existing zebra crossing will be upgraded to a toucan crossing to provide connections to the east-west Greenway route
- Green Lanes/Aldermans Hill (Palmers Green town centre) – a raised table and toucan crossing will be provided to create a link to the east-west cycle route

Following discussions with the London Borough of Haringey, the route south of Broomfield Lane has been aligned to meet with the north-south route in their network that runs through Wood Green, Hornsey and Finsbury Park. Together this provides a further route from Enfield towards central London.



“Green Lanes is my chosen route into the city as it is much quicker than taking the back routes.”

Andrew Coles – Enfield resident who cycles to work



Forty Hall Greenway

[08]

CYCLE NETWORK AND ADDRESSING SEVERANCE

As well as the major schemes described in sections 4 to 7, our mini-Holland bid also includes proposals to complete our network of cycle routes and to address severance points. This will ensure that cycling is a safe and convenient mode of transport across the entire borough.

Our cycle route proposals deliver the following key mini-Holland criteria:

- ✓ A network of good cycle routes radiating out from the main town centre, and secondary centres, to other parts of the borough, paralleling all the main local travel routes.
- ✓ Redesigns of problem junctions where they are used by cyclists.
- ✓ Significant numbers of short local car journeys, within the borough and nearby, replaced by bicycle journeys.
- ✓ Addressing severance, where this is a problem: new cycle and pedestrian crossings of major roads, railway lines or waterways

A. CYCLE ROUTES

The map on the opposite page (see Figure 8.1) shows our strategic cycle network including both existing and proposed routes, a map highlighting the different types of existing and proposed routes is provided in Appendix F.

Section 3 sets out the four strategic routes we have identified for progression, three along direct secondary cycle roads and the last, a Quietway:

1. The A1010 (Hertford Road) - a key north-south commuter route
2. The A105 (Green Lanes) – a key north-south route linking Enfield Town with Palmers Green and beyond towards Central London
3. The A110 (Southbury Road via Enfield Town) – the borough's only direct east-west route north of the A406
4. The Enfield Town to Meridian Water Quietway (via Edmonton Green)

Concept designs for routes 3 and 4 above are provided in Appendix F and key details are provided below.

1. THE A110 (SOUTHBURY ROAD) EAST-WEST SEGREGATED CYCLE ROUTE

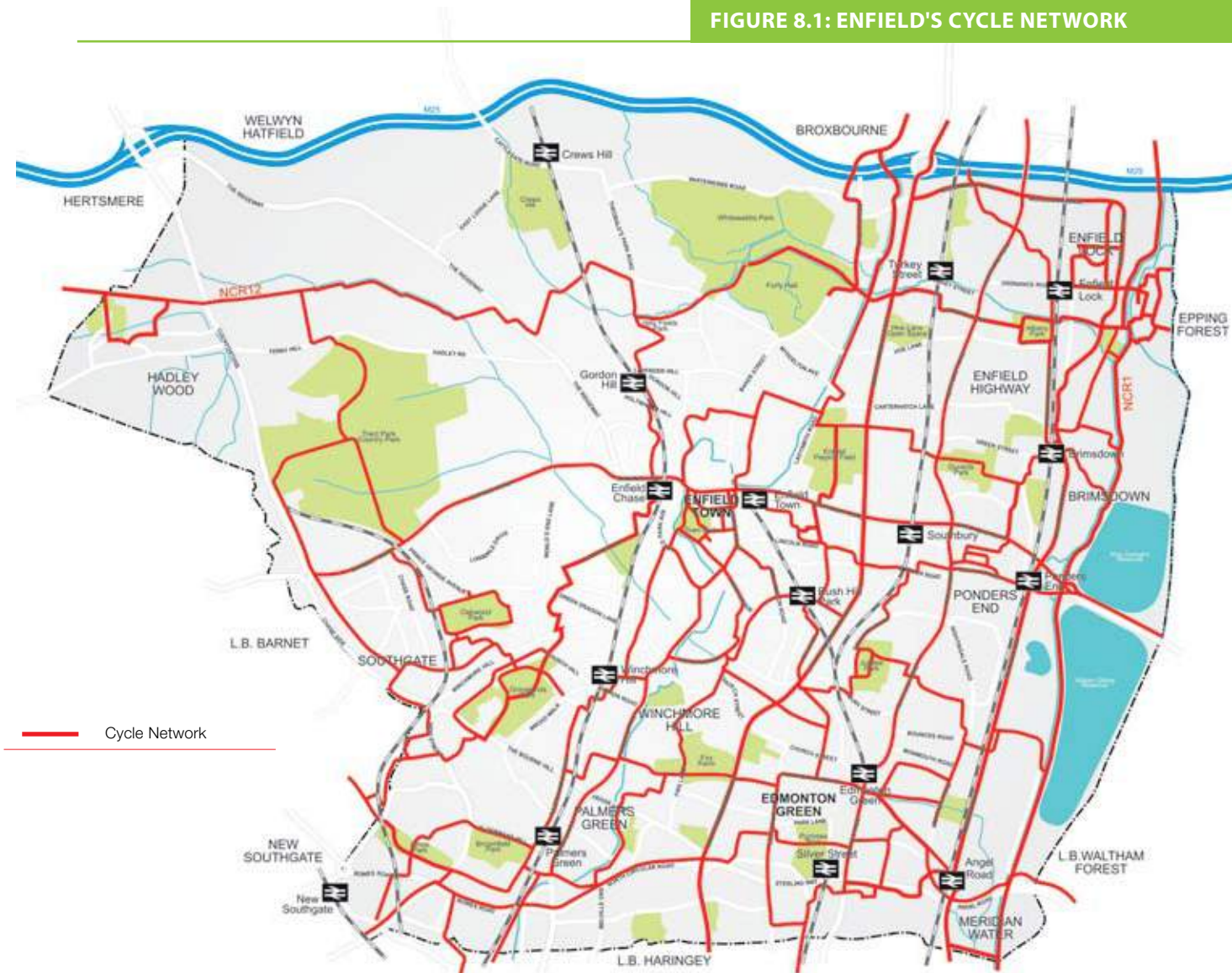
CURRENT SITUATION FOR CYCLISTS

The A110 is the main east-west A road through the centre of the borough of Enfield. It links Cockfosters in the west to the Lea Valley in the east, passing through Enfield Town on the way, and has major junctions with the A105, A10, A1010 and A1055. It goes by several names including Bramley Road, Enfield Road, Slades Hill, Church Street, Southbury Road and Lea Valley Road.

Some cycle facilities are already in place along parts of the A110. In the west an off-road cycle track links Cockfosters and the western end of Slades Hill. In the east advisory cycle lanes are available between Southbury Station and the junction with Wharf Road, although some sections are sub-standard in width.

Aside from the cycle track in the west, cycling conditions are generally unpleasant along the A110. Traffic volumes are high, speeds are sometimes intimidating and in parts parking is heavy. Large vehicles are also prevalent, particularly in the east.

FIGURE 8.1: ENFIELD'S CYCLE NETWORK



OUR PROPOSALS

Matching the principles applied to the A1010 and A105 routes, we aspire to provide two metre wide continuous segregated mandatory cycle lanes in both directions along the A110 as follows:

- Providing parking on the outside of the cycle lane in commercial areas due to the higher potential for cyclist / vehicle conflict.
- Including a 0.5 metre 'buffer' strip to reduce potential conflict with opening car doors, where cycle lanes are located on the outside of parking areas.

- Coloured surfacing where segregation isn't possible, e.g. across junctions and where parking is provided.
- Providing continuous cycle lanes either around bus stops (including by setting bus stops into laybys) or using existing slip roads and laybys as bus stop bypasses.

Details of how the A110 will be improved for cyclists in Enfield Town and at the junction with the A1010 are given in sections 8 and 6. Concept designs for the remainder of the route can be found in Appendix F and key improvements are highlighted below and outlined in detail in Appendix F.

A10 / A110 JUNCTION

This is a very large signalised junction with multiple slip roads and phases (severance site 3 on the map provided later in this section). It is very intimidating for cyclists and will be redesigned to create a safe environment for cyclists. Our proposals include removing all left turn slip roads to remove the potential left turn hook which will also improve pedestrian journey times across the junction (as set out in detail in Appendix F).

PROPOSED PEDESTRIAN / CYCLE LINK TO WALTHAM FOREST

At present, pedestrian and cycle connections between the Boroughs of Enfield and Waltham Forest are limited. This is mainly due to the severance caused by the River Lea and three large reservoirs. The limited connections that do exist are dominated by heavily trafficked and congested roads. This, together with a lack of suitable alternative routes for pedestrians and cyclists, acts as a deterrent to those users who may wish to use that route.

To improve this situation, Enfield Council is proposing a new pedestrian and cycle facility along Lea Valley Road and has agreed these in principle with Thames Water, the land owner, and Waltham Forest. This will connect existing pedestrian and cycle facilities at Ponders End Roundabout to Chingford in Waltham Forest and provide a valuable new link between the two boroughs.

The facility will include an entirely new path to the north of Lea Valley Road on the southern side of King George's Reservoir. Plans outlining this and alternative options are included in Appendix C.

A new connection via the River Lee will also be required. The existing road bridge has narrow paths on both sides of the carriageway and there is insufficient road width to allow for widening of those paths. As an alternative, we are considering an option to install a new bridge parallel to the northern side of the existing bridge. This will provide a continuation of the shared pedestrian/cycle route into Waltham Forest.

PARKING REMOVAL

When we have previously looked at providing cycle facilities along the A110 we faced difficulties allocating sufficient road space for cycling without removing parking. The decision to reconfigure or remove on-street parking is now implicit within the resolution to provide safe, segregated cycle facilities. It is anticipated that these proposals will not be agreed to by all residents and one mitigation measure we are considering is to offer to provide front garden parking (at no cost) and a subsidised bike. In addition we will provide and promote car club and other parking bays in adjacent side streets.

2. ENFIELD TOWN TO MERIDIAN WATER QUIETWAY

CURRENT SITUATION FOR CYCLISTS

The proposed route between our largest town centre at Enfield Town, Edmonton Green and a new regeneration community of some 5,000 homes and 3,000 jobs at Meridian Water contains a mixture of provision and facilities for cyclists. Some sections are currently unavailable to cyclists, some sections along quiet residential roads are very pleasant to cycle along and some sections on busier roads are intimidating for cyclists and are in need of safe crossing facilities.

OUR PROPOSALS

We are proposing to provide a direct route between Edmonton Green and Enfield Town and between Edmonton Green and Meridian Water (the alignment of this route is shown on the Enfield cycle route map in Appendix F). The route between Edmonton Green and Meridian Water is completely traffic-free and includes the completion of Rays Road Park along the disused railway line between Montagu Road and Angel Road station (see Figure 8.2) Improving links from Edmonton Green will improve access to existing employment opportunities at Enfield Town and to future employment opportunities at the Meridian Water site.



3. OTHER CYCLE ROUTES

The route between Edmonton Green and Enfield Town will include a traffic-free section beside Salmon's Brook and feature a dedicated cycle and pedestrian crossing of the A10 (as set out in Appendix F – severance site 6). This section of the route also has the strong support of four nearby schools, all of which are committed to promoting its use by pupils, carers and school staff.

The section of route through Enfield Town Park will also be traffic-free while the rest of the route will be on quiet residential roads. Where this route crosses busier roads, safe and convenient crossings for cyclists and pedestrians will be provided.

The map earlier in this section shows our strategic cycle network including the routes noted below and a map highlighting these routes in more detail is provided in Appendix F.

GREENWAYS

We are proposing to utilise LIP funding to continue to deliver our Greenways programme and have proposed routes that we would like to see included as Quietway routes (see 'Enfield Cycle Network Map' provided in Appendix F). With additional mini-Holland and Quietways funding, we believe we could complete our network of Greenway and Quietway routes in three rather than six years.

NATIONAL CYCLE ROUTE 1

Our proposals also include improvements to National Cycle Route 1 along the River Lea, an important north-south corridor for cycling in the east of the borough that connects to Stratford. Working in partnership with the Canal and River Trust, we will:

- Resurface the path between Haringey and Ponders End Lock
- Install Legible London wayfinding signs
- Complete personal security improvements under A406 flyover

FIGURE 8.3: SEVERANCE LOCATIONS



NATIONAL CYCLE ROUTE 12

The route heading south from Hertfordshire currently ends at Hadley Wood. The Council will link NCR 12 across the north of the borough to NCR1. Half of this link has already been constructed and the rest will be completed in 2014/15. It is largely traffic-free with some short sections on quiet roads.

B. SEVERANCE

The two biggest physical barriers to cycling in Enfield are our two busiest roads, the A10 (Great Cambridge Road) and the A406 (North Circular). These dual carriageways extend across the borough from north to south and east to west, respectively and the speed and volume of traffic, coupled with the limited number of safe crossing points, make these significant barriers to east-west and north-south cycle journeys. We are proposing to systematically address the severance points along these routes to ensure there is always a safe place for cyclists and pedestrians to cross.

Off-carriageway segregated cycle lanes are provided along both the A10 and A406 (for the most part) and some crossing facilities are provided. However, a number of improvements are needed to ensure continuous facilities are provided and to address the severance issues they create for cyclists, as summarised below and outlined in detail in Appendix F.



Toucan crossing on Fore Street



Well-lit, clean and bright subway in Westminster

SEVERANCE SITES

We have identified 18 severance sites on the A10 and A406, as highlighted in the table (Figure 8.4) and shown on the map in Figure 8.3.

Two additional severance sites have been addressed in our proposals for the A1010 (see Section 6):

1. A1010/A10 junction (severance site 19)
2. A1010/Bullsmoor Lane junction (severance site 20)

As noted in the table above, in addition to redesigning junctions, our proposed solutions are to provide toucan crossings, and upgraded subways as highlighted in the photos above.

Further details about each site and our proposed solutions are provided in Appendix F.

FIGURE 8.4: A10 AND A406 SEVERANCE SITE PROPOSALS

SITE	CROSSING LOCATION	EXISTING FACILITIES	SEVERANCE SOLUTIONS
1	A10 near Turkey Brook	Foot bridge	Toucan crossing
2	A10 by Cambridge Gardens	Pelican crossing	Toucan crossing (already programmed)
3	A10 / Southbury Road	None	Junction redesign as part of A110 cycle route
4	A10 / Lincoln Road	None	Segregated cycle lanes, toucan crossings and ASLs
5	A10 by Trinity Avenue	Pelican crossing	Toucan crossing
6	A10 / Bury Street	Toucan crossing	Improve links to Toucan crossing
7	A10 by Salmon's Brook	None	Toucan crossing
8	A10 by Deansway	Subway	Toucan crossing
9	A10 / A406 junction	Subway	Upgrade subway
10	A406 / Warwick Road	Toucan crossing	New facility, no further improvements needed
11	A406 by Palmerston Road	Toucan crossing	New facility, no further improvements needed
12	A406 by Melville Gardens	Toucan crossing	New facility, no further improvements needed
13	A406 by Bull Lane	Subway	Upgrade subway
14	A406 / A1010	None	Junction redesign as part of A1010 cycle route
15	A406 / Montagu Road	Pelican crossing	Toucan crossing
16	A406 / A1055 junction	Grade separation	Resurfacing
17	A406 footbridge near Conduit Lane	Footbridge	Cycle channels in stairs and new cycle route
18	A406 / River Lea towpath	Underpass	Improvements already programmed

[09]

STAKEHOLDER
CONSULTATION

Our mini-Holland proposals have the support of key stakeholders including both the Labour and Conservative parties, Enfield's NHS Trust, the Lee Valley Regional Park Authority and schools along the A1010. The stakeholder information event on Tuesday 5 November was attended by over 70 people including local cycling group members, the Enfield Town Centre Manager, cycle retailers, schools, and the Canal and River Trust. All attendees were really enthusiastic about our mini-Holland plans and were excited about the cycling culture and opportunities these improvements will bring to the borough.

In developing our mini-Holland proposals, Enfield Council has also met with a number of key stakeholders including TfL Officials, neighbouring boroughs, Metropolitan Police Officers, Enfield Market Traders and Enfield's train operating company, Greater Anglia. In addition, our bid has been reviewed by Living Streets who agree that our proposals will improve conditions for both cyclists and pedestrians.

A. CONSULTATION
TO DATE

A detailed Consultation Strategy will be prepared as soon as we are notified our bid has been successful (an outline is included in this section). Our mini-Holland proposals will benefit all residents, not just those who choose to cycle and communicating this effectively will help build support for the programme. Our approach to design and consultation will build on the techniques used for our 'Active School Neighbourhoods' project, as outlined in Section 2, including using a community-led design approach to engage local residents (see also DIY Streets information in Appendix G). Furthermore, controversial schemes that split public opinion (such as closing streets to through traffic) will be piloted.

1. POLITICAL SUPPORT

Our mini-Holland proposals have the support of both the Labour and Conservative parties and both parties are willing to make the tough decisions required to deliver these proposals. Cllr Bond, Cabinet Member for Environment, and Cllr Laban, Shadow Cabinet Member for Environment, both delivered speeches at the Stakeholder information event, offering their support for the mini-Holland project.

2. TFL APPROVALS

Enfield Council hosted a meeting with TfL Officials from Borough Projects and Programmes, Forward Planning and London Buses on Tuesday 5 November. Enfield's proposals for Enfield Town (Options 1, 2 and 3), the Edmonton Green roundabout and the A1010 were presented and discussed, and no significant concerns were raised. The London Buses representative (Nathaniel Chin) advised that he will need to see the impacts our proposals will have on bus journey times, reliability and passenger demand, as well as on pedestrian access, permeability and severance. The Forward Planning representative (Prabhu Vasudevan) advised that he will need to see the impacts of our proposals on traffic journey times, reliability and safety. These details have been provided in the pro-formas we have completed for each scheme and there will be ongoing liaison with TfL on final designs, as set out in our Consultation Strategy outline.

Specific comments made about the schemes presented were as follows:

- Enfield Town - TfL would prefer a segregated bus lane (Options 1 and 2) on Church Street, Enfield Town, as opposed to a shared space approach (Option 3) for safety reasons.
- Edmonton Green roundabout - there are likely to be changes to bus frequencies and routes arising from the Meridian Water development.
- A1010 – need to ensure no pinch points created for buses, particularly around Ponders End.

Cllrs Levy, Bond, Laban and Leader of the Council, Doug Taylor





Group discussions at Stakeholder event

3. STAKEHOLDER INFORMATION EVENT

ENFIELD TOWN

On Tuesday 5 November, over 70 people attended Enfield's Mini-Holland Stakeholder Information event (the full list of attendees can be found in Appendix G, along with a copy of the invite). The stakeholders split up into five groups to discuss each of the major schemes in more detail and the feedback and ideas raised at this event and in subsequent discussions have been used to refine our final submission. A summary of the key points made about our proposals for Enfield Town, Edmonton Green and the A1010 are included below.

A number of the comments made about our proposals particularly around removing traffic from Church Street and creating a more people-friendly environment, were very positive which leads us to believe that in general our proposals for Enfield Town will be supported:

- The existing traffic situation is not great for Church Street, Enfield Town is treated as a cut through by general traffic, this scheme will change that
- The improved Church Street environment could make a real difference to traders/businesses, with more people staying longer
- Would be good to have more 'café atmosphere' in Church St, scheme could really contribute to that

STAKEHOLDER CONCERNS	PROPOSED SOLUTIONS
The cycle route on Church Street should be segregated to avoid conflict with pedestrians and to make a statement	This is our preferred option
There needs to be secure cycle parking facilities provided in the town centre	Provided in the Superhub at Enfield Town station and on Sarnesfield Road adjacent to the library
Cycle routes into the town centre also need to be improved	See Figure 4.2 of cycle facilities on all routes leading to / from Enfield Town
There may be impacts on shops that use Church Street for loading	South side loading bay relocated to existing Service Road (access from Sarnesfield Road). North side loading to take place outside 7am-7pm with use of footway loading pads
Market traders will need access along Church Street on market days	Market traders will be able to access bus only lane before 7am and section between Market Square and Silver Street will not have vehicle restrictions, allowing traders to exit
Parking in the Market Square is a revenue stream for Enfield Trust which would be restricted by the scheme	The market could operate on additional days and also generate revenue from parking after 7pm
Loss of parking, particularly disabled parking and impact on the night-time economy (diners park on-street next to Church St restaurants)	Enfield Town is well served by public car parking spaces; two Town Centre car parks, Palace Gardens (which has 550 spaces, 20 disabled bays and free parking after 6.30pm) and Sydney Road. Access to Market Square parking after 7pm
Removing traffic will result in loss of earnings for local businesses	Traffic flows show large proportion of traffic simply passing through. Research conducted by TfL (Town Centre Study, 2011) revealed that cyclists and pedestrians spend more per week than car users
An extra westbound bus stop on Cecil Road is needed	Provided
Congestion on Cecil Road will get worse with two-way traffic	Modelling shows there will not be significant traffic delays caused by redesign of Cecil Road (and there will be journey time savings for buses)

EDMONTON GREEN

STAKEHOLDER CONCERNS	PROPOSED SOLUTIONS
Needs to be clear to motorists who has priority	Implementation of Dutch-style roundabout will be accompanied by driver and cyclists awareness campaign
The war memorial should be moved	Proposed in our plans, subject to public consultation
Safe routes to schools should be provided, designed by children	Proposed in our approach to design and consultation
The northbound bus stop should be retained	To remove conflict between cyclists and buses at this stop by the rail station we are proposing to provide the cycle route on the footway, away from passengers exiting the bus
Need to avoid conflict from buses entering the bus station	Southbound cyclists will access the roundabout from the western side of the A1010, via a two-way off-carriageway cycle track. No concern raised by TfL.
Cycle hubs need to be managed and secure	Proposed in all cycle hub proposals
Need 'calmer' environment for cycling – slower cars	20mph zone proposed along the A1010 with associated measures such as raised tables to slow vehicles
Also encourage side road cycling – Quietways	All cycle routes in area to be improved and promoted as part of mini-Holland and LIP schemes
More parking needed for residents who have flats	See section 10 for residential cycle parking proposals

A1010 (HERTFORD ROAD) AND A105 (GREEN LANES)

STAKEHOLDER CONCERNS	PROPOSED SOLUTIONS
Will cycles have to share bus lanes? What happens to the facility outside bus lane operating hours?	Where carriageway space is restricted we will investigate removing some sections of bus lane however, there are also alternative options such as retaining an unsegregated cycle lane within the bus lane. The provision of the bus lane will deter encroachment by general traffic and reduced speeds will make sharing lanes with buses a more comfortable experience for cyclists.
Proposals should be shopping-friendly, as well as cycle friendly	A greener, quieter public space will be created by the proposals, while crossing the road will be quicker and safer. This, and the improved cycle routes on the A1010, will encourage more visitors to the five shopping areas. Bus services will be maintained and additional cycle parking will be provided. Shoppers choosing to visit by car will have less through-traffic to queue behind.
Routes will require physical segregation in order to have mass appeal	The cycle lanes provided along either side of the A1010 will be continuous and benefit from segregation by armadillos and intermittent planters. This method offers greater versatility than kerb segregation for cycles joining and leaving the lane, which is of particular benefit when considering the high levels of frontage activity within the 'High Street' zones.
Will parked cars block the cycle lanes?	Parking restrictions will be introduced to ensure the lanes remain free of parked cars. Parking will be relocated, where possible, or else removed.
Cycle lanes should continue through tight-spots and busy junctions, not just stop	The proposed cycle lanes will be continuous, while special treatments are proposed at the four key interchanges along the route.
Opening car doors can be a hazard	Where high-turnover commercial parking is incorporated, these bays will sit outside of the cycle lane and be separated from it by a 0.5m wide 'buffer' strip.
Cycle parking must be secure	Additional cycle parking will be provided in locations benefitting from good natural surveillance.
Good east-west routes crossing the A1010 are also important	The A1010 connects with 10 east-west cycle routes, including three proposed Quietways. Cycle friendly junction design will be applied to all 10 sites to ensure cyclists can move safely and easily between these routes.
Trialling a short section of segregated cycle route may help to assess its effectiveness	The implementation of the route is likely to be undertaken in sections. Lessons learned will be applied to future sections as the work progresses.

4. NEIGHBOURING BOROUGHES

We have discussed plans for cycle routes that cross borough boundaries with Hertfordshire County Council, the London Boroughs of Haringey, Waltham Forest and Barnet, and with the North London Cycle Strategy Steering Group. As a result of these discussions, we have realigned the southern sections of the segregated routes along the A1010 and A105 to connect into Haringey's Cycle Network. There will be ongoing liaison with neighbouring boroughs as set out in our Consultation Strategy outline.

5. GREATER ANGLIA

Greater Anglia's Enfield Town / Edmonton Green Station Manager as well as a member of staff from their Asset Management Team attended the stakeholder event and the Project Team also met with them separately to discuss our proposals. Greater Anglia is very supportive of our plans to increase cycling five-fold across Enfield, as well as our specific proposals for Enfield Town and Edmonton Green. Greater Anglia is committed to working with Enfield Council on our plans for both stations, including the Cycle Superhubs and to expand the Bike & Go cycle hire scheme.

We note that TfL London Rail will be taking over the lines and stations in the next few years and will also liaise with them regarding our proposals.

6. NETWORK RAIL

Network Rail has been working closely with Enfield Council on the new lifts and the railway arches plans at Edmonton Green, and is committed to funding approximately £1.5million towards the arches scheme.

7. LIVING STREETS

Our bid has been reviewed by Living Streets who have stated that they believe our proposals will improve conditions for both cyclists and pedestrians. Living Streets are particularly supportive of the following aspect of our bid:

- greater use of 20 mph zones
- improvements to public realm, particularly in Enfield and Edmonton
- reduced motor vehicle capacity in town centre proposals
- the removal of unnecessary car parking

Living Streets have highlighted elements they would like Enfield's proposals to avoid, including reducing pedestrian footway space (and compliment our plans for largely avoiding this) and avoid providing bus stop bypasses in high street locations or other areas where bus use is high (and note that our cycle lanes are largely provided in existing parking laybys at bus stops rather than footways).

8. INTERESTED PARTIES

We have also discussed our proposals with the following organisations (and have letters of support from a number of them – see Appendix H):

- | | |
|---|--|
| ■ Metropolitan Police – Enfield's Traffic Police Liaison Officer and Safer Transport Team | ■ Enfield Market Retailers |
| ■ Ward Councillors | ■ Local bike shops |
| ■ Canal and River Trust | ■ Enfield Business and Retail Association |
| ■ Lee Valley Regional Park Authority | ■ Carry Me Bikes, Cargo Bike Retailer |
| ■ Enfield Clinical Commissioning Group | ■ Enfield's Residents Association |
| ■ North Middlesex Hospital | ■ Local cycle trainers |
| ■ Enfield's Primary and Secondary Schools | ■ Southgate Cycling Club |
| ■ Enfield Cycle Campaign | ■ Edmonton Cycling Club |
| ■ CTC | ■ Enfield Council's Planning, Regeneration, Public Health, Sports Development, Road Safety and Highways services |
| ■ Sustrans | ■ Barnet and Chase Farm Hospital |
| ■ Living Streets | ■ Enfield Parents & Children |

B. ENFIELD MINI-HOLLAND CONSULTATION STRATEGY

Our proposed consultation methods will vary depending on the scale and type of scheme being delivered. Some key stakeholders will be invited to participate in all consultations e.g. local cycling groups and campaign groups such as Living Streets and the London Cycling Campaign, however most consultation will be targeted towards local residents and stakeholders.

1. CYCLE ENFIELD 2025 STRATEGY CONSULTATION

The principles of the new Cycling Strategy are outlined in Section 2. Using Borough Cycling Programme funding, this Strategy will be developed into a document that will be published for public consultation in May 2014. The final Strategy will be published in July 2014.

2. MINI-HOLLAND MAJOR SCHEMES

Our four major mini-Holland schemes are:

1. Enfield Town
2. Edmonton Green
3. The A1010 (Hertford Road) including the Edmonton Green roundabout
4. The A105 (Green Lanes)

Similar methods for consulting residents and stakeholders will be used for each of the major schemes, as set out below.

Our first step will be to meet with key stakeholders directly affected by proposals such as TfL, neighbouring boroughs, Greater Anglia, Network Rail and Shopping Centre Managers. We will then undertake wider consultation including leafleting all residents and premises directly affected by the proposals and advertising the consultation in the local press and on our website. The leaflets will include the designs proposed in this mini-Holland bid and an invitation to an exhibition where the plans can be discussed in more detail. Separate exhibitions will be held for each scheme in a local venue and held on at least one week day evening and one daytime weekend. Long routes, such as the A1010 or A105, will be broken down into sections and consulted on separately. After consultation with residents, the final designs will be drawn up taking into consideration feedback from residents, before attaining final approval from elected members.

The anticipated timescales for consulting on each scheme are as follows, though there may be some overlap between stages:

- Preparation of initial designs – 4 months
- Preparation of consultation materials e.g. leaflets – 1 month
- Time for consultees to respond – 1 month

(Exhibitions would be held at the end of first week of consultation)

- Analysis of responses – 2 weeks
- Preparation of detailed design based on consultation feedback – 5 months

(Including drafting and approval of scheme report)

We anticipate that it will take 12 months from the announcement of the mini-Holland winners for relevant schemes to be 'shovel ready'.

3. QUIETWAYS / GREENWAYS

The Quietways and Greenways in Enfield mainly involve lining and signing. As is current practice in the Greenway programme, consultation will only be required with frontages around significant features like crossings. The whole routes will be consulted upon with key stakeholders such as cycling groups.

4. RESIDENTIAL CELLS – CONSULTATION AND COMMUNITY ENGAGEMENT

As detailed in the Introduction, Enfield Council is working with Sustrans on a DIY Streets project in Edmonton Green. This project is using a community-led design approach to improve the streetscape for children, pedestrians and cyclists. Through a series of on street 'pop-up' events the local community are invited to discuss the problems they face in their area. Residents are also contacted through schools, residents associations, community events and leaflets. Once this background data has been collected on an area, residents are invited to attend workshops and to discuss potential solutions for the problems. Typical problems include rat running, speeding traffic, poor pedestrian and cycling environments and busy roads.

An urban designer then uses the information gathered at these workshops to draw up options to improve the area. These options are then consulted on and the chosen scheme is piloted on street using, for example, sandbags and straw bales. If the pilot is successful, the scheme progresses to the engineering stage. If not, tweaks are made until a solution is agreed upon.

As detailed in section 3, we have identified approximately 37 residential 'cells' in Enfield. Our goal is to remove through traffic from these residential streets, so that only residents access these areas. This will provide a whole network of calm and inviting streets for pedestrians and cyclists, where traffic volumes and speeds are low and segregated facilities are not required. We will treat each 'cell' individually, using the community-led design approach detailed above ensuring that residents, schools, local traders and community groups are encouraged to participate in the designs of the schemes. This strand of the strategy will be delivered by the Mini-Holland Community Engagement officer and Urban Designer, with training support from Sustrans. The results of each scheme will be monitored using both qualitative and quantitative data, as set out in our monitoring proposal.

The results of the evaluations will be communicated with residents in new treatment areas, so that they can see the impact these measures have had on quality of life and other indicators. It is hoped that this approach will help foster support from the local community for proposed changes to the streetscape.

[10]

SUPPORTIVE MEASURES,
MARKETING AND
PROMOTION

Although perception of safety is the top reason why people don't cycle, there are many other reasons too. The current 'Cycle Enfield' programme of supportive measures aims to address these individual issues, and provide encouragement to those 'near market' cyclists e.g. people who are thinking about cycling and would like to, but need additional support, confidence or encouragement.

With Mini-Holland funding we will scale up all the current Cycle Enfield activities and introduce additional supportive measures using the 'Going Full Cycle' approach. Targeted marketing of the Cycle Enfield programme will ensure that residents are aware of the new cycle routes and the support available should they choose to use them. The essence of the Supportive Measures is that if people would like to cycle, there should be no reason why they are not able to.

Our integrated proposals deliver the following key mini-Holland criteria:

- ✓ Significant local marketing and promotional efforts
- ✓ Targeted efforts to increase cycling by key demographic groups in your borough who cycle less than average

A. OUR APPROACH -
GOING FULL CYCLE

As outlined in our EoI, we are proposing a 'Going Full Cycle' approach to enabling and supporting cycling, as follows:

1. The first stage of our approach will be to enable cycling by addressing bike ownership, providing training and resolving parking issues (at home, work), as well as through our comprehensive infrastructure proposals.
2. The second stage will be to support cycling through led rides, cycle buddies, maps, Exchanging Places events, Dr Bikes, maintenance classes and further cycle training.
3. The third stage will be to ensure residents keep cycling through ongoing cycle activities and events, such as themed rides (e.g. a bunny ride at Easter as they do in Portland, Oregon).
4. The fourth stage will involve some residents going full cycle by being supported to become cycle trainers or mechanics as a result of their involvement in the programme. Providing access to employment is a key element of our bid and as well as cycling providing a means of accessing employment, our bid will also create a small number of new jobs in the cycle economy.

More details of these initiatives are provided in this section.





1 SUPPORTIVE MEASURES - CYCLE ENFIELD

The Cycle Enfield programme consists of adult cycle training, Sunday social bike rides, Dr Bike sessions and cycle maintenance classes. These activities target people who would like to cycle but don't, for the following reasons:

- I don't know how to cycle
- I am not confident cycling on the road
- I don't know the way to my destination by bike
- My bike is not roadworthy
- I do not know how to fix my bike
- I would prefer to cycle socially, with other people

As part of the Greenways programme, and using Borough Cycling Programme (BCP) funding, we are delivering additional cycle parking across the borough, to alleviate the following barriers to cycling:

- My school, workplace or other destination doesn't have any cycle parking
- I have nowhere to store a bike at home

With Mini-Holland funding, we will seek to address even more barriers to cycling as detailed below, including:

- I don't have a bike
- I have a young family, which makes cycling more complicated
- I have a disability and do not feel able to ride a bicycle

NORMALISING CYCLING

Throughout all publicity, care will be taken to promote cycling as an attractive mode of transport that anyone can use. Photographs will depict images of people of all ages and backgrounds wearing normal every day clothes, to dispel the myth that cycling requires any special gear. Furthermore, Enfield Council employees will become cycling ambassadors and as part of our Staff Travel Plan (and funded by Enfield Council) we will introduce additional supportive measures for cycling such as new pool bikes, showers and cycle parking. The Council Parks and Street Cleansing teams will pilot the use of cargo bikes so that they become more visible and commonplace in Enfield.

2 RESIDENTIAL CYCLE PARKING

Enfield Council has applied for BCP funding to offer a range of cycle storage solutions to Enfield residents that have nowhere to store a bike. A form is available on the Cycle Enfield website that can be used to request residential (and on street) cycle parking. In the last two months we have received requests for an additional 20 on-street cycle stands. The residential cycle parking offer has not yet been widely promoted, as we are awaiting the results of the BCPF. However, should our bid be successful we will actively promote Bikeaway Lockers and pilot a number of Lambeth Bike Hangers (secure communal cycle storage facilities) in on-street parking spaces. With mini-Holland funding we anticipate the demand for cycling in Enfield to grow exponentially. Therefore it will be essential that we promote opportunities for residential cycle parking heavily, so that people don't 'rule themselves out' of cycling.

Lambeth Bike Hanger



3 BIKE LOAN SCHEME

Purchasing a bicycle is a big commitment for people who would like to try cycling, but are not sure whether it will work for them. With mini-Holland funding we will work with the London Cycle Campaign to deliver a scheme where Enfield residents can borrow a bike for up to 4 weeks for £10, to try cycling. A range of bikes will be available, so that participants can try one, or more types of bikes before deciding which suits them best. The London Cycle Campaign will be responsible for issuing the bikes to participants, so they can ensure that they have chosen something of an appropriate style and size for the journeys they would like to make. Furthermore, participants will be provided with lights and a lock, and other equipment, such as a child seat will also be available.

Cargo bikes and trailers will also be included in the bike loan scheme, so that families with babies and small children can benefit from the new cycle routes. During the summer in 2013 we held three Cargo Bike Try Out days, which were incredibly popular. Many people had never seen a cargo bike before and really enjoyed giving them a go. It is important to include cargo bikes in the bike loan offer, so that people are aware of the options available if they have very small children, and that a car free life may be closer to reality than they think.

4 TARGETED CAMPAIGNS AND ACTIVITIES

The proposed network of cycle routes in Enfield will provide opportunities for the majority of Enfield residents to travel comfortably and safely by bicycle. However, evidence shows us that some groups have a higher propensity to cycle than others and more targeted programmes may be required for the harder to reach groups.

INCLUSIVE CYCLING

Enfield Council has been in talks with 'Wheels for Wellbeing', as our intention is to introduce a scheme that promotes inclusive cycling. These schemes will allow people who would not consider or be able to use a traditional bicycle, to benefit from the use of an adapted cycle. To deliver this type of scheme successfully, it's important to have a range of adapted cycles as there are many different types. With mini-Holland funding we will purchase a fleet of adapted cycles and set up weekly 'cycling discovery' sessions in an off road environment.

The goal of the project will be to open up cycling, to groups who would have not thought it possible to cycle. However, for some participants, this project may introduce cycling as a form of transport that they are now able to use, particularly with the introduction of the new routes as part of the mini-Holland scheme. Adapted cycles will be considered when designing the mini-Holland routes. Turning circles for adapted cycles and positioning of push buttons at traffic lights will also be addressed during the detailed design stage.

Sunday Bike Ride at Forty Hall



BME GROUPS

Enfield is a very diverse borough, with over 50% of the population belonging to black and minority ethnic groups. In the eastern wards, between 10% and 40% of residents have a language other than English as their main language. The proposed route along the A1010 will run through these wards and connect communities from North to South Enfield. It is important that all promotional activities are sensitive to this diversity and are inclusive of all residents. In addition to publishing all cycling information in the main languages other than English (Turkish, Polish and Greek) targeted activities with these groups will take place. The first phase of this work will be to visit community groups to discuss the mini-Holland proposals and to identify the additional barriers that these groups face to cycling. This information will then be used to help address these barriers. For example, we anticipate that within the Turkish community there are cultural barriers that prevent women from cycling, therefore activities for groups of women can be organised away from the presence of men.



Sunday Bike Ride at Forty Hall

OVER 50s

Nearly one third of Enfield residents are over 50 years of age. Maintaining or increasing levels of physical activity is particularly important in this age group to promote healthy ageing and lower the risk of social isolation, long term conditions, falls and fractures. Cycling is a gentle form of low impact exercise, particularly suited to this age group. In the Netherlands 20% of trips made by those aged over 75 is by bicycle, this shows that age is not a barrier to cycling. By creating an environment where people over the age of 50 feel safe and comfortable taking up cycling as a new activity, it will be easier to embed cycling into the culture of all residents in Enfield. 20% of those that have completed adult cycle training in Enfield since April 2013 are over the age of 46, and the new Greenways are popular with this age group as gentle leisure routes.

To promote cycling to this age group, a targeted campaign will be developed in consultation with the over 50s forum. The Chair of the over 50s forum attended the mini-Holland Stakeholder event and was very supportive of the project. Upon the successful allocation of mini-Holland funding, a package of measures will be introduced that will be attractive to this age group. This will include many of the existing Cycle Enfield activities, but the marketing will be adapted to appeal to this age group. Also, social bike rides will be put on for over 50s so people can join with confidence that they will be amongst their peers.

WOMEN

Despite best efforts by TfL and the London Boroughs to promote cycling to all groups, there is still a disparity between genders when it comes to cycling. The reasons for this gender disparity include concerns for safety, low confidence and the fact that the current environment for cyclists is not always pleasant. Both men and women that cycle have to contend with aggressive driving, high traffic volumes and high traffic speeds. The mini-Holland proposals in their essence seek to change this environment, which will make it easier to attract more women into cycling.

Similar to the over 50s proposals, we will work with women's groups to identify the additional barriers to cycling that they face and seek to address these through targeted promotions. An example of such a barrier was raised at the Stakeholder consultation event, when it was commented on that it would be difficult to cycle to work in a skirt and look smart. It is possible to safely and comfortably cycle in a skirt or a dress and even in high heels, however it is easier to do this with a step through frame and if you are not familiar with the variety of bikes available you may not know this. A selection of bikes will be provided through the cycle loan scheme so that women have a choice about the type of bike they wish to try. In addition to the loan scheme, we will introduce women-only cycle maintenance sessions, social bike rides and training for parents to learn how to cycle with their children. A marketing campaign targeting women will also be developed.

We will also work with secondary schools, where cycling amongst young girls and women is currently very low to deliver a 'heels on wheels' or 'cycle chic' project. This will involve setting up girls cycling clubs to cover cycle maintenance, route planning and cycle training but also to introduce female friendly cycle accessories. At a recent event with schools, one girl commented that she didn't cycle as she would have to wear a 'stupid yellow vest'. For a teenage girl, the thought of having to wear a high visibility vest would be incredibly off putting, however visibility can be achieved without donning a builders vest. The 'heels on wheels' activities will be incorporated into a design and fashion lesson, where students will be asked to explore the market for stylish cycling accessories and then to design their own. We would pilot this activity with the BikeIT+ schools where we have a high level of engagement from staff, then deliver a refined package that will tour all secondary schools in Enfield.

We will also specifically seek the views of women in our proposed cycle route designs. Research undertaken by Rachel Aldred of Westminster University (presentation to 'Cycling and Walking Infrastructure 2013' conference, A Gender Lens on Cycling) revealed that men and women want the same things in a cycle route, e.g mandatory cycle lanes and off-road routes, but women want these more and concluded from a theoretical perspective that building for women makes men safer.

NEETS

In Enfield's EoI we proposed a plan to use the mini-Holland project to provide employment opportunities for young people in Edmonton. We will work with the Edmonton Unity Hub and other groups in Edmonton to identify NEETS (Not in Education Employment & Training) with an interest in cycling. The build-a-bike course will be offered to attract young people to the programme, and to identify those that have an interest in cycling. Those that demonstrate commitment by attending all sessions will be able to apply to participate in the City and Guilds Cycle courses offered at the Community Cycle Hub in Edmonton Green. Students can study towards the qualification which will enable them to work as professional cycle mechanics. Work experience and a limited amount of employment can be provided at the Community Cycle Hub, not only in cycle maintenance but also retail and customer services.



Enfield Cycle Fun Day

SCHOOLS

In 2012/13 the number of schools with STARS accredited Travel Plans more than doubled from the previous year, from 29 to 62 (out of 99). Our target is to increase this by 10% each year and we work closely with schools to encourage them to promote cycling. Through a small grants scheme we provide funding for cycle clubs, pool bikes and other promotional activities. All schools with Travel Plans are encouraged to apply for TfL's cycle parking grants. With mini-Holland funding we will provide further support to schools, by offering BikeIT+ activities to all schools located close to the new cycle routes. This programme will commence to coincide with the opening of the individual routes and schemes, though in the mean-time schools will still be encouraged to continue to promote cycling and install cycle parking through their School Travel Plans. The BikeIT+ programme is proven to at least double the number of children and parents to cycle to school and to embed a cycling culture into schools. Our target is that within four years of each new scheme opening, we will increase the number of pupils and parents cycling to school from 2% to 10%.

WORKPLACES

TfL's successful business engagement programme supports businesses, particularly those along the Cycle Superhighways. We will work with the Business Engagement team to develop a package of support for businesses in Enfield, that includes additional cycle parking, group cycle training, individual cycle training toolkits and information for internal promotional events and campaigns.

COMMUNITY GROUPS

Enfield Council supports local community groups that are delivering cycling projects, such as the 'Cycling Dad's' scheme and the Edmonton Unity Hub as described in Sections 2 and 5. We will work with other community groups such as these, that are located close to the new routes, to promote the Cycle Enfield programme. Tapping into and supporting existing groups such as these is a great way to promote the Cycle Enfield activities, without requiring the additional staff resources to set this type of project up.

B. CYCLE ENFIELD MARKETING AND COMMUNICATION STRATEGY

The key outcome of the mini-Holland process is to provide high quality infrastructure for cycling. A strong borough-wide communication strategy will support the delivery of these schemes. Many of the mini-Holland schemes will be controversial and divide public opinion, therefore it is essential that all communication is managed carefully, so not to antagonise or patronise residents and stakeholders, and also to encourage people to participate in the consultations and design process.

The objectives of the borough wide Communication Strategy are to:

1. Inform residents that there will be £25million worth of investment into cycling infrastructure in Enfield
2. Build community support for the Mini-Holland project
3. Raise awareness of 'Cycle Enfield'. Enfield Council's cycle strategy and programme of supportive measures that will accompany the infrastructure schemes
4. Encourage more schools, workplaces and community groups to actively promote cycling and to become more cycle-friendly
5. Promote the successes of the mini-Holland programme e.g. opening of new routes and to publish the results of research into the benefits of these schemes in Enfield

An outline of our proposed marketing and Communication Strategy is provided in Appendix G.

[11]

CYCLE-FRIENDLY DEVELOPMENTS

Our proposals will ensure that all new developments continue to promote and encourage cycling. Furthermore, these policies will ensure that the risk posed by additional construction traffic in the borough is minimised.

A. GROWTH AND REGENERATION IN ENFIELD

There is currently a high level of development and regeneration in Enfield, therefore Enfield Council is utilising this opportunity to promote cycle-friendly environments, infrastructure and facilities. Current major regeneration activity in Enfield is focussed at:

- Meridian Water, where a masterplan has recently been approved to facilitate the provision of 5,000 new homes and 3,000 new jobs
- Ponders End, where 1000 homes are planned at sites including the Ponders End Electric Quarter, the Alma Estate and Ponders End Waterside
- New Southgate and the North Circular Road, where approval has been granted for the redevelopment of the Ladderswood Estate to enable 517 new homes, and for the development of key sites along the North Circular Road between Bounds Green Road and Green Lanes.

- Edmonton Green, where a Masterplan is in preparation to revitalise the town centre, reduce the dominance of traffic, improve the public realm and improve housing.
- Enfield Town, where growth will be focused in the vicinity of Enfield Town Station.

Promoting sustainable transport choices is at the heart of all of these regeneration schemes and the extracts from the Meridian Water Masterplan over the page illustrate the emphasis being given to cycling.

Meridian Water artists impressions





Meridian Water artists impressions



MERIDIAN WATER MASTERPLAN

Meridian Water will benefit from the Masterplan's key aim of improving accessibility and promoting sustainable, low carbon means of travel. Improved rail services, renewed station, a new integrated transport hub and improved bus services will serve the area, alongside safe and attractive cycle and walking routes.

The Causeway running through the heart of Meridian Water will provide generous space for both cyclists and pedestrians. Broad pavements, sitting alongside a two-way cycle route (on one side), should be separated from the road by regular, structural planting. This decision bestows a sense of security to users and allows the pavement to emerge as an active actor in the street scene.

B. PLANNING POLICY FRAMEWORK

The need for development to cater for and encourage cycling is rooted in all parts of the Council's Local Development Framework.

Enfield's Core Strategy Policy 25 for pedestrian and cyclists reads:

The Council, working with its partners, will seek to provide safe, convenient, and accessible routes for pedestrians, cyclists and other non-motorised modes by:

- *Developing and implementing improvements to strategic and local walking and cycle routes in the Borough.*
- *Improving the quality and safety of the public realm, implementing streetscape improvements to be outlined in the Enfield Design Guide and relevant area action plans, fostering road safety, and implementing 'Streets for People' initiatives; and Working with Department for Transport, Network Rail and Transport for London to ensure that West Anglia rail line improvements address the barrier to east-west movements for pedestrians and cyclists caused by the line in the east of the Borough, including the identification of alternative crossing points.*
- *Priority will be given to schemes that overcome community severance, particularly those linking communities on either side of the West Anglia Main Line, routes to schools, town centres and recreational resources including greenways and the Lee Valley Regional Park.*

C. NEW DEVELOPMENT

Areas Action Plans are being prepared for the North Circular Road area, North East Enfield, Central Leaside and Enfield Town. Whilst at various stages of development, all aim to encourage the use of sustainable modes of transport, particularly walking and cycling by improving local routes and connections.

The Council's emerging Development Management Document (DMD) includes detailed policies to ensure that development complies with the cycle parking standards set out in the London Plan and that cycle access to new developments is designed to ensure cycling is an attractive travel choice compared to the private car. The DMD goes on to highlight that the Council may require a contribution from a new development to improve the cycle network in the vicinity of the site, strengthening the Council's position when seeking S106 contributions.

The Council's Infrastructure Delivery Plan also highlights the cycle infrastructure needed to support the planned increase in jobs and homes.

All new developments promote a cycle and pedestrian friendly environment. Links into the planned cycle network are encouraged and Manual for Streets initiatives, such as promoting permeability for cyclists and pedestrians are promoted. Travel Plans are required for developments that reach the thresholds set out in the London Plan, promoting incentives for residents to choose sustainable modes of transport. Finally, cycle parking appropriate to the type of development is requested and this will be formalised in our new Cycle Design Standards.

These policies have produced some significant cycle improvements, including the following recent examples:

Former Middlesex University Site, Cat Hill	231 residential units that met London Plan cycle parking standards. S106 agreement with provision for £120k for two new toucan crossings and a £42k contribution for Greenways
Ladderswood Estate	517 residential units that met London Plan cycle parking standards S106 agreement including a £30k Greenway contribution
Former Carterhatch Depot	150 residential units that met London Plan cycle parking standards S106 agreement including a £30k Greenway contribution
Watermill Lane	150 residential units that met London Plan cycle parking standards S106 agreement including a £145k Greenway contribution
Morson Road	Industrial site where land secured to enable a new shared pedestrian/cycle route to be provided

Other S106 funded cycle schemes that have recently been completed or are currently being progressed:

- £110k for Towpath Road
- £230k to extend the for the Enfield Town to Meridian Water Quietway
- £18k for improvements to the NCR1 under the A406 bridge

Enfield Council will continue to seek S106 contributions for improvement and development of the cycle network and to support the proposed mini-Holland schemes.

In addition, S106 contributions are also being used to fund new Car Club bays and subsidised memberships. Providing Car Clubs across the borough will reduce reliance on car use, reduce car ownership and promote modal shift towards cycling. Furthermore Travel Plans are required for all forms of development that meet London Plan thresholds. Contributions towards the monitoring of Travel Plans are collected and used to ensure that the planned initiatives are delivered. Typically the Travel Plan will contain initiatives to promote cycling, such as providing details of free cycle training to residents or considering organisational and other policies to encourage cycling e.g. cycle mileage for business travel in business units.

D. OPPORTUNITIES FOR IMPROVEMENT

CYCLE DESIGN AND PARKING

We are developing our own Cycle Design Guide that will include cycle parking and cycle enclosure design standards, based on best practice from Hackney and Cambridge, and the revised London Plan cycle parking standards. The Design Guide will also build on the best practice set out in the BREEAM standards and will support and enable the cycling levels we are aiming to achieve via our mini-Holland proposals.

The Enfield Cycle Design Guide will be developed and launched in the next 12 months to support the local delivery of the (updated) London Cycle Design Standards. The design guide will also provide guidance for cycle parking in all types of developments and include provision for cargo bikes. The new Cycle Design Guide will form part of the LDF suite of documents and every new major scheme will be required to complete a CERS (Cycling Environment Review Software) audit.

CYCLE PARKING FUND

Portland, Oregon operate a Cycle Parking Fund into which developers contribute when space restrictions dictate that they are unable to provide the required number of short-stay cycle parking stands on site. The fund is used to install cycle parking and supporting facilities on the public highway. This option is only available when it is not possible to provide all of the required short-stay cycle parking to the required standards, and evidence is required to prove this. Enfield Council is investigating introducing a Cycle Parking Fund.

CYCLE SAFETY

Cycle and HGV safety is a priority in Enfield, therefore we want to make sure that developers are adhering to best practice by ensuring that HGVs involved in construction (and servicing construction sites) have properly trained drivers and up to date safety equipment to minimise the risk of collision with cyclists and pedestrians. This is currently being encouraged by directives attached to planning permissions which promote Safe Urban Driver (SUD) training (including the on-cycle hazard awareness training), driver licence checks and the fitting of side guards, close proximity warning systems, close proximity sensors, Class VI mirrors etc. to vehicles.

The Council would like to develop this approach to make it as robust as the planning constraints allow. This work is part of the development of Enfield's Safer Freight and Fleet Action Plan, which will be developed using Borough Cycling Programme funding. In the meantime, the Council will continue to host regular free SUD training courses for drivers working in the borough.

EXISTING DEVELOPMENTS

Since submitting the mini-Holland EoI, Enfield Council has applied for funding to retrofit secure residential cycle parking facilities. We have already had interest from local housing associations, and should our Borough Cycling Programme bid be successful, we will provide this type of parking in residential areas across the borough.



[12]

RESOURCING, PROGRAMME AND COSTS

At this stage we anticipate broadly following the TfL Major Schemes Process for the mini-Holland programme, which follows a Step Process and includes a series of formal gateways.

STEP 1

- Is justification based on need, and we have assumed this mini-Holland submission is this step.

STEP 2:

- Scheme Development includes Consultation, Design Review and Detailed Design. The final deliverables will include detailed design, programme and confirmed risk register, costs and all relevant TfL and third party approvals.

STEP 3:

- Includes preparation of tender documents and drawings for implementation

A. RESOURCING

1. MINI-HOLLAND PROGRAMME GOVERNANCE

The proposed mini-Holland governance and programme management structure is set out in Figure 12.1. This will be led by a Steering Group consisting of:

- Cabinet Member for Environment
- Head of Traffic and Transportation
- Group Leader, Traffic Parking and Road Safety
- Director, Environment
- Director Public Health
- TfL/GLA nominee

The Steering Group will meet monthly and the Programme Manager will report directly to this Group.

The Programme Manager will be responsible for delivery of the mini-Holland programme and managing the work of the Mini-Holland Delivery Team.

2. MINI-HOLLAND DELIVERY TEAM

We recognise that delivery of the mini-Holland programme within the strict timeframes and to budget requires a focused and dedicated programme resource that has experience in delivering these types of schemes. Our proposed programme management organisation is set out in Figure 12.1.

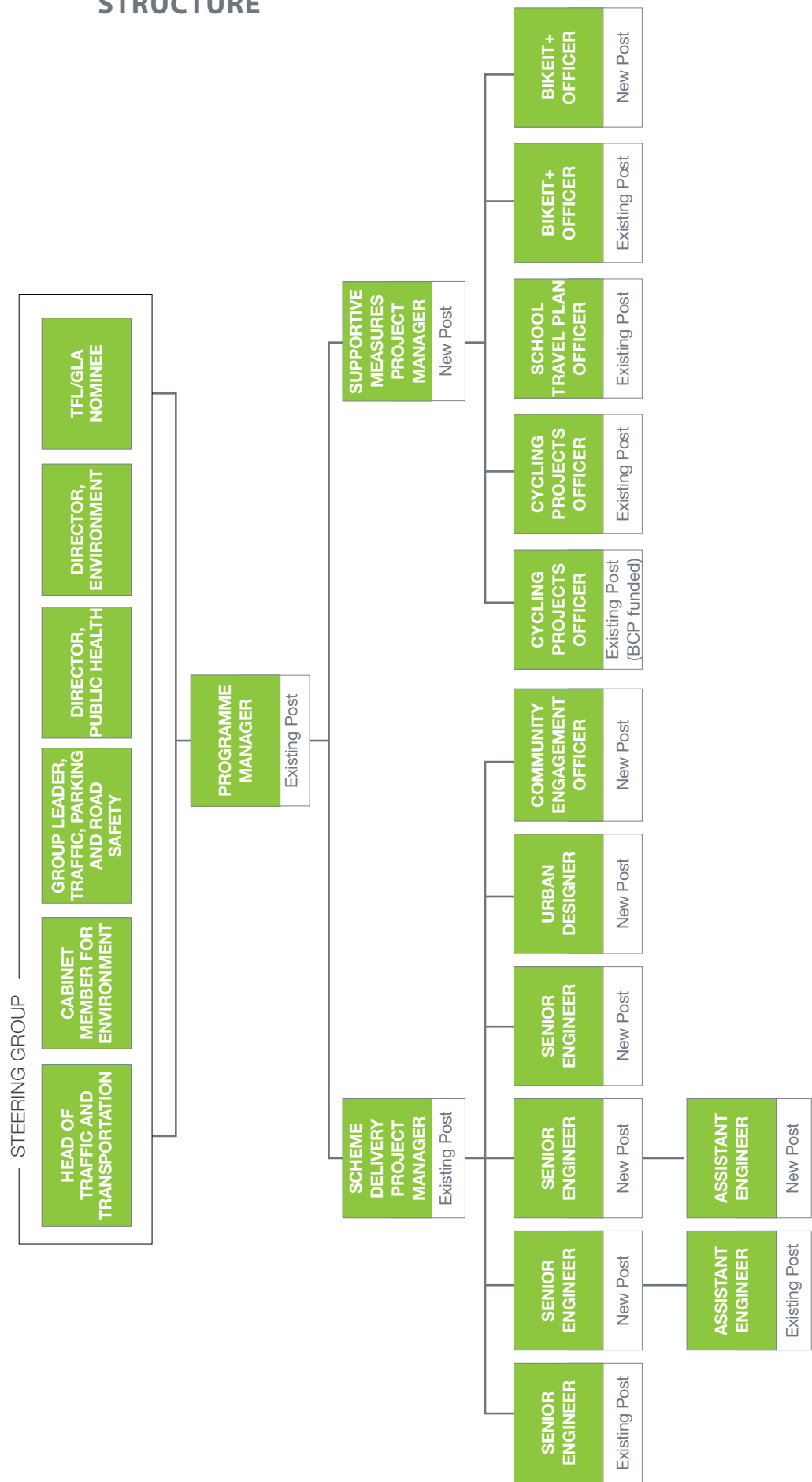
There will be two strands to the integrated Mini-Holland Delivery Team:

- Mini-Holland Scheme Delivery responsible for infrastructure schemes
- Mini-Holland Scheme Support responsible for marketing and behavioural change

A Mini-Holland Programme Manager will be recruited to oversee the whole programme. Full recruitment to these teams will take approximately four months to complete after mini-Holland funding is awarded. Existing staff and consultants will be used to make an immediate start on delivering Enfield's mini-Holland.

Further details about our proposed Mini-Holland Delivery Team are provided in Appendix H. Given reductions in future LIP spending, in-house council resources have been confirmed as available to focus on the mini-Holland programme, and we will use consultancy resource as required through established frameworks, including TfL EPMF and LoHAC.

FIGURE 12.1: MINI-HOLLAND GOVERNANCE AND PROGRAMME MANAGEMENT STRUCTURE



B. PROGRAMME

Our high level programme of works is set out in Appendix H, and is based on experience with similar schemes. The programme takes into account all statutory and Council / TfL processes and demonstrates that we can deliver all schemes within the five year mini-Holland timescale. We will agree with TfL an overall programme and approach that:

- Delivers schemes in an integrated way with minimal disruption
- Delivers 'quick wins' where relevant to ensure public interest in the programme is kept at high levels and there is a continuous focus on cycling delivery and promotion

The basic design and consultation principles of the programme are set out below, acknowledging that for larger schemes such as the A1010, interactions and project length may be greater, and that some tasks will overlap.

- Preparation of initial designs – 4 months
- Preparation of consultation materials e.g. leaflets – 1 month
- Time for consultees to respond – 1 month (incl. exhibitions in first week of consultation)
- Preparation of detailed designs based on consultation feedback – 5 months (including drafting and approval of scheme reports)
- Statutory and approval processes as required (1 month contingency)

We are proposing that our two priority schemes, Enfield Town and the A1010 (including the Edmonton Green roundabout) will be 'shovel ready' by March 2015, 12 months from the announcement of the mini-Holland winners in February 2014.

C. RISKS

Key risks and our proposed mitigation measures have been identified and are outlined in our Enfield Mini Holland Risk Register in Appendix H. The programme includes continuous risk management, and as with the Major Scheme process, risk detail will be increased as the programme progresses.

In our management of risk we will follow accepted best practice as set out in TfL Major Scheme Guidance, we will:

- Engage with stakeholders and team members on risk management
- Regularly monitor, update and re-assess the items on the Project Risk Register
- Implement a risk mitigation strategy
- Consider newly emerging risks during project / programme meetings
- Record actions on the risk registers

CHANGE MANAGEMENT

Change is inherent in a programme of this scale. It is critical to understand, document and carefully consider the implications of change throughout the programme. Key changes in programmes include:

- Programme changes due to third party activities
- Project scope changes
- Process change - e.g. additional approvals
- Re-work - e.g. due to late information receipt

- Changes to forecast cost to complete due to third parties
- Changes external to the project (such as legislative or regulatory requirements)

We will maintain a formal Change Control Log (see template in Appendix H), which will be the responsibility of the Programme Manager and be on the agenda of all Steering Group and Programme Management meetings. This will log all changes as they arise, summarise the key implications for programme, cost and design and assign responsibility and decision. Once the change has been confirmed the log will show this, and this decision will then flow down to the programme, design activities and cost plan.

D. EQUALITY IMPACT ASSESSMENT (EQIA)

The London Borough of Enfield is committed to achieving equality of opportunity in the capacity of an employer and in the capacity of a provider of services. The Council is committed to eliminating unlawful discrimination and to promoting equality of opportunity in all activities and access to services. Equality of opportunity underpins the discharge of our duties as a local authority - from the way we provide services to the way we employ our staff. Equality issues have been considered throughout the development of this proposal. Enfield Council aims to ensure that all groups and individuals within the community are given the full opportunity to benefit from the services provided. No service user or potential service user will be unlawfully discriminated against because of age, sexual orientation, disability, race, ethnicity, gender, gender reassignment, marital status, political or religious beliefs or trade union activities.

E. COSTS

1. SCHEME COSTS

Enfield Council will conduct an Equalities Impact Full Assessment on all schemes and projects in this mini-Holland proposal. We have considered equalities throughout the development and design of these schemes, and are actively working to reduce discrimination and promote equality within the borough through improved access to transport. Specifically, our proposals have set out to promote greater equality of opportunity for access to transport for women, BME groups, disabled people, older people and younger people.

Initial screening will be carried out at the design stage of each of the schemes. The impact on all equality target groups will be considered. Where any negative or adverse impact is identified we will carry out a detailed assessment and develop an action plan to minimise or eliminate these impacts. The impact of each proposed scheme will be considered individually for all equality target groups.

A summary of the estimated costs of our mini-Holland proposals are provided below, detailed costs are provided in Appendix H and in Form A in Appendix A. The costs are based on latest SPONS data and include a contingency of 40% (as recommend in TfL Major Schemes guidance) and design fees are set at 10% of scheme costs.

1. Enfield Town £4.5 million
2. Edmonton Green and the A1010 (including our Dutch-style roundabout and public realm improvements to four shopping centres) £9.4million
3. Cycle Superhubs in Enfield Town and Edmonton Green (including the railway arches proposals) £6.1 million
4. The A105 (Green Lanes) segregated cycle corridor (including public realm improvements to Palmers Green and Winchmore Hill) £6.2 million
5. The A110 (Southbury Road) £3.3 million
6. Completion of the Greenways network and treatments of residential cells £12.4 million
7. Severance £1.2 million
8. Supportive measures £3.0 million

The total funding required to deliver all of our mini-Holland proposals over five years and achieve a five-fold increase in cycling levels is £46 million. We have complementary and match-funding of £10.9 million (as set out below) and accordingly, our mini-Holland bid is for £35.1million.

2. OTHER FUNDING SOURCES

LIP PROGRAMME

Enfield Council is funding a number of cycling schemes through the LIP programme. These schemes are informed by the Cycle Action Plan 2012-2015, the main objective of which is to provide a comprehensive network of Greenways across the borough. Enfield's priority Quietway cycle routes have been included in our 2014/15 LIP submission, as we intend to deliver these routes regardless of the outcome of our mini-Holland or Quietway bids. If either of these bids are successful, the LIP funding for these routes will be reallocated to additional Quietways and links to the Quietway network.

The spending in the current year's LIP programme (2013/14) for cycling schemes totals almost £1.5 million. Our 2014/15 proposed LIP programme currently shows £1.2 million but this will rise to £1.7 million when the programme is reviewed in March 2014. This demonstrates our increased commitment to delivering improved infrastructure and support for cycling (details of schemes are provided in Appendix H). In total over five years, we are proposing to allocate £7.3 million of LIP funding towards cycling schemes (including supportive measures).

Providing for cycling is a priority in Enfield, therefore we will continue to fund Quietways and other improvements to the cycle network beyond 2015. It will take many years to deliver the schemes in this mini-Holland proposal using only LIP funding, however if our mini-Holland or Quietway bids are not successful then we are committed to delivering these schemes, over a longer time period and will also seek funding from other sources to deliver these.

BOROUGH CYCLING PROGRAMME (BCP)

Enfield Council submitted a BCP bid in October 2013 for funding from 2014 to 2017 which includes the development of a new Cycling Strategy. As outlined in Section 2, the Cycle Strategy will include our mini-Holland proposals and therefore, the initiatives and activities that we have requested BCP funding for, will also support our mini-Holland bid (as set out in Appendix H). In total over five years, we have requested £466k of BCP funding for supportive measures.

BOROUGH RESOURCES

Enfield Council will contribute approximately £2.15 million of borough resources towards delivery of the mini-Holland programme over five years. This will include programme and project delivery, management and coordination, and consent management, along with public realm and landscape improvements (this includes the £150k already committed for the railway arches scheme).

SECTION 106 CONTRIBUTIONS

Enfield Council will continue to seek S106 contributions for improvement and development of the cycle network and to support our mini-Holland schemes. It is estimated that £1 million of funding will become available over the next five years.

MAJOR SCHEMES

Enfield Council has been awarded £200k from TfL's Major Schemes fund to take forward the detailed design of a project to improve highways, footways and urban design issues in Ponders End (as set out in Section 6 and Appendix H). Subject to the final design being approved, TfL have identified a further £1.8 million of funding towards implementation will be made available in 2014/15. Enfield Council is also proposing to contribute approximately £500k towards the scheme from regeneration, S106 and other funding streams, in 2014/15 and 2015/16. Incorporating the A1010 segregated cycle route and the Enfield Town – Ponders End Greenway are integral parts of this scheme.

Enfield Council is preparing a stage 1 submission for Major Scheme funding for Edmonton Green. The purpose of this scheme is to improve the environment around and accessibility to, Edmonton Green rail and bus stations through additional parking controls, landscaping, cycle parking, tree planting, lighting improvements, traffic management and safety measures. Given that Edmonton Green is a key focus of this mini-Holland bid, then high quality links to Edmonton Green for cyclists will be included within the brief for this project, as they will with all new major and minor traffic schemes within the borough.

NETWORK RAIL FUNDING FOR EDMONTON GREEN RAILWAY ARCHES

Network Rail has agreed to contribute approximately £1.5million to the scheme involving opening and refurbishing the disused set of 17 railway arches at Edmonton Green. Enfield Council has agreed to commit relevant resources for management and coordination, speedy consent and public realm and landscape improvements, providing an in-kind contribution of £150,000.

F. BENEFITS

Benefits from cycling schemes can vary largely by scheme and by the local context. For this reason, we have analysed exactly which schemes will benefit Enfield the most to achieve the highest value for money and have the greatest impact on residents. Details of our analysis is set out in our Benefits Strategy in Appendix H.

The proposed package of schemes will benefit all transport user types differently. We expect the benefits as shown in Figure 12.2.

In addition, further benefits will be realised as a result of the implementation of the proposed package of cycling initiatives including: trip generation to local town centres, health benefits from reduced morbidity, reduced absenteeism, Least Cost Planning (the impact of increased cycling on the need for other transport infrastructure) and increased capacity and agglomeration.

Based on our analysis of expected cycling activity and scheme implications, the most important benefits are expected to be:

- Health benefits: £7.2 million (annual)
- Cycling infrastructure (Public realm): £2.1 million (annual)
- Regeneration and wider economic benefits

It is possible that the scheme will result in some disbenefits for car or bus users if final scheme designs lead to delays in vehicular traffic. However, work to date has not highlighted any significant issues in this regard, and these disbenefits are likely to be significantly smaller than the total benefits of the scheme.

Overall we expect at least £9 million of annual benefits from the mini-Holland proposals, using very conservative estimates of likely cycling demand (the aspirational level of demand would result in benefits at least 2 times this level). This figure also does not include regeneration benefits and public realm benefits for pedestrians, which are difficult to quantify at this stage but are expected to be significant. Based on these estimates, we anticipate that the level of benefits will enable the cost of the project to be recovered within 5 years.

FIGURE 12.2: ENFIELD'S MINI-HOLLAND BENEFITS

BENEFITS APPLIED	HEALTH	PUBLIC REALM	TIME SAVINGS	RELIABILITY	OPERATING COSTS	EMISSIONS	SAFETY
EXISTING CYCLING DEMAND	NEUTRAL	MODERATE POSITIVE	SLIGHT POSITIVE	SLIGHT POSITIVE	NEUTRAL	SLIGHT POSITIVE	SLIGHT POSITIVE
NEW CYCLING DEMAND	STRONG POSITIVE	MODERATE POSITIVE	SLIGHT POSITIVE	SLIGHT POSITIVE	SLIGHT POSITIVE	SLIGHT POSITIVE	SLIGHT NEGATIVE
PEDESTRIANS (AFTER)	SLIGHT POSITIVE	SLIGHT POSITIVE	NEUTRAL	NEUTRAL	NEUTRAL	SLIGHT POSITIVE	NEUTRAL
CARS (AFTER)	SLIGHT POSITIVE	NEUTRAL	SLIGHT NEGATIVE	NEUTRAL	NEUTRAL	NEUTRAL	NEUTRAL
BUSES (AFTER)	NEUTRAL	NEUTRAL	SLIGHT NEGATIVE	NEUTRAL	NEUTRAL	NEUTRAL	NEUTRAL

G. PERFORMANCE INDICATORS / MONITORING APPROACH

MONITORING APPROACH

Enfield Council will use BCP funding to develop a comprehensive monitoring strategy for cycling, based on the Bi-annual Copenhagen Bicycle Account. Cycle counts across the Highway and cycle networks will form the core data in the monitoring strategy. However the Enfield Bicycle Account will also monitor subjective safety and other indicators that are important for a functional and appealing cycle network.

The table included in Appendix H shows the types of indicators that we intend to measure and at what frequency. The full details of the data collection methods will be developed in April 2014, using BCP funding.

PERFORMANCE INDICATORS

We have developed a preliminary set of key performance indicators (output and outcome) that are based on our Benefits Strategy and our proposed monitoring approach. These will be refined during programme inception and once baseline monitoring has been undertaken (these are provided in Section 5 of Form A in Appendix A).

MINI-HOLLAND

ENFIELD

[APPENDIX]



APPENDIX A



MINI-HOLLAND

ENFIELD

[BID REPORT]

APPENDIX B



MINI-HOLLAND

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[BID REPORT]

APPENDIX C



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[BID REPORT]

APPENDIX D



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APPENDIX E



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APPENDIX F



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APPENDIX G



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APPENDIX H



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[BID REPORT]

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