



FOX LANE & DISTRICT RESIDENTS' ASSOCIATION

www.foxlane.net

FLDRA OPEN MEETING and SUMMER SOCIAL - 12th June at 7.45pm at Burford Hall, URC.

Present		
Richard Mapleston (RM) Chairman	John Phillips (JP)	Richard Thompson (RT)
Sue Younger (SY) Secretary	Laraine Feldman (LF)	Julia Mountain (JM)
Simon Lee (SL)		

Apologies	John Macrory (JMac) Treasurer	Cllr Dinah Barry
Lia Dover (LD)	Cllr Ian Barnes	

Agenda		Action
Welcome from Chairman (RM)	<p>RM welcomed everyone to the packed meeting, particularly the local councillors (Cllr Daniel Anderson from Southgate Green, Cllr Maria Alexandrou from Winchmore Hill and Cllrs Derek Levy and Charith Gunawardena from Southgate), and reminded everyone to sign in so that they could be accounted for in case of fire. He pointed out the fire escape doors and the meeting point outside.</p> <p>RM explained that the meeting would consist of the main speaker, Richard Eason from Cycle Enfield followed by a Q&A session and, time permitting, other agenda items. Time would be restricted because the meeting was also the FLDRA summer social planned to start at 9.00pm with wine, soft drinks and nibbles to which everyone was invited.</p>	
Speaker – Richard Eason on Fox Lane Quieter Neighbourhood Scheme	<p>RM introduced Richard Eason (RE) from Cycle Enfield who is responsible for the QN schemes on Enfield Council and who had kindly agreed to talk about the progress of the Fox Lane scheme now that the interim data (obtained in the Spring) on traffic volume and speed in the local streets had been analysed. This data had been sent to FLDRA members prior to the meeting and is available on the FLDRA website. Richard Eason stated in the latest Cycle Enfield newsletter that the data showed that the introduction of the planters on 50% of the streets in the Fox Lane area had not reduced either the amount or speed of the traffic. Consequently the decision was taken to stop the roll-out of the remaining planters in the area and remove the existing planters in the next couple of weeks.</p> <p>RE started by saying that he was the lead person on the 'Healthy Streets' programme which covers both the implementation of Cycle Enfield and the Quieter Neighbourhood schemes in the Council. He explained that the purpose of the programme was in line with the Mayor of London's transport strategy to reduce the number of private car and van journeys. Having fewer cars and vans would result in less air pollution and other measures, like dedicated cycle lanes, would encourage people of all ages to walk and cycle or use public transport to town centres and in their local neighbourhoods.</p>	

With the Fox Lane QN scheme 2 main concerns were identified:

- (i) Too much traffic in the area, particularly on specific 'rat-run' roads like Amberley and The Mall, Fox Lane, Meadway and Old Park Road.
- (ii) Too much speeding traffic.

Planters were placed on 50% of the streets at the beginning of the year but the interim results had shown that they had not deterred rat-running and the speed of the traffic had not gone down (although the Meadway point-no-entry does seem to have been effective in reducing the traffic volume).

RE said that the planters would be removed in the next week and that new options would be considered and new measures would be trialled.

He stated that there would be an exhibition of the new options and there would be full local consultation. However, he said that there would never be 100% consensus amongst residents over a specific scheme and there would be new trials to see what worked over the long term. For example, some of the options might be more radical such as having point-no-entry schemes leading to road closures which might affect neighbouring roads adversely.

There was a lengthy discussion when RE answered questions put forward by the audience. Some of the main points covered were:

- General view from residents that a 20mph zone should be created throughout the Fox Lane area. Why has it not been implemented? - it has been done in the Winchmore Hill QN (Fernleigh Road area).
- Need for enforcement so can catch 'boy-racers' and others driving at excessive speed.
- Belief that the narrowing of main roads like Green Lanes to make room for cycle lanes had resulted in congestion and caused drivers to use side streets to avoid the slow progress on the main roads.
- Some planters were thought to be in dangerous positions, particularly when they were placed very close to the ends of the roads and were adjacent to main roads. It was felt that the planters didn't provide enough room for large cars and vans to turn, or wait, while the drivers (who had priority) were exiting the minor roads and it had often created safety hazards with queuing on the main roads.
- Pedestrians and bus passengers, particularly the disabled and elderly, have been adversely affected by the bus boarders and the trip hazard of the 'orcas'.
- Some residents thought that more radical solutions like closing roads to through traffic should be considered. (Walthamstow Village was mentioned as an example of a successful scheme).
- Need for cultural change so that all road users were more considerate of each other and recognised need to drive/cycle slowly and give each other sufficient space to manoeuvre.
- Radical solutions should be considered because of the problem of air pollution and its effects on the health of young children,

	<p>particularly near schools.</p> <ul style="list-style-type: none"> • Planters should not be taken away but kept within the PG/Fox Lane area and used to 'green' the Triangle or placed near shops in PG Town centre. • Enfield Council should publicise the local car-sharing schemes and actively encourage residents to join these car clubs which have been successful in neighbouring boroughs. Cllr Anderson answered that the Council had been looking at these schemes as a way of reducing residents' reliance on their own private cars. <p>Residents asked for reassurance that the views expressed in any future public consultations would be acted upon and not ignored. RE said that all views would be considered but the main impetus of the strategy was to reduce the speed and volume of road traffic and create a better environment for pedestrians and cyclists resulting in better air quality on local streets.</p> <p>RE agreed to come back to further FLdra meetings to update residents on the progress of any new proposals for the Fox Lane QN scheme.</p> <p>Cllr Anderson added that Enfield was soon going to introduce 50 'Beryl' dockless bikes that would be available for hire. It was planned that there would be 500 bikes available by the end of the summer and this was intended to encourage residents to start riding bikes. The bikes have to be left in dedicated bays so it was expected that there would not be a problem of abandoned bikes throughout the borough.</p>	<p>RM & committee to monitor</p> <p>RM & SY</p>
	<p>RM decided that the Q&A session had to stop at 9.15pm to allow time for the summer social. A vote of thanks was given to RE for coming to talk about the QN scheme and answering the many questions brought up by the audience.</p> <p>RM invited everyone to stay for the summer social where they could talk informally to their neighbours and the local councillors who were able to stay. Unfortunately RE was unable to stay for the social.</p>	

SUMMER SOCIAL	<p>The majority of the audience was able to stay for the social and the meeting was closed at 10.00pm with thanks to everyone who had helped towards organising the food and drink for the social.</p> <p>The next FLDRA Open meeting will be held on Wednesday 11 September at 7.45pm in Burford Hall and the speaker will be Andrew Catcheside, the newly appointed officer from the Council who is looking at proposals to rejuvenate Palmers Green Town Centre.</p>	RM & LD
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