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Enfield Town Station
Civic Centre

PHASE 2

Engagement Findings Report

Prepared for London Borough of Enfield

March 2021



Engage.
Communicate.
Facilitate.

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Executive Summary

- I. The London Borough of Enfield (LBE) has embarked on a programme of investment in its five town centre locations, including Enfield Town. LBE has committed to engaging communities in the process of shaping the future of its town centres. The Let's Talk Enfield Town (LTET) project has been designed to give the community a strong voice in shaping the future of Enfield Town.
- II. The LTET initiative was launched in September 2019, following a successful bid to the Mayor of London's Liveable Neighbourhoods Fund which provides new and improved walking and cycling facilities, alongside enhanced public transport and public realm facilities in Enfield Town.
- III. Having delivered the first phase of community engagement to inform design development which resulted in the establishment of Design Principles for Enfield Town, Engage Communicate Facilitate (ECF) was appointed to develop an engagement strategy and deliver the second phase of community engagement. During this process, LBE sought feedback on a proposed design for Enfield Town, which includes a series of changes that seek to influence the way people are able to move around Enfield Town; as well as input into the design development process for the four new or improved public realm spaces across the Town Centre.
- IV. The Enfield Town Consultative Group (ETCG) was formed during Phase 1 of the engagement and has continued to meet throughout the project. The ETCG provided feedback on the engagement strategy for Phase 2 of LTET, and were asked to promote the opportunity to participate to their groups and networks.
- V. The formal engagement period commenced on Wednesday 14th October 2020 and finished on Sunday 15th November 2020. At this time restrictions on physical gatherings, imposed due to the COVID-19 pandemic, were in force, meaning physical events and direct on-street engagement was not feasible. Therefore, the community engagement tools utilised throughout the process were primarily digital, although efforts were made to ensure the programme was inclusive of those who are not connected to the Internet. This included the erection of a physical display at the Enfield Town Library.
- VI. Based on the feedback received, ECF have drawn a series of conclusions for consideration by the LBE team as they revise the plans presented to the community, and as the four new public spaces are designed. A summary of feedback can be found on page 44 of this report.

Introduction

Phase 1

In September 2019, the London Borough of Enfield (LBE) launched the Let's Talk Enfield Town (LTET) project. The project was launched following the award of funding to improve Enfield Town through the Liveable Neighbourhoods programme, and in the context of the Council's commitment to invest in its town centres.

Between September 2019 and December 2019, a programme of community engagement was delivered. More than 1,500 people participated in one of the engagement activities that had been developed to hear from the local community about their aspirations and ideas for Enfield Town's future. Additionally, over 3,000 people also visited the LTET engagement hub to find out more about the Enfield Town project.

The first phase of engagement focused on how people spend time in Enfield Town, how they travel to and from Enfield Town and how they travel around Enfield Town. The comments and responses received during this process informed five Design Principles for Enfield Town, which are:

Enfield Town is safe for all

- People of all ages feel safe at all times of day and night
- Pedestrians are prioritised in an environment that is accessible to everyone and where motor traffic is slowed through the town centre

Enfield Town has a vibrant economy

- There is a broad mix of retail options
- The success of the town centre provides local job opportunities

Enfield Town is a great place to be

- There are spaces for the community to gather and enjoy events
- There is a programme of activities and events to complement the shopping offer

Enfield Town offers transport choices

- People are able to travel into the town centre on regular public transport services
- Facilities are provided to enable people to choose to walk, cycle or drive into the town centre

Enfield Town celebrates its heritage

- The Market Square forms the heart of the town centre
- We respect and promote our history

The Design Principles will shape future investment decisions and have shaped proposals developed for Enfield Town.

A summary of this engagement period can be found in the *"Phase 1 – Engagement Findings Report"* published in April 2020 and available at letstalk.enfield.gov.uk/EnfieldTown.

Introduction

Phase 2

Following Phase 1 of LTET, a proposal was developed for the town centre based on the Enfield Town Design Principles. The proposed plan included a series of changes to the Town Centre such as widened footways, additional blue badge holder bays, cycle lanes, and an improved public realm across the Town Centre. It also included an opportunity to improve four of the public spaces in Enfield Town, which were:

- The Library Green and Town Park entrance;
- Fountain Island;
- Enfield Town Station Plaza; and
- Saddlers Mill Square (a working title for a new public space proposed at the eastern junction of Church Street and Little Park Gardens).

The second phase of LTET focused on gathering feedback on this proposed plan and co-designing the four public spaces detailed above with the community.

The engagement programme was designed to be informative, inclusive and accessible, with multiple opportunities provided for people to engage with the project. Given the COVID-19 related restrictions placed around physical gatherings, and to ensure the safety of the community, the programme was largely delivered online. Efforts were made to assist people to participate in the engagement and to provide individuals with alternative means to participate if they were unable to do so online, including providing paper copies of the survey upon request and assisting with technical support to access the online events and exhibition boards placed at the local library. Participants were able to drop their ideas for public spaces or feedback at the letterbox present at the library.

The following activities were delivered as part of the Phase 2 engagement:

- Three online presentations on the proposals
- Printed exhibition boards detailing the proposed plan and public spaces displayed at Enfield Town Library
- Co-design workshops on each of the four public spaces, plus an introductory presentation
- Stakeholder meetings
- Digital engagement through the Let's Talk Enfield Town project page:
 - Community survey
 - Mapping tool for the public spaces
 - Youth Design Competition
 - Published phone number and email address for correspondence

Introduction

Equality Impact Assessment

A particular focus throughout the engagement programme was ensuring that individuals with protected characteristics were able to comment on how the proposals would impact them. In addition to that, LBE sought ideas for the four public spaces outlined above as part of a co-design process between the project team and the community. The Equality Impact Assessment is being carried out as a separate process by LBE.

Purpose of this report

This report presents the findings from Phase 2 of the Let's Talk Enfield Town engagement programme. The feedback and comments received have been analysed by Engage Communicate Facilitate (ECF) who led the community engagement programme on behalf of LBE. This report provides recommendations to LBE regarding further engagement as the project progresses.

Some of the feedback received throughout this process did stray beyond the remit of the engagement, particularly issues of future planning aspirations for Palace Gardens and Exchange. Where necessary, this feedback has been documented and shared with the relevant teams at Enfield Council.



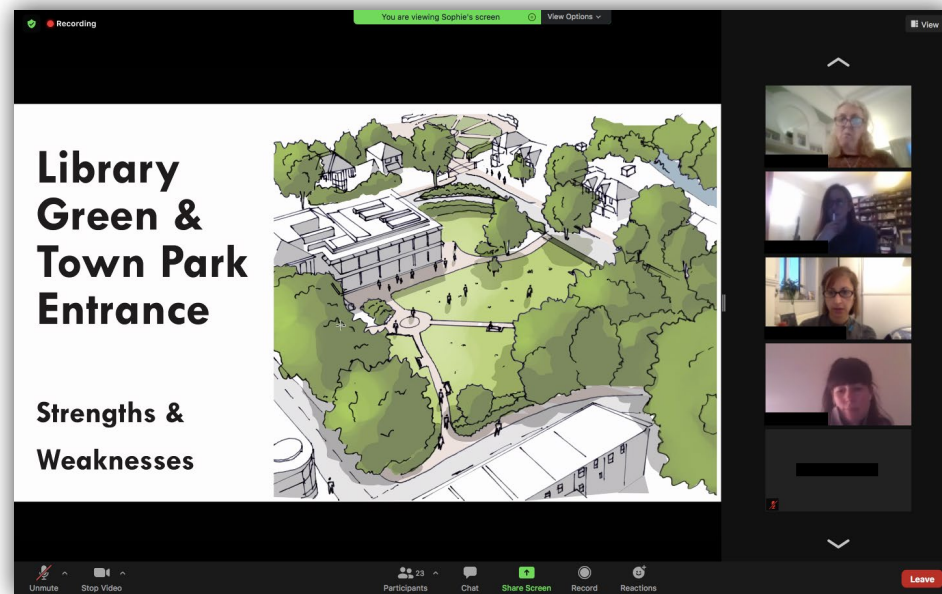
Signage on Church Street

Engagement approach

Overview and methodology

A methodology for this phase of the engagement that sought to build on the work that had been undertaken during the first phase. It also sought to mitigate the impact COVID-19 restrictions had on the ability to gather feedback from the local community.

The restrictions on physical gatherings necessitated a digital-led approach to community engagement.



A screenshot of online presentation

Engagement activities

A series of digital engagement and profile-raising activities took place to encourage participation across a wide range of groups within Enfield Town. To raise awareness of the project, the following activities were undertaken:

- A letter from Cllr Nesil Caliskan, Leader of Enfield Council, was delivered to residents within 1km of Enfield Town
- An article was published on the Enfield Council website
- Updates were posted on the Enfield Council Twitter and Facebook accounts
- All previous participants were emailed on four occasions, to encourage registration for the co-design workshops, attend an online presentation, or complete the community survey
- Identified local stakeholder groups were emailed on three occasions to encourage them and their members to participate
- An article was published on the Enfield Dispatch website with a link to the Engagement Hub for the project.

These activities, in turn, helped to drive participation in the engagement activities the details of which are listed in Table 1 below:

Engagement Approach

Table 1

Online Engagement	
LTET survey on proposed changes	234 responses
Co-design workshops	90 registrations of interests
	44 attendees
Online presentation	114 registrations to attend
	90 attendees
	53 views on YouTube
LTET project page	5,200 website visits
	3,753 visited at least one page
	1,902 informed visitors
	1,334 downloads of the Enfield Town proposed plan 2020 document
LTET online mapping exercise	9 pins placed
Events Programme 2020	
Wednesday 14 October	Launch of LTET Phase 2 Engagement
Thursday 15 October	Public Spaces Workshop Introduction Session
Tuesday 20 October	Library Green and Town Park Entrance Workshop
Thursday 22 October	Fountain Island Workshop
Tuesday 3 November	Enfield Town Station Plaza Workshop
Wednesday 4 November	First Online Presentation of the Proposed Plan
Wednesday 4 November	Saddlers Mill Square Workshop
Saturday 7 November	Second Online Presentation of the Proposed Plan
Monday 9 November	Third Online Presentation of the Proposed Plan
Sunday 15 November	End of engagement period

Engagement Approach

Survey

The primary means through which feedback on the proposed plan for Enfield Town was gathered was through a survey published on the Let's Talk Enfield Town project page (letstalk.enfield.gov.uk/EnfieldTown). Paper copies were also made available to individuals who requested them.

The survey contained a series of quantitative and qualitative questions that covered both the specific proposals outlined in the published plan, alongside questions about the public spaces that will be created or improved. Participants were also asked whether they felt the proposals adhered to the Enfield Town Design Principles. A copy of the survey is included in Appendix A of this report.

Co-design workshops

Four co-design workshops were organised, one for each of the public spaces that are proposed to be either created or improved.

The spaces were:

- The Library Green and Town Park entrance
- Fountain Island
- Enfield Town Station Plaza
- Saddlers Mill Square (a new public space proposed at the eastern junction of Church Street and Little Park Gardens)

Initially, it had been envisaged these would take place in a physical environment, but COVID-19 restrictions meant this was not possible.

In September 2020, a recruitment campaign was launched for the co-design workshops. The project team targeted the recruitment of a diverse group of participants who either lived, worked, owned a business in, or visited Enfield Town.

Participants were asked to identify which co-design workshops they would like to participate in and were allocated to at least one workshop on the basis of the preferences they had expressed. All individuals were invited to attend an introductory workshop session held on 15 October 2020 and provided a link to the online participant hub for the public space they would focus on during the workshop. The participant hub provided them with the following:

- Introductory information about the Enfield Town project and a link to the Phase 1 engagement report
- Mood board relating to the specific space with precedent images outlining what could be delivered
- Blank plan of each space to provide the space boundary
- Agenda for the workshop to allow for preparation for the session
- Frequently Asked Questions (FAQs) which answered logistical questions about co-design workshops
- Video of the introductory session for those unable to attend the session
- Discussion forum to introduce themselves and outline their interest in the space
- Ideas collection tool that allowed pictures and suggestions to be submitted prior to the workshop taking place

The co-design workshops were hosted using Zoom breakout rooms and Google Jamboard, and facilitated by ECF, and members of the project team.

Engagement Approach

Online presentations

Three online presentations were organised and delivered throughout the engagement period. These were hosted on Zoom and facilitated by ECF with presentations from members of the project team.

Stakeholder engagement

A range of stakeholders were identified and invited to participate in the engagement process. The organisations contacted and invited to meet about the project can be requested. The following activities were delivered:

- Meetings with stakeholders:
 - Ward Councillor meeting on Monday 12 October
 - Meeting with the National Federation of the Blind UK (NFBUK) on Thursday 26 November (whilst this meeting took place outside of the formal engagement period, the feedback received is included as part of this report)
 - Enfield Town Consultative Group meeting on Monday 2 November.
- Email correspondence was issued to over 60 organisations encouraging them to participate.

Summary

There were a variety of engagement tools used to gather feedback from residents, businesses, community groups and other stakeholders. Given the COVID-19 pandemic and Government restrictions, the engagement programme was delivered predominantly online using the Let's Talk Enfield site. The site hosted a survey and interactive map, as well as downloads and videos of the plans, frequently asked questions, and background information on the project.

Online presentations and workshops were delivered and a number of stakeholder groups were invited to meet. Throughout the approach, ensuring people from protected characteristic groups was a large focus, and support was offered to help people access materials and workshops online. Meetings were also offered to stakeholder groups, and schools were contacted with an invitation for student workshops. Given the timing, not all stakeholders or schools were able to participate. More information about who participated is detailed in the next section.

Overall the approach was successful in terms of how many people participated and the level of engagement we had from them. We heard from many passionate residents, business owners, visitors to Enfield Town, Councillors, community groups and other stakeholders.

Participants

More than 3,700 individuals engaged with the project during Phase 2 of the engagement, either by visiting the engagement hub, downloading some of the materials, meeting with the project team, watching one of the videos uploaded to the site, or by completing the survey.

This represented an uplift on the 3,100 individuals who engaged with the project at the first phase of engagement.

The project team collected data from those who participated in the survey and those that registered to attend one of the co-design workshops and the online presentations. This data is summarised below.

More than 3,700 individuals engaged with the project during Phase 2, an uplift on the 3,100 individuals who engaged with Phase 1



Participants

Survey

Overall, 234 individuals responded to the survey.

Of those who provided responses to demographic questions:

5% (174) are residents in Enfield Town

8% (13) consider themselves to have a disability

66% (102) are married or in a civil partnership

83% (133) are heterosexual

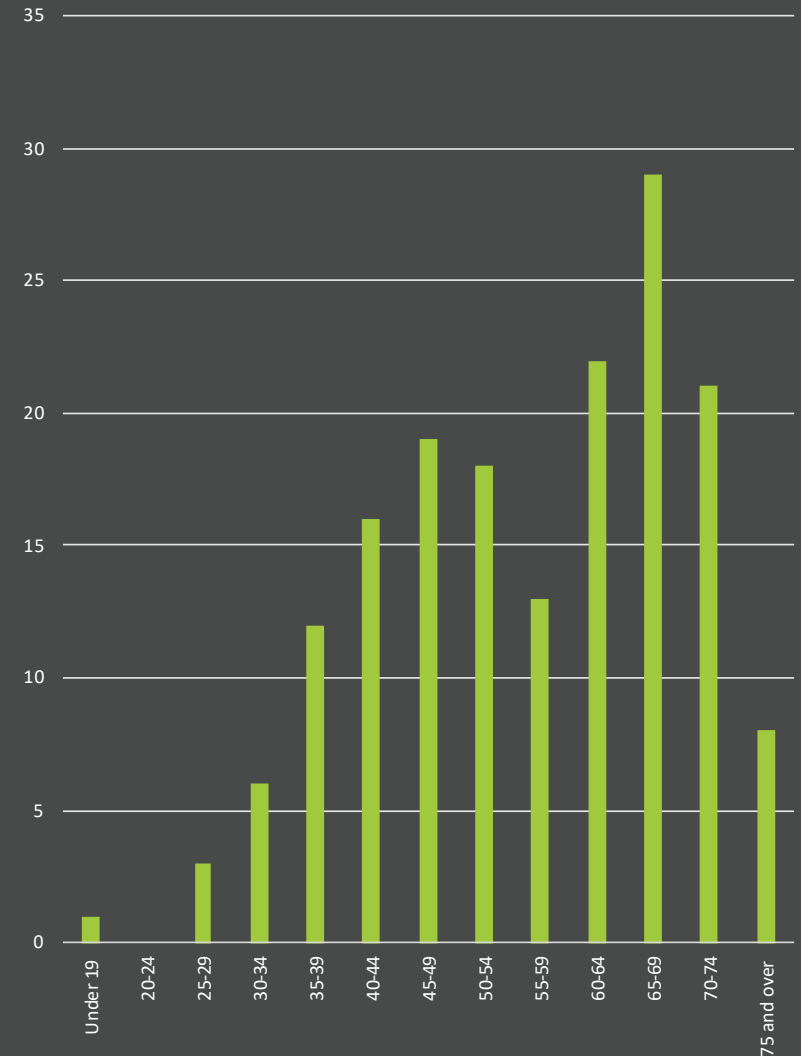
50% (159) identify as female

73% (114) identify as White – English / Welsh / Scottish / Northern Irish

9% (14) are carers for an elderly or disabled person

66% (111) are aged 50 or over (The average age of those participating was aged 56)

Age brackets of survey participants



Participants

Online presentations

In total, 114 individuals registered to attend an online session to hear about the proposed plan for Enfield Town and approximately 90 participated. This section reports on the data of those who registered, rather than those who participated.

98% (112) of registrants live in Enfield Town

83% (95) of registrants live in either EN1, EN2, EN3

18% (20) of registrants work in Enfield Town

59% (51) identify as female

77% (86) identify as White – English/ Welsh / Scottish / Northern Irish

Co-design workshop registrations

Eighty-six individuals registered to participate in one or more of the co-design workshops. Four individuals subsequently registered to attend by emailing the project team, and their data was not collected. A total of 44 individuals participated in the workshops. The figures below relate to the 86 participants who registered through the project page.

90% (77) of registrants live in Enfield Town

87% (75) live in EN1, EN2 or EN3

9% (6) stated they had a disability

51 The average age of those who registered

53% (38) are married or in a civil partnership

67% (48) identified as White – English/ Welsh/ Scottish/ Northern Irish

49% (35) identified as Christian

81% (58) identified as heterosexual

Participants

Summary

The demographics of those participating in this phase of engagement was significantly older than the wider population in Enfield Town and is therefore not representative of the population in Enfield Town. In Southbury ward in Enfield, for example, 64% of the population are under the age of 44, whereas 66% of those who undertook the survey are aged 50 or over. Efforts were made to engage with young people through the youth competition and engagement with local schools in Enfield Town, however these activities did not result in uptake of the engagement opportunity by younger age groups. We acknowledge that it was a difficult time to conduct engagement, and for some people to engage as a result of the COVID-19 pandemic and related restrictions.

In addition, there was a slight underrepresentation of those who identify as having a disability or long-term health problem (14.5% identify as such in Southbury ward) and an overrepresentation of those identifying as White – English /Welsh/Scottish/Northern Irish/British. Specific measures were undertaken to engage with groups that represent those with disabilities, and those representing other ethnic groups in Enfield Town. A number of community groups and organisations were contacted inviting them to discuss the proposed plan at a meeting, however only three responded and met with the project team.



Engagement findings: Proposed plan

This section details the findings of the engagement relating to the proposed plan, and findings from the public realm co-design process.

Survey

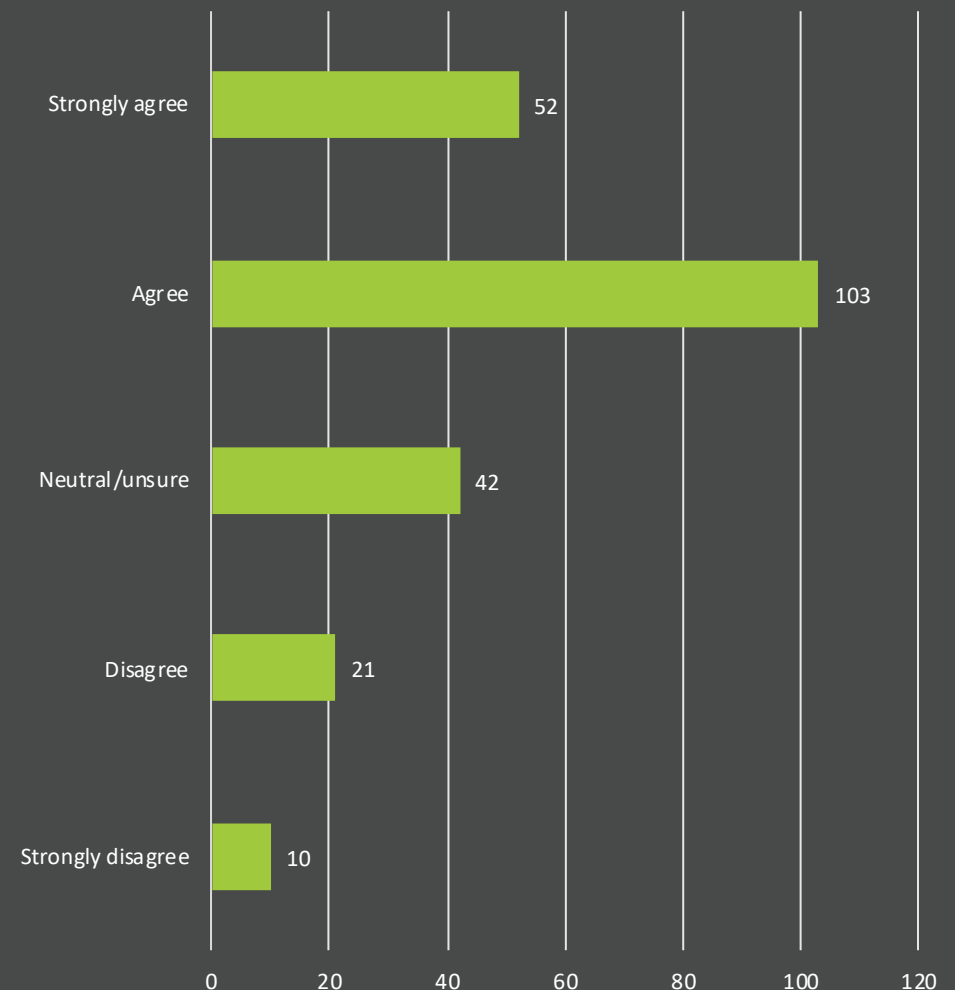
In total, 234 responses were received to the survey which was hosted on the LTET project page. A series of qualitative and quantitative questions on the proposed plan for Enfield Town were asked to gather views on the changes proposed. The survey questions can be found in Appendix A.

Travel to Enfield Town

Residents were asked to indicate how they currently travel to Enfield Town and were given the opportunity to indicate three options in relation to each mode: "Never", "Sometimes", "Always". This question was asked to understand use of the existing modes of transport and to provide context to the results that are reported below.

Of those that participated 91% (196) indicated they sometimes, or always walked to Enfield Town. Sixty-six per cent (116) indicated they sometimes, or always take the bus to Enfield Town, while 73% (144) said they sometimes, or always took the car to get to Enfield Town. Thirty-nine per cent (62) of respondents said they sometimes, or always cycled to Enfield Town, and 61% (95) said they never cycle to Enfield Town.

Enfield Town offers transport choices



Engagement findings: Proposed plan

Survey

Equalities Impact Assessment

The survey asked about this information to understand the demographic profile of the participants, and if they could be categorised as being in one of the nine protected characteristic groups, as defined by the Equality Act 2010 which are:

- Disability
- Marriage and civil partnership
- Sexual orientation
- Sex (gender)
- Gender reassignment
- Pregnancy and maternity
- Ethnicity
- Religion and belief
- Age

Additionally, information on the following was also collected:

- Income bracket
- Carer requirement
- Carer responsibilities

Participants were asked the following:

“[c]onsidering the protected characteristic groups outlined above, from an equalities point of view how do you think the proposed plan for Enfield Town will impact you?”

This question was answered by 69% (161) of respondents, and the following responses were given:

- Very positive – 16% (26)
- Somewhat positively – 22% (36)
- Neutral/unsure – 32% (52)
- Somewhat negative – 19% (31)
- Very negatively – 10% (16)

Benefit to Enfield Town

Participants were asked about the degree of benefit they felt various aspects of the proposals would have on Enfield Town.

Engagement findings: Proposed plan

Survey

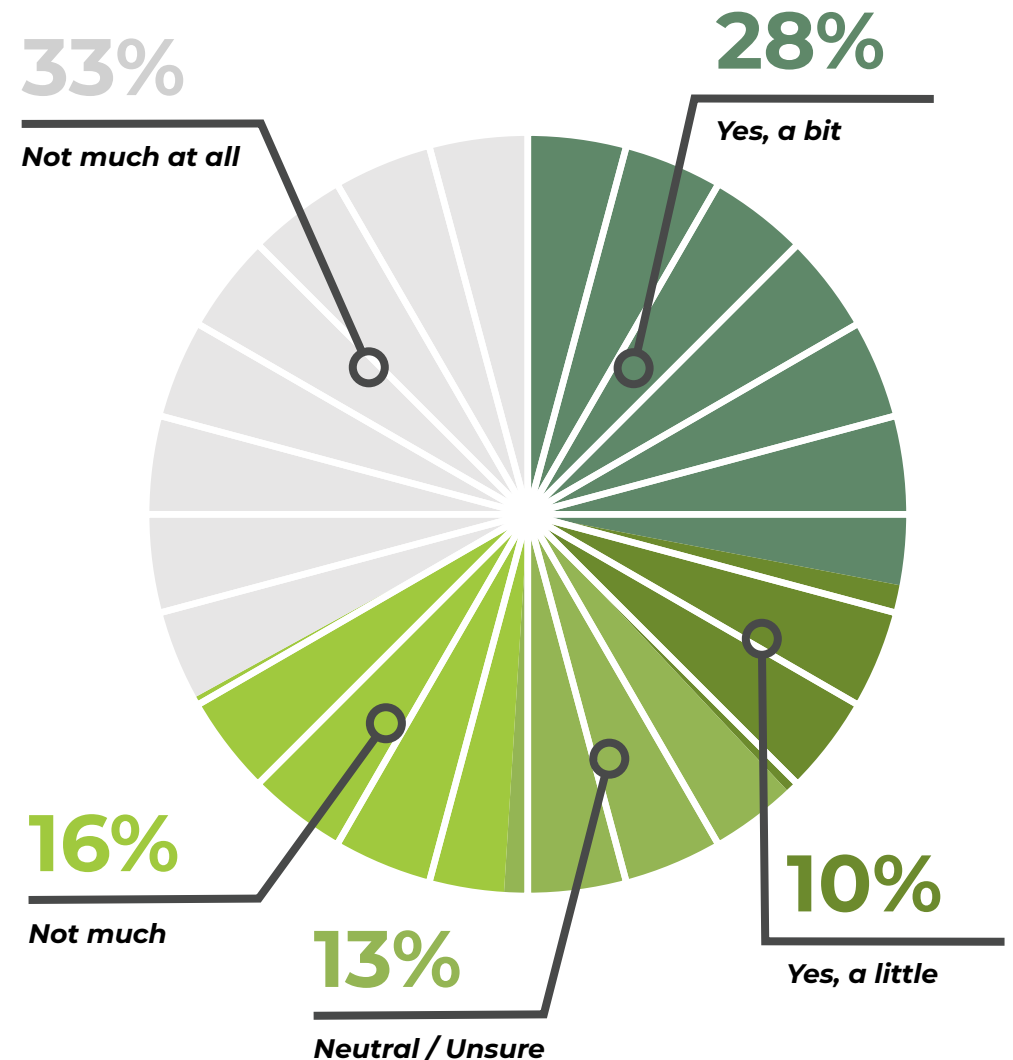
All but one intervention received a more favourable than unfavourable response from participants. Seventy-one per cent (165) believe improving the pedestrian arrival at Enfield Town Station would benefit Enfield Town a little or a lot, with 62% (143) believing the same of the proposed introduction of a 20-mph zone across the Town Centre. Sixty-two per cent (143) also said improving bus stop accessibility and the consolidation of the bus stops would provide a little or a lot of benefit.

Whilst the proposal to provide in total 15 formal blue badge disabled bays was viewed positively by 50% (115) of participants, 30% (70) said they were neutral or unsure. All individuals who stated they had a disability supported this proposal.

Part of the proposal that received the least favourable view was that of “[i]ntroducing a series of facilities to enable safer cycling through the town centre and creating connections with other cycle routes”. Forty-nine per cent (113) said these proposals would benefit Enfield Town ‘not much’ or ‘not at all’, whereas 38% (89) said they would have ‘a little’ or ‘a lot’ of benefit. Views were polarised with 62% (144) picking an option on either end of the scale. This was also reflected throughout the survey feedback received, in online presentations and in correspondence with stakeholders. Those who cycle to Enfield Town, either regularly or sporadically, were generally highly supportive of the proposed changes, and those who do not viewed the proposals unfavourably.

In summary, there was recognition among those who responded to the quantitative questions in the survey that the majority of proposed changes would benefit Enfield Town, with a strong recognition of how improving the pedestrian arrival at Enfield Town Station, the introduction of the 20-mph zone across the Town Centre, and improved accessibility and consolidation of the bus stops would have created benefit for the Town Centre.

“Introducing a series of facilities to enable safer cycling through the town centre and creating connections with other cycle routes”



Engagement findings: Proposed plan

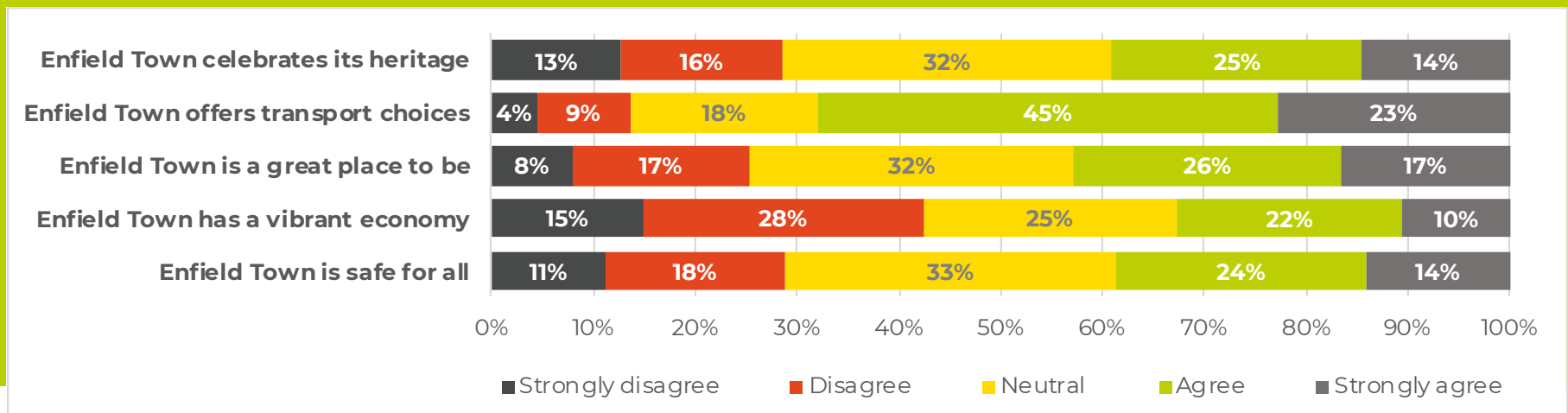
Survey

Design Principles

The survey sought to understand whether participants felt the proposals delivered on the Enfield Town Design Principles.

Table 2 below shows the results:

Table 2



Participants drew a clear link between the proposed plan and the offering of transport choices in Enfield Town, which aligns with qualitative responses and feedback from other channels. A similar conclusion can be drawn when looking at the data in respect to asking people about the “Enfield Town is a great place to be” Design Principle. However, there was a lower level of agreement that the proposals delivered on the Design Principle ‘Enfield Town has a vibrant economy’.

Engagement findings: Proposed plan

Survey

Impact on business

Participants were asked the following:

“Whether you are a business owner or a visitor to the Town Centre, please provide your feedback on how these plans can help support businesses and whether there are additional things you would like to see”.

Sixty-eight per cent (160) of participants provided a response to this question.

A wide range of feedback was received, including on items that remain out of scope of the Enfield Town project. Thirty-one per cent (50) of respondents mentioned a desire for higher quality, independent retailers in Enfield Town. This correlates with the feedback that was received during the first phase of engagement, where the retail mix was a prominent topic.

Retention or an increase in car parking, combined with an increase in loading bays for businesses were offered as responses by 18% (28) of participants who completed this question. This suggestion was largely offered by people who currently use their cars to get to Enfield Town either “sometimes” or “always”. The suggestion of increasing car parking and retaining on-street parking on Church Street was also raised by some residents who expressed concerns about the potential for lengthier journeys to access the shops in Enfield Town.

“The quality and choice of retail stores need to drastically improve to attract visitors. It doesn’t matter how pretty the pavements are if it’s not worth the trip”

A resident of Enfield Town



Church Street

Engagement findings: Proposed plan

Survey

Impact on business

Two responses encapsulate this viewpoint:

“As a business owner that sells second-hand furniture, the removal of a loading bay outside the shop (which was the reason for choosing the shop) would result in the closure of the business in that location. Whilst I am also a cyclist and a pedestrian, I do not feel the replacement of the loading bay with more paving an enhancement.”

“As an optician we deal with elderly and partially sighted people and emergencies. Removing the parking from Church Street will put them in danger having to walk a long distance to pick up a lift. A lot of these people are unable to use public transport so are being denied the sight care they would be entitled to.”

Conversely, those who predominantly cycle or walk to Enfield Town answered this question by advocating for either the pedestrianisation of parts of the Town Centre (11%, 17) or measures to reduce traffic which was suggested would increase footfall (15%, 24). In response to this question, the mode of transport primarily used to get to Enfield Town bears a significant influence on the answers given.

In addition to the aforementioned items, several other issues were raised including:

- the loss of on-street car parking having a potentially negative impacting on footfall, particularly short-term parking which supports takeaways
- a potential negative impact of the proposed Palace Gardens and Exchange development on the Town Centre
- the need to encourage an evening economy through an enhanced dining offer
- business rates and rental reductions being required to help businesses thrive.



Enfield Town station

Engagement findings: Proposed plan

Survey

Facilities provided for people walking, cycling, using public transport, and driving

Respondents were asked to comment on the plans in the context of facilities proposed for people who drive, walk, cycle, or use public transport to get to or travel around Enfield Town.

Regarding proposed facilities for those who walk, 79% (184) provided an answer to the question with the responses demonstrating support for the proposals to widen pavements at 14% (33). However, a smaller number (9%, 16) disagreed with the proposal to widen pavements. The same number (9%, 16) of people supported measures to improve and increase the number of pedestrian crossings in Enfield Town.

Some respondents felt there is a need to ensure pedestrians and cyclists are segregated to avoid conflict in the Town Centre. This was raised by 11% (21) of respondents, all of whom indicated they are regular walkers to Enfield Town. There is a perception held among those who raised this issue that cyclists are failing to observe rules which creates conflict for people.

When asked to comment on the proposals for public transport facilities, 55% (128) of people provided a written response, 20% (26) of whom expressed support for the proposals.

“I’m very supportive of all improvements for walking in town. It makes the town a more attractive place to be.”

A resident of Enfield Town

“I think these plans are very sensible - there are so many separate bus stops! Just important to have the right crossings/access near them.”

A resident of Enfield Town

Engagement findings: Proposed plan

Survey

Facilities provided for people walking, cycling, using public transport, and driving

There was a divergence of views in terms of those who supported the consolidation of bus stops, and those who did not.

Nine percent (12) stated the change was either dangerous or would cause significant problems, with problems for elderly people and those pushing buggies as being worst affected. The issue of big queues and the difficulty of social distancing in such an environment were mentioned as particular problems associated with the proposals. One respondent stated the reduction of bus stops on Church Road as problematic with two stops to service 10 different routes being very difficult to manage.

However, the same number expressed support for the proposals for public transport facilities. They suggested improve public transport facilities may help those connecting between different buses, and that the system would be less confusing than it is currently.

“Consolidating the bus stops is going to cause significant problems, especially for the elderly, people with shopper wheelies and people with buggies and young children. Given the number of people who will return to using the buses again hopefully next year, there will be overcrowding, greater risk of pick pocketing, causing anxiety to people who will not have recovered from being told to socially distance.”

A resident of Enfield Town

Engagement findings: Proposed plan

Survey

Facilities provided for people walking, cycling, using public transport, and driving

Participants were then asked to provide their comments in respect of the proposals for cycling facilities in Enfield Town. Seventy-seven per cent (181) of participants provided a comment, which was significantly higher than the proportion of people who indicated they use cycling facilities to get to Enfield Town.

The key themes to emerge from the feedback were:

- the lack of existing and likely future use of the cycle lanes
- the need for additional and enhanced cycling infrastructure than the proposed plan provides
- the need for more secure bike parking.

Forty per cent (22) of respondents provided a negative response towards the additional provision of cycling infrastructure in Enfield Town.

Comments suggested that no one uses the existing cycling infrastructure and that any new infrastructure will not be used and is therefore not needed.

“I live close to the A105 and walk along it, into Town on a daily basis. I have seen marginally more cyclists than usual when the weather is good (though never when it is bad). I see very few carrying shopping bags - especially not on the southbound journey towards Wood Green.”

“As the rest of the Enfield cycle lane vanity project has proved, cycle lanes in a borough like Enfield don’t work. Their presence only causes more issues such as heavier, slower moving traffic and their carbon offset is ridiculous as the pollution produced to make them far outweighs their benefits. Also, nobody will want to do a large shop at town and then get home with it on a bike.”

An increase in air pollution due to a potential increase in traffic in Enfield Town was regularly cited by those expressing objections to the proposed plan. In addition, the perception that cyclists do not abide by the rules and do not use the cycle lanes properly was also offered as a safety concern by some participants as a reason not to pursue the plans. There were also a small number of respondents who felt the existing lack of cycling infrastructure in Enfield Town was the reason why individuals did not cycle in the Town Centre, with one respondent saying ***“I’m supportive of this, although there isn’t much cycling at the moment I think that’s partly because of the intimidating traffic. Keen to encourage it.”***

Engagement findings: Proposed plan

Survey

Facilities provided for people walking, cycling, using public transport, and driving

However, 20% (11) of respondents welcomed the commitment to additional cycling provision, with some stating the plans were an improvement but the plans could provide more for cyclists.

“Overall a great improvement; but still leaving some of the worst parts unimproved. For example, there is no provision of a cycle lane along London Road. There is the Sydney Road alternative, but that still requires a difficult crossing of the road for southbound cyclists. Another one is that the Silver Street/London Road junction, Enfield Town station road junction and London Road/Genotin Road junction feature limited help for cyclists. Junctions are the worst part of cycling and where the most risk is, so need much more work. Also, the lack of cycle lanes on the part of Church Street between Silver Street and the station is a negligent oversight, same for Genotin Road near Enfield Town Station.”

“An easy route joining Library Green and Enfield Town park would be great. At the moment the plans show I would need to cycle along Little Park Gardens to the Pocket Park then cross the road to the protected track on Library Green then wait to cross to Town Park; it would be good if this was as seamless as possible with bike/pedestrian priority to cross Cecil Road and an easy way across Church Street from Little Park Gardens to Library Green. There needs to be joined up thinking with cycling facilities at the top of the town.”

“I’m very pro the cycle lanes. I do have reservations about the cycle lane cutting across the edge of the Library Green due to the safety of children playing. If it could be closer to the pavement/separated from the green by fencing, that would be great. Definitely a need for a two-way cycle lane in that stretch of road.”

“It would be excellent to link up the cycling lanes on this proposal with the existing cycle lanes on London Road and also hopefully expand cycle lanes along Chase Side, which is currently problematic to cycle along due to narrow lanes and heavy traffic.”



Library Green

Engagement findings: Proposed plan

Survey

Facilities provided for people walking, cycling, using public transport, and driving

Of respondents that were supportive of the cycling proposals for Enfield Town, the feedback received indicated that the plans are broadly welcomed. There is a sense that the Council should consider additional routes that could be included to link up the facilities with others that exist within the Borough.

The need to provide additional secure cycle parking was also raised by 15% (8) of respondents, who stated more provision should be made in the plan.

“Safe secure cycle parking is imperative. The proposals currently appear very, very weak.”

“I welcome these changes, but would be keen for secure cycle bike parking, either through public parking or a valet style scheme such as bike drop. I personally would be happy to cycle in and pay a few pounds to securely park my bike.”

“Adding additional cycle parking is great, but I’m also a big fan of the secure cycle parking placed outside Enfield Town Station.”

Suggestions to place cycle parking containers in St Andrews Road and install cycle parking at Enfield Chase Station were made.

Sixty-eight per cent (160) of participants provided a comment regarding facilities for people driving.

Despite more respondents to the survey being drivers than cyclists to Enfield Town, fewer answered this question suggesting less strength of feeling regarding facilities for people who drive in the proposals.

The main themes of responses were:

- the need to retain or increase on-street car parking
- requests to introduce free parking, or free for certain periods of time
- the potential negative impact of the proposals on businesses.

Many responses focused on the issue of the loss of on-street car parking as a result of the proposed plan, raised by 25% (40) of those who responded to the question. These individuals tended to favour the provision of more parking in the Town Centre overall. A selection of that commentary is published below:

“Always congested, parking inadequate, the one-way systems immediately cause a pile up as soon as there is a minor incident. This issue has got worse since the introduction of cycle lanes.”

“Lost parking already on the new Metaswitch site. A reduction of 30% of our existing car parking with the proposed Deutsche Bank housing development and a loss of your proposed 2.5% is unacceptable. You are turning more people away not encouraging them to come in.”

“Parking is crucial to the viability of the shops and night life in Enfield.”

“Ridiculous to reduce parking. People will go elsewhere to shop e.g. out of town centres. High charges also discourage using The Town as a shopping centre.”

Engagement findings: Proposed plan

Survey

Facilities provided for people walking, cycling, using public transport, and driving

A further 10% (16) made reference to introducing free parking as something that could be done to help support businesses in Enfield Town.

“Keep car parks free after 6.30pm and on Sundays”.

“Make parking free of charge.”

“Some short stop spaces would be a good idea as elsewhere in the Borough. Park for 30 mins and don’t return, that sort of thing.”

“Parking in the Town needs to be free or cheaper if you want to attract people to shop.”

In relation to facilities for people who drive, 10% (16) of respondents stated they felt the plans would have an adverse impact on businesses. The reasons for this coalesced around the following issues:

- perception of the proposals being anti-car
- a perceived failure to account for the Palace Square proposals which will see some parking lost
- traffic jams caused by the installation of additional cycling infrastructure, disincentivising people from travelling to Enfield Town
- a loss of parking (particularly informal parking) acting as a disincentive for shopping.

“This will hit business the most, and you won’t have to worry about shoppers to the town as there will be fewer shops for them to visit. Informal parking is a big must for some of the smaller shops.”

“The impact on parking will have a knock-on impact on the amount of people using the shops. If people can’t park they will go elsewhere.”

“Just need to be mindful that some people will stop using Enfield if they aren’t able to quickly stop off and nip into a shop.”

“You’re making a big mistake if you remove any of the parking in and around Enfield Town. People will just go further afield for their shopping.”

Approximately 20% of respondents expressed support for the facilities proposed for people who drive.

“Support removal of on-street parking - give the desire to reduce car use in the town, the overall reduction in provision seems perfectly reasonable.”

“I think this is reasonable, plenty of capacity in the car parks.”

“Reduction in car space and dominance has been proven elsewhere to be the correct approach but will always face very strong opposition.”

“Think it’s a good idea. Something has to be done to create a nicer environment. Maybe there could be a pooled shopping drop off and collect area outside of the main area for those buying bigger items or doing a lot of shopping at various shops.”

Engagement findings: Proposed plan

Survey

Facilities provided for people walking, cycling, using public transport, and driving

A small number of the participants offered comments on the following issue. Despite that low level of response, we feel it necessary to flag them to LBE for the purposes of addressing either in response to this report, or through the design development process.

- The decision to remove the slip road from Enfield Town Station was raised as a potential issue from both a congestion and accessibility perspective
- Some participants argued the proposals would result in additional traffic, and caused excessive hold-ups if there was an accident on the M25
- A small number of residents disagreed with the proposal to close Little Park Gardens East to vehicles, stating this would inconvenience them.

In response to this report, we would advise LBE specifically address these issues, as well as those raised above in the feedback.

Further information to inform the Equalities Impact Assessment

When asked to provide information that could help inform the Equalities Impact Assessment (EqIA) only 27% (63) participants responded to this question. However, the demographic data demonstrates that a small number of respondents fall into a protected characteristic group, so this was expected. The question was also the last qualitative one of the survey, at which point a number of Equalities Impact Assessment issues had been raised at earlier stages by participants.

The issue of safer crossings was the one most frequently raised, by around 15% of respondents. A wide spread of issues were raised, and will be considered as part of the wider report. Some of the safer crossings commentary is published below:

“I understand that signalled crossings are good for accessibility, so well done.”

“Safer crossing the road.”

“Signal times along A110 need to be in accordance with time required for older demographics to cross the road without causing undue stress or anxiety.”

“Safer crossing the road, safer when cycling, hopefully breathing cleaner air, new strategies can use less energy as well.”

“I may feel safer crossing the roads.”

“I would definitely feel safer walking in and around Enfield Town in addition to crossing roads. It would also create more sense of liking, wanting to be in the area, stay and shop, have coffee etc.”

The themes eluded to here are picked up on in the section covering the meeting the project team had with the National Federation of the Blind UK, in which pedestrian crossings, proposed bus boarders and shared spaces were discussed in some detail. That discussion is summarised later on in this report.

Engagement findings: Proposed plan

Email correspondence

Fourteen emails were received regarding the proposed plan for Enfield Town. The emails covered a range of different topics, and some diverged from the scope of the Let's Talk Enfield Town project. The most commonly raised themes from the correspondence were:

- the prevalence of empty shops in Enfield Town and the need to reduce business rates to help businesses thrive
- the proposals placing too high a focus on cyclists in the Town Centre while existing provision is under used
- an opposition to high-rise housing tower in Enfield Town (currently proposed by the owners of the Palace Gardens and Exchange Shopping Centre).

There was some support expressed for additional greenery in Enfield Town and additional blue badge parking located close to shops that users access on a regular basis.

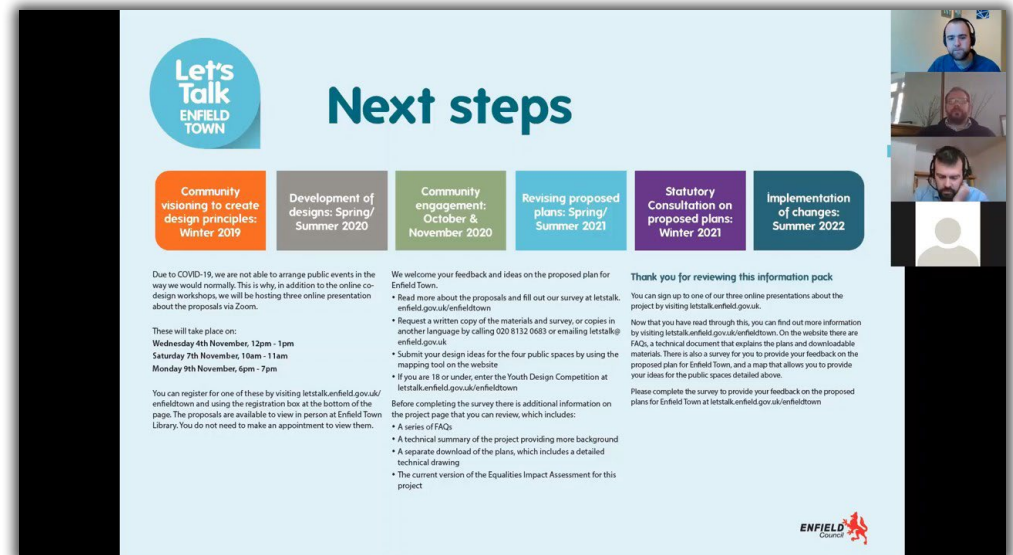
Online presentations

During the three online presentation sessions, a range of questions were asked verbally and in the chat function provided by Zoom. In total, over 100 contributions were made.

The following topics were talked about most commonly:

- Cycling (approximately 18%)
- Enfield Town's economy (approximately 13%)
- Parking (approximately 10%).

The questions about cycling were balanced between specific enquiries about existing cycle lanes, such as on Essex Road/Raleigh Road or the proposed lane on Library Green, and individuals offering their opinion on the usefulness of additional infrastructure. Questions about the economy and parking tended to be linked, with participants asking about whether the removal of on-street parking would negatively impact on local businesses.



A screenshot of online presentation

Engagement findings: Proposed plan

Stakeholder correspondence and meetings

During the engagement period, correspondence was received from the following stakeholder groups:

- Enfield Town Conservation Area Study Group
- Enfield Town Business Association (ETBA)
- Enfield Town Residents Association (ETRA)
- Better Streets for Enfield and Enfield Cycling Campaign
- Ward councillors
- Enfield LGBT Network.

In addition, a meeting was held with the National Federation of the Blind UK (NFBUK). Below is a summary of some of the key themes raised in these meetings and in correspondence. All correspondence has, in full, been shared with the project team.

Impact on business

The impact of these proposals on businesses in Enfield Town was raised directly by Ward Councillors, the Enfield Town Business Association and Enfield Town Residents Association. The following issues were raised in this respect:

- The proposals are not sufficient to revitalise Enfield Town and will deter investment into the evening economy in Enfield Town
- Loss of parking on Church Street and Cecil Road will be problematic for business, particularly those with loading or drop off requirements
- There is insufficient provision for disabled parking when yellow line changes are taken into account, and the proposed bays at Sarnesfield Road will cause problems for large delivery vehicles turning into Church Street.

Facilities for people walking, cycling, using public transport and driving

Each stakeholder group raised items in relation to the facilities for people walking, cycling, using public transport or driving to Enfield Town. A series of issues were raised, but that is not to say there was consensus across all groups that the team met with. The main issues raised were as follows:

- Concerns about emergency service access were raised due to the widening of pavements and worries about traffic caused by it
- The decision to install a two-way cycle lane on the west side of Library Green is an issue in terms of impact on the character of that space
- Consolidation of bus stops will result in more crime, and make them more inaccessible to people with disabilities
- Concern that the entry treatment at the top of Gentlemen's Row will be problematic, due to the steep gradient and difficult nature of the turning for cars, which will be exacerbated by this
- The traffic separation island should not be removed between Library Green and Town Park, and a well-lit, well maintained and suitably monitored underpass would be better
- One group recommended all bus stop boarders are removed.

Engagement findings: Proposed plan

Stakeholder correspondence and meetings

Public spaces

Several issues were raised by stakeholders in relation to the developed public spaces and these were the main items for consideration by the project team:

- The need to carefully design the street furniture to ensure it fits with the character of the conservation area
- Street furniture needs to be carefully considered both in design terms, and in respect of ensuring it does not impinge on the experience of residents with disabilities
- A question was raised about whether creating a new public square at Little Park Gardens and Church Street constituted a good use of money. However, one stakeholder group did explicitly welcome the introduction of this
- In designing these proposals, consideration needs to be given to the safety of LGBT people and particularly transgender people who are more likely to be attacked.

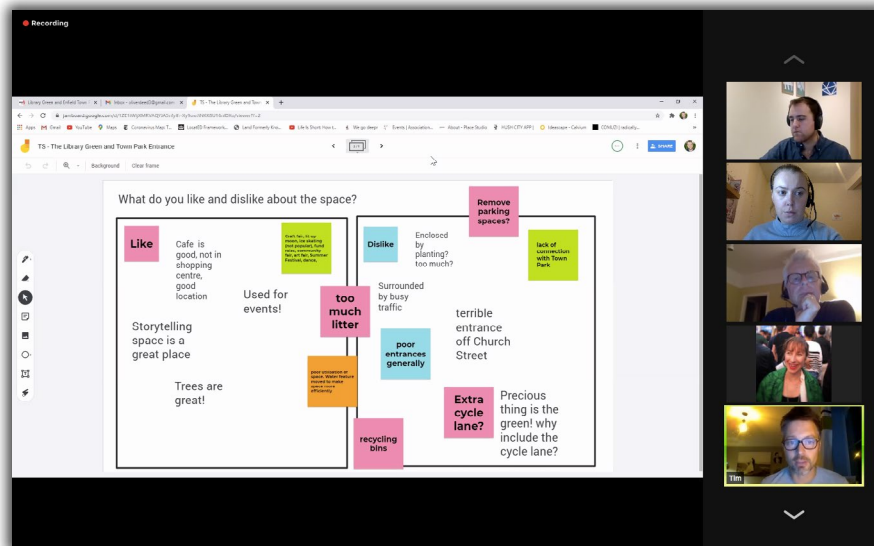
There was a divergence of views between groups about the proposal to remove the slip road to create a larger public space outside of Enfield Town Station. The proposal was supported by the Conservation Study Advisory Group but not supported by the NFBUK or the ETRA, who raised accessibility concerns for residents with mobility issues.



Engagement findings: Public spaces

In order to provide design ideas for the four public spaces identified by Enfield Council, as part of the co-design process, residents could undertake one of the following:

- attend an online co-design workshop
- complete the survey on the LTET project page
- undertake the mapping exercise on the LTET project page
- submit a design idea to the youth competition.



A screenshot of online co-design workshop

Library Green and Town Park Entrance Co-design workshop

Current space: uses and views

The first activity as part of the co-design workshop focused on how participants currently use the space and how often. There were a wide range of views when it came to how often people used the space, with some doing so all year round on a weekly basis particularly in the summer. There were a number of different ways people used the space, which ranged from people using it as a shortcut between areas to avoid circuitous nearby roads, a space for leisure activities and events, or for tranquillity and relaxation. A significant number of participants said they like the current events held within the space, the existing trees and the café. Linked to the current use of the space as a tranquil location, some participants described the Library Green as “an oasis of calm”.

In terms of what people dislike about the space, some felt the connectivity within the space is not currently optimised with participants noting that the space was currently more cluttered than necessary and that it would be better if the space was better interlinked, including the connection between Library Green and the Town Park entrance. There was reference to some of its features being run down including the lighting being broken and the Town Park Entrance being lacking and unwelcoming. Some also mentioned the occasional issue of anti-social behaviour, particularly at night.

Overall there was a consensus that the space in its current form has a number of very positive aspects, but that it could be enhanced with minor adjustments. It was felt that this approach would be superior to sweeping changes.

Engagement findings: Public spaces

Library Green and Town Park Entrance

Co-design workshop

Improving the space: ideas and opportunities

Participants came up with a range of different ideas for improving the space, focused on the idea of subtle improvements and maintaining its current feel rather than an overhaul.

In doing so, participants emphasised the idea of keeping the space a green destination with a tranquil identity, coming up with ideas to build upon the current strengths of the space and to rectify some of the current flaws. One improvement suggested was improving the lighting in the evening to address current issues of anti-social behaviour. Building upon the idea of tranquillity, the idea of including more seating was also well received.

Given many participants liked the current use of the space as a venue for events, enhancing this further was mentioned frequently. In particular, respondents mentioned the idea of including more community and cultural events. There was a feeling that this could be prioritised above features such as large play areas, the need for which is satisfied in other locations such as the Town Park.

Currently, many feel that there is a disconnect between Library Green and the Town Park entrance, with comments that Library Green is an island surrounded by traffic. In order to rectify some of the current issues with connectivity, participants mentioned that they wanted to see a direct, diagonal link from Church Street, through the Library Green to the Town Park entrance. This was an idea endorsed by each discussion group.

In addition and continuing with the theme of connectivity, a pedestrian subway was mentioned as a possible alternative. Some thought that, while they like the fountain feature in the Library Green area, it could be moved to another location such as the Town Park entrance to improve its presence.

It was felt that at the moment the Town Park entrance is currently limited in its visual impact. There was a discussion surrounding the idea of including information or wayfinding to make it more welcoming. In addition, there was a discussion about making it grander, possibly by including sculptures inspired by local heritage. The idea of including a sculpture somewhere within the space (linked to connected sculptures in other locations with Enfield Town) was endorsed, with a participant coming up with the idea of a trail influenced by the folklore surrounding the Enfield Beast. This idea was well received by others in the workshop.

The introduction of the cycle lane on the western boundary of Library Green was noted as a concern amongst participants. Many appreciated the need for such infrastructure but noted that there was a need to ensure it is safe, and appropriately segregated from people walking, and enhanced with greened.

Engagement findings: Public spaces

Library Green and Town Park Entrance

Co-design workshop

Key themes

A number of key themes ultimately arose from the Library Green and Town Park Entrance co-design workshop:

- the Library Green is currently well liked and should keep its current feel with enhancements taking the form of minor re-adjustments as opposed to sweeping changes
- the Library Green should continue to be enjoyed as a calm, quiet and sensory location
- the Library Green should continue to be a location for events, but these could be broadened in nature to reflect community and cultural diversity
- the Library Green and the Town Park Entrance would benefit from better connectivity between one another
- the Town Park Entrance could be both grander and more welcoming
- there is a need to ensure the overall space is safe, both when it comes to tackling anti-social behaviour and with infrastructure such as the proposed cycle lane on the western boundary of Library Green.

In conclusion, participants noted that at present the space is one with a number of positive features and that there is minimal need for fundamental changes. Ideas instead focused on how the space could build upon its positive attributes while rectifying current weaknesses with regards to connectivity and appearance.

Survey

Participants were asked how much they thought the following would benefit Enfield Town: “Creating a better connection between the Library Green and Enfield Town Park”. Fifty-five per cent (126) of respondents said this would benefit Enfield Town a little or a lot, whilst 32% (76) disagreed. This aligns with the feeling expressed at the co-design workshop, in which the most popular idea offered was the introduction of a sightline from Church Street, through Library Green to Enfield Town Park Entrance.

In the survey, residents were asked the following question: “Whilst a great space, can the Library Green offer more to the Town Centre? How can we improve the connection to the park and use of this space?” Seventy-five per cent (176) of participants responded to this question. The key themes were:

- leave the space as is. Some viewed the Library Green as not needing changes and expressed surprise the Council are looking to undertake any work on it. Twenty-three per cent (42) made this case in the response that they gave.
- the need for safer crossings from the Library Green towards the Town Park Entrance was mentioned by a similar number of people (23%, 41). The sentiment tends to be better crossings will make it easier for people to get from Church Street, through the Library Green, down into the park.
- introduce a diagonal route from Church Street, through the Library Green to the Town Park entrance.
- concerns about the cycle lane being included and undermining the character of this space.

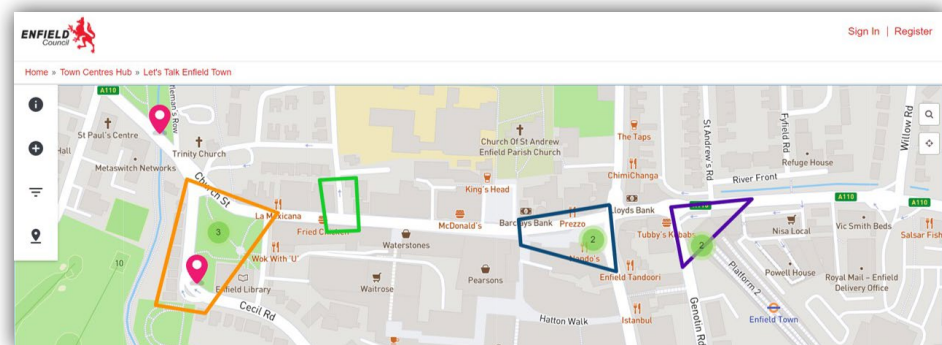
Engagement findings: Public spaces

Library Green and Town Park Entrance Map

Four pins were placed in the Library Green and Town Park Entrance area on the mapping tool, by four different users. The suggestions for this space included:

- a bike repair stand
- an informal climbing area or sculpture that has an element of seating
- planting of crocuses in the grass
- repainting of the gates into the Town Park
- ban noisy events from the space
- open up the area at the south of the site to allow for a continuous view through to the Little Park Gardens Bus Station to the Town Park Entrance

The suggestions on the map reflected a desire to see minimal intervention in this space, and the relative tranquillity of the space retained moving forward.



Engagement findings: Public spaces

Saddlers Mill Square

Co-design workshop

Current space: uses and views

The first activity as part of the co-design workshop focused on how participants currently use the space and how often. The vast majority of people who participated noted that they use the space at least once a week as a route through to a number of locations in Enfield Town such as the nearby Post Office, Waitrose supermarket and Pearsons store. Others noted using the space as an access route to local schools, as a meeting point or for market stalls.

There was not much discussion on what participants liked or disliked about the space currently, given this is a proposed new public space. However, participants noted they liked its position as a route through to a number of locations in the Town Centre along with some of its current features including the telephone boxes and the two big trees.

There was a discussion on the current underutilisation of the site, with a feeling that in its current form it is not meeting its full potential. Views on this ranged from some of the current facilities looking neglected including the cycle stands and telephone boxes, to the space being overly enclosed, unwelcoming, empty and even unsafe, amounting to a “nothing place” and through-way only. There was also a feeling that while many people currently use the space on foot, pedestrians are not prioritised .

Despite these views, there was an overall view that the space, with improvements, could be a welcome addition to the public realm in Enfield Town. Specifically, there was a feeling that the space has the potential to build upon its current positives and to serve as a “gateway” into the Town Centre.

Key themes

A number of key themes ultimately arose from the co-design workshop. When participants were asked what they wanted to see prioritised at the newly created space, a series of clear principles shone through. These included:

- the newly created space should be family friendly
- the space should represent something that is unique to the local area rather than being a replica of an already existing space anywhere else
- the space should be a destination, including features that provide a reason to want to go there
- the space should be user focused and commercial free, providing a space for people to enjoy a way from the High Street.
- the space should ultimately provide a pleasant experience, being light, bright, friendly and playful
- a recognition of Saddlers Mill would be welcome, however, the name did not convince participants and should be up for further discussion.

In conclusion, participants noted that at present the space is one that has some positive features but is not meeting its full potential.

Ideas focused on how the newly created space could achieve this and in doing so came up with a number of themes that can be summarised as collectively making it a true public space for people to enjoy and escape from the town centre, serving as a “gateway” to and from the High Street.

Engagement findings: Public spaces

Saddlers Mill Square

Co-design workshop

Newly created space: ideas and opportunities

Given Saddlers Mill Square is a newly proposed space there was a noteworthy discussion during the session about what the name of the improved space should be. A number of different options were suggested with a debate between the opportunity to bring historical attention to the space and the need for functionality. Ideas that were suggested included Howard Square, Little Park, New Square and Gryphon Square. It was noted by Enfield Council representatives that the name is by no means fixed and is open to discussion.

A theme that came up frequently was the principle of keeping it open where people can walk through, but in a way which is more family friendly, welcoming to users and befitting of a public space. To this end, the idea of including planting around the edges of the space was endorsed by each of the groups, alongside the inclusion of seating, which people could use in between shopping on the High Street.

Given that the phone boxes are currently liked by participants as a feature of the space, but considered somewhat neglected and run down, a number of ideas were raised about how to enhance them maximise their use. Various suggestions included using them as an outdoor market for art supplies, an exhibition space for local artists (such as Lewis Hazelwood Horner), a children's library or toy storage.

It was also suggested that paving could be improved to reflect the surrounding architecture and to recognise the historic link to Saddlers Mill, with the potential to mimic its route through the stone.

It was felt across the group that the cycle stands at present do not contribute positively to the space and that, while they are necessary in the locality, this should be on a surrounding street rather than the square itself. In doing so each group asked that the existing bike stands in the area be moved to a more discreet location, at the same time emphasising the desire for more seating in their place.



A sketch of the potential new square on Saddlers Mill Square

Engagement findings: Public spaces

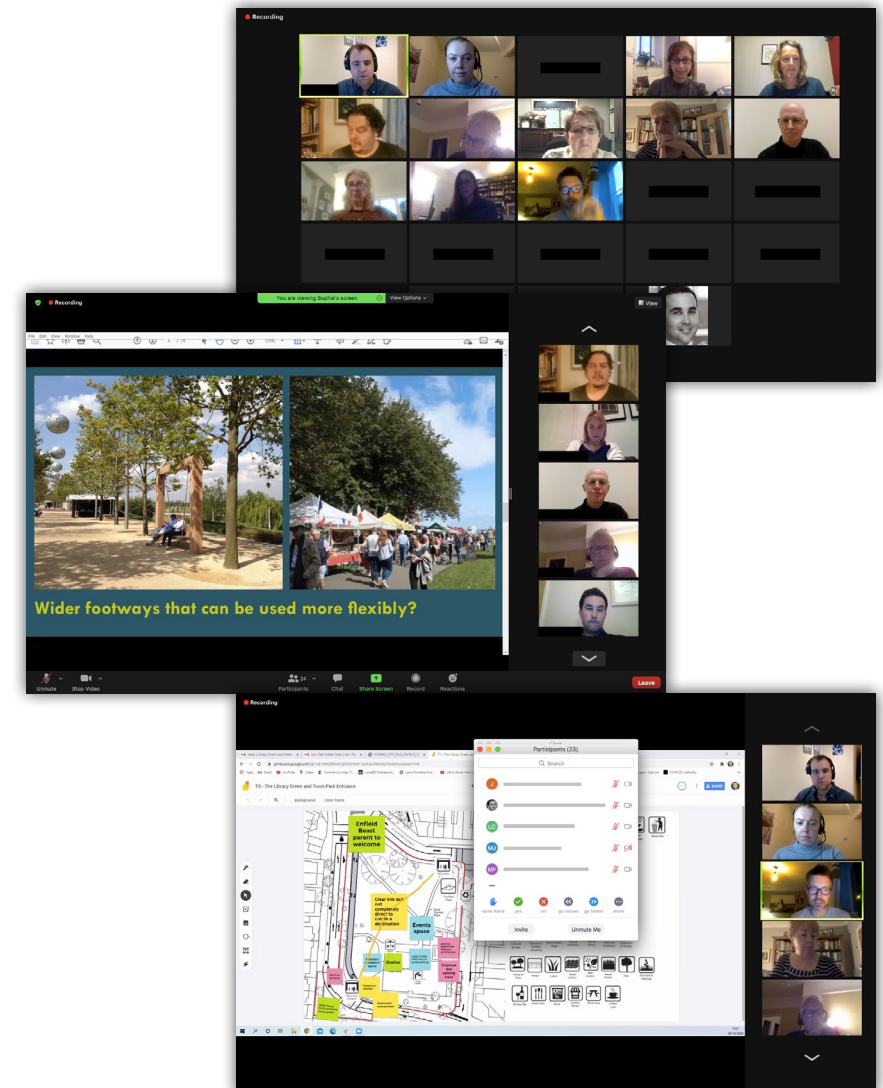
Saddlers Mill Square Survey & Map

Forty-eight per cent (112) of respondents said the introduction of this space would benefit Enfield Town a little or a lot, compared to 36% (84) who expressed a more negative view. This was a lower level of positive response compared to other questions about public spaces which reflected in the feedback received through other channels. A contingent of the participant group do not want to see the road closed and believe there are enough public spaces in Enfield Town already.

The survey asked the following question in respect of the proposed Saddler's Mill Square space: "This is an opportunity to create a new public square by closing the road at the eastern junction of Little Park Gardens and Church Street (where the phone boxes are located), with access to the car park and school maintained by the other entrance to Little Park Gardens. What would you like to see here?" Seventy-four per cent (173) of participants provided a response to this question.

Twenty-nine per cent (51) of respondents suggested that additional greenery would be welcome at this space, with several suggesting planters could be installed to make it distinguishable as a public square. A further 29% (50) suggested seating should be included in this area to allow for people to use this as a meeting place, with several saying this end of Enfield Town did not have enough seating, which caused an accessibility issue. Twenty-five per cent (43) objected to the closing of Little Park Gardens East to create this space, and believe it should be left as it is. Some mentioned the fact Enfield Town has enough public spaces and the creation of this was unnecessary.

No pins on the map were provided for this space.



Engagement findings: Public spaces

Enfield Town Station Plaza

Co-design workshop

Current space: uses and views

The first activity as part of the co-design workshop focused on how participants currently use the space and how often. Given the nature of the space outside of Enfield Town Station, participants mentioned a plethora of different uses, primarily split between those who use it as a way point to enter the station (for example, as part of a commute into Central London) or those who use it as they are leaving the station (for example, on route to go shopping in Enfield Town having travelled from elsewhere). Linked to this were uses of the space as a drop off point to access the station or a meeting point to welcome friends and family into Enfield Town having arrived from the station.

There were a wide range of views when it came to how often people used the space, with some rarely ever using it, some using it a couple of times a month and some every day due to commuting. It was noted that the space had been used on a less regular basis than usual due to the impact of the COVID-19 pandemic.

A conversation then took place as part of the second activity on what people currently liked about the space. In doing so, people noted that they liked the functionality of the space, its location within Enfield Town and proximity to shops nearby, the fact that it is open (as opposed to being overly hidden or enclosed) and that it has toilet facilities.

Many participants mentioned that the space is currently uninviting. This included the architecture, with people saying that it was not fitting of the area and did not look aesthetically pleasing.

Participants mentioned that while it was open, it looks akin to “a concrete jungle”, and has a lack of facilities including shelter or benches for people to sit on, which those who did not use the space frequently noted put them off using it more. Further, people mentioned that the space was currently uninviting due to the lack of connection with Enfield Town, including minimal information, wayfinding or heritage references.

Exacerbating the uninviting nature of the space, participants felt that the current layout of the taxi parking prevented the ease through which people could walk through the space. Linked to this, people mentioned that while some aspects of the space were accessible, it was not a welcoming place for pedestrians and potentially unsafe due to the amount of vehicle movement, particularly the elderly or people with prams.

Overall participants felt there is a need for change. There was a consensus that, while the space served its purpose, in its current form it provides no sense of arrival or identity and does not paint Enfield Town in its best light when entering or leaving the area.



Engagement findings: Public spaces

Enfield Town Station Plaza

Co-design workshop

Improving the space: ideas and opportunities

Participants came up with a range of ideas focused on the regeneration of the space, to create a space that symbolises arriving to or leaving Enfield Town. Participants expressed a desire to achieve this while ensuring the space would not be overly cluttered and would remain open as it is now, inspired by a minimalist design.

There was a desire from participants to include a subtle reference to Enfield's heritage and to draw on the area's history. One idea was that heritage could be recognised with the inclusion of a nod to the schoolhouse where John Keats was educated. Alternatively, the concept of an Enfield Beast trail was mentioned, creating a pathway from the exit of the station and simultaneously making the space more pedestrian friendly.

Given the sense of the current space being uninviting and lacking a connection to Enfield Town despite its proximity, people suggested the inclusion of wayfinding and signage. The Dugdale Centre was mentioned as a specific facility to be signposted. More generally, it was felt that the space could be made more inviting by being well lit with measures to prioritise road safety and pedestrians.

Given the criticism of the space of being a "concrete jungle" there was a focus on adding greenery and trees. Planting on the boundary of the space was endorsed, with suggestions that it needed to be robust. People mentioned that the Station itself could have greenery on the roof which would require collaboration with Transport for London.

There were strong feelings about including more seating, but not in a way which could potentially clutter the area or lead to loitering and anti-social behaviour. People mentioned that this could potentially be integrated with planting and greenery.

Key themes

A number of key themes arose from the co-design workshop:

- the current space lacks a sense of arrival and does not paint Enfield Town in the best light
- the space needs to be regenerated to overcome its "concrete jungle" status, but not cluttered; there should be minimalist design improvements using greenery, lighting and seating
- the space could make reference to Enfield's heritage or history in some way
- there is the need for a greater connection between the space and Enfield Town, including more information and wayfinding
- the space needs to be more pedestrian friendly than it currently is

Engagement findings: Public spaces

Enfield Town Station Plaza

Survey & Map

Participants were asked to say whether they felt “[i]mproving the pedestrian arrival at Enfield Town Station” would benefit Enfield Town. Seventy-one per cent (165) said they felt it would benefit Enfield Town a little or a lot, with 47% (110) choosing the latter option and 18% saying it would not benefit Enfield Town much or at all.

The survey asked for views on the future of the space outside Enfield Town Station, and asked the following: “There is an opportunity to improve the sense of arrival to the Town Centre from this train station. What would you consider to improve this space?” Seventy-five per cent (176) participants responded to this question.

A key theme elicited from the feedback related to the need to strengthen the planting and landscaping at this site, with 28% (49) respondents said they would like to see more planters/trees/greenery used to create a greener environment at the Station entrance. This would, in the view of some, create a more welcoming environment for visitors.

There was desire expressed to see the crossing outside Enfield Town Station significantly improved, referenced by 24% (43) people. Participants thought the crossing immediately outside the station currently detracts from the attractiveness of the area and represents a physical barrier to entering the Town Centre, including for those with disabilities.

The majority of individuals who mentioned the removal of the slip road, sometimes used by taxis, supported it being moved to prioritise pedestrians in this space. Twenty-one per cent (37) explicitly supported its removal, whilst 5% (9) said it should not be removed.

Improved signage to Enfield Town was directly mentioned by 10% (18) of participants.

Two additional ideas were added through the mapping tool. A question was asked about the potential to directly connect the train station with Genotin Road to help pedestrians avoid the junction on Southbury Road, and an idea was submitted to purchase the old Enfield Arms pub to create a new station entrance away from Southbury Road. This also mentioned the potential to reinstate some of the previous façade, which is kept at the Victoria and Albert Museum.

Engagement findings: Public spaces

Fountain Island

Co-design workshop

Current space: uses and views

The first activity as part of the co-design workshop focused on how participants currently use the space and how often. Given its location in the town centre there were a range of different uses for the space. A number of people mentioned using the space functionally, moving through it when walking to local transport links and shops. Participants also noted using the space as a meeting point or for its events including pop-ups, charity initiatives, markets or festivals.

Most participants mentioned that they used the space on a weekly basis, predominantly as a result of moving through it when in the Town Centre.

Participants mentioned that they like the fountain, being the most notable feature of the space. It was noted that when the space is activated with various attractions such as the French Market, it is a pleasure to use, is very accessible and provides a sense of atmosphere. People also mentioned that they thought the setting for such a space was ideal, being an open location within the Town Centre against the backdrop of highly regarded listed buildings.

Participants mentioned that currently the space feels like a wasted opportunity and is being underutilised. It was noted that this is particularly true when events are not taking place, giving the impression of the space being “soulless”. In addition there was a feeling that the space was almost too open and overly exposed to traffic, could be a potential hotspot for crime and anti-social behaviour and fell short of being a true meeting point due to the lack of seating. People also felt that the cycle parking currently located within the space could be better placed elsewhere.

Overall, Fountain Island is a space that participants felt has huge potential. While there were positive attributes mentioned by participants, there were also significant dislikes, with the overall feeling of the space being “bland” and “sterile”.

Key themes

A number of key themes arose from the co-design workshop:

- the most positive feature about the current space is the fountain and the various events that take place at the space
- the current space is currently considered “bland” and “sterile” when it is not activated
- the space is currently regarded as being a “hard space” and one that is overly exposed, which could be addressed through greenery and additional materials such as wood and planters
- the space is regarded as a meeting point but only on route to other places. This could be addressed with flexible seating encouraging people to stay and use the space
- the fountain’s presence within the space could be maximised providing an additional sense of identity
- the space should keep its current events, but not be overly reliant on them from an activation perspective, also being a destination in and of itself.

Engagement findings: Public spaces

Fountain Island

Co-design workshop

Improving the space: ideas and opportunities

Participants came up with a range of ideas for improving the space and activating it as a destination, and giving it a strong sense of identity.

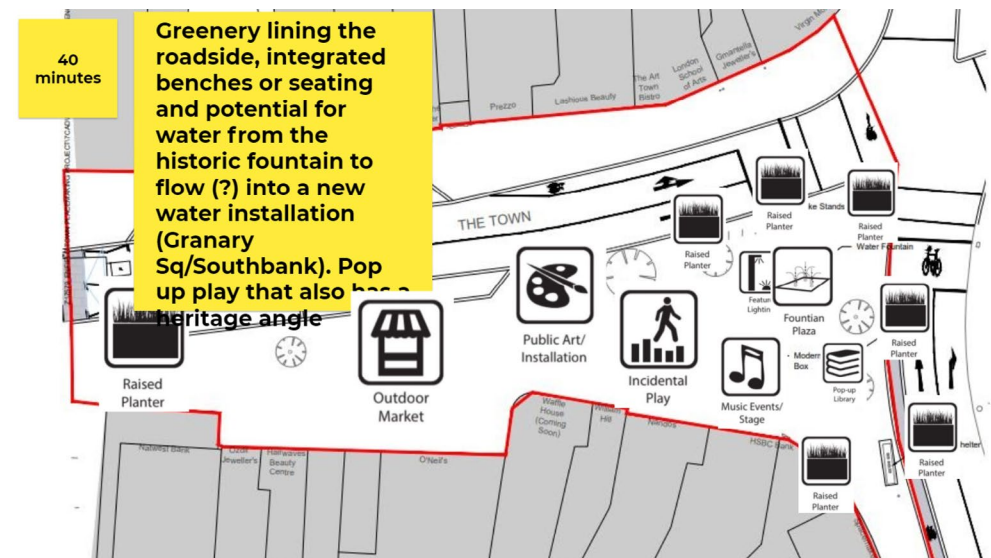
In order to combat the current idea that Fountain Island is currently a “hard space” and overly exposed, participants came up with the idea of strengthening the planting at the boundary, to enclose the space and to ensure it is protected from the road. This was supported by each group who participated in the co-design workshop. To soften the area participants suggested including other materials such as wood, planter boxes and rain gardens.

To build upon the status of the space as a meeting point within the Town Centre, the provision of flexible seating was also supported by participants with the suggestion that this could possibly be integrated into the fountain or with greenery along the roadside.

One of the most positive aspects of the space at present, as cited by participants, was the fountain, however there was a feeling that it is currently being underutilised. It was noted that feature lighting for the fountain would be maximise its presence and provide a greater sense of identity within the space. This was mentioned by each group at the co-design workshop. Alternatively, the possibility of water flowing again from the fountain was suggested. To further provide a sense of identity, the idea of signposting the site as Fountain Island was also endorsed.

Including a reference to local history and heritage was also mentioned along with the inclusion of high quality paving, all of which would help make the space a destination. It was suggested this could create intrigue, rather than being a blank canvas which is overly reliant on events for activation.

Notwithstanding this, participants expressed that they liked the current events that take place at the space and that the improvements should not compromise them, particularly the French Market. Participants suggested that the space could be bolstered further with public art and imagery.



Fountain Island design board

Engagement findings: Public spaces

Fountain Island

Survey & Map

Participants were provided with the opportunity to express their view on the principle of improving this space. They were asked whether the following would benefit Enfield Town: “[c]reating an improved public space on Fountain Island”. Sixty-six per cent (154) felt it would benefit Enfield Town a little, or a lot whereas 17% felt it would not benefit much or at all.

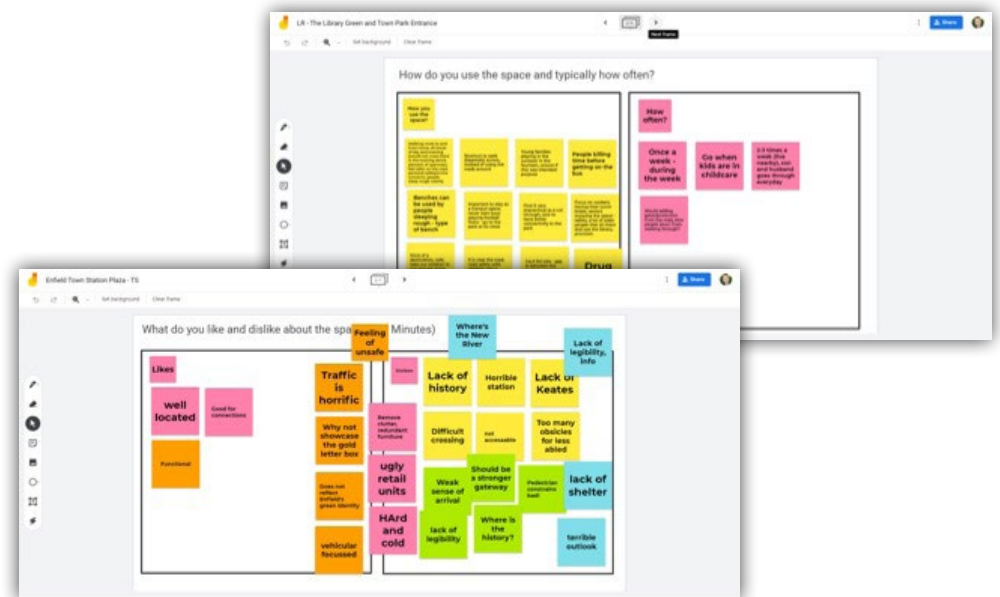
The survey also asked the following question about this Fountain Island: “[t]here is an opportunity for this area to become a more useable community space. What changes would you like to see in this space such as seating or greenery?” to which 85% (198) responded to this question. It was widely regarded that this space could be improved.

Fifty-four per cent (106) of participants outlined a desire to see additional seating on Fountain Island. Comments included cafe style seating, alfresco dining opportunities and seating that integrates with landscape improvements.

Installation of greenery was raised by 53% (104) who suggested this in order to create a sense of enclosure. Often this was interlinked with seating, but there were also suggestions for planters, flower beds, additional trees and bee-friendly greenery. There was significant mention of enclosing the space to the road by using a landscaped barrier.

Seventeen per cent (34) of participants want to see improved lighting at the space and feature lighting for the fountain was also mentioned as a potential way to achieve this.

Two pins were dropped on the map for this particular space. The first stated that this area is currently “unattractive” and would benefit from “softer landscaping, including some grass and more shrubs, flower beds.” The second pin made reference to additional seating and greenery being required, alongside a substantive suggestion to include artistic paving, perhaps signifying the New River, on Fountain Island.



Screenshots from workshop

Engagement on the Market Square

Market Square and the Church yard are both privately owned land, and design of those two spaces was developed directly with the landowners.

The future design of the Market Square therefore fell outside the scope of this project and is the subject of an engagement process that is taking place between LBE, the Old Enfield Charitable Trust and the Vicar of St Andrew's. However, a quantitative question was asked in the survey which asked whether the following would benefit Enfield Town: "Collaborating with the Old Enfield Charitable Trust and Vicar of St Andrew's to enhance the Market Square as the heart of the Town Centre."

Of all the individual propositions put to respondents, this received the highest positive response. Seventy-six per cent (178) of respondents said this would benefit Enfield Town a lot or a little, and 50% (116) said it would benefit Enfield Town a lot. Strong support exists for enhancing the Market Square, which was also identified during the first phase of engagement.



Conclusions & recommendations

Based on all the feedback received, conclusions have been drawn and recommendations have been made for LBE's consideration.

Conclusions

- The survey data finds support for several proposals outlined in the proposed plan for Enfield Town. Proposals to improve the pedestrian arrival at Enfield Town Station and the decision to include a 20-mph zone across the town found the most support in the quantitative questions asked. All measures but one, received more positive than negative responses, when considered individually by participants.
- The proposal to improve cycling infrastructure in Enfield Town received a mixed response with a clear divergence in views between those who currently use the existing infrastructure and those who do not. The former group expressed more positively a wish to see the Council introduce more infrastructure, whilst the latter expressed more negativity and a scepticism about the use of what exists currently.
- Among most participants there was a firm recognition that plans deliver on the Design Principle, "Enfield Town offers transport choice". This also included individuals who did not necessarily agree with the proposed improvements, suggesting that the objectives of the proposed plans for Enfield Town were well communicated.
- In contrast, more participants responded negatively when asked if the proposals aligned with the statement "Enfield Town has a vibrant economy". Concerns were raised, including by the Enfield Town Business Association, about the impact the provisions may have on businesses within the Town Centre.
- There is demonstrable support to improve pedestrian facilities in Enfield Town, including some pavement widening, alongside an increased number of signalised crossings. There is some disappointment that the island crossing outside Enfield Town Station onto Southbury Road and Genotin Road was not subject to a more radical intervention.
- The removal of on-street parking, particularly on Church Street was raised as a concern through each of the different available feedback channels. The primary source of concern came from the ETBA, who raised this issue on behalf of local businesses.
- Strong views were expressed by some stakeholder groups about how the proposals might negatively impact on those with disabilities and visual impairments. The interaction of cyclists with bus users was a particular concern.
- Although the majority of people support improvements to bus stop accessibility and the consolidation of existing stops, some concerns were raised about accessibility for visually impaired people, congestion and concerns about crime.

Conclusions

- There is demonstrable support for the proposed improvements to the four public spaces and there is a desire to see more seating and greenery across all public spaces.
- The Library Green and Town Park Entrance is a well-liked space and interventions here should be focused on connectivity to the Town Park Entrance from Church Street.
- There is support for a new public space as proposed by Saddlers Mill Square. The use of the existing phone boxes would be welcome, and there is support for some recognition of Saddlers Mill, although the name should be subject to additional consideration
- There is strong support for improving the pedestrian arrival at Enfield Town Station Plaza. There are opportunities for additional wayfinding into Enfield Town and a strong recognition of its heritage, including the former schoolhouse.
- Fountain Island has a lot of potential and would benefit from planting at its boundary, seating and feature lighting for the fountain itself.
- There is strong support for the enhancement of the Market Square, which aligns with the findings during the first phase of engagement.

Engagement process conclusions;

- The online workshops during the engagement process worked well with information sent out prior to the event. The use of table facilitators made the sessions effective in gaining feedback from attendees about how they use the public spaces and their aspirations for them moving forward.
- It was difficult to engage with local schools. This can occasionally be challenging during normal periods due to how busy they are, but COVID-19 restrictions made the process harder due to extra pressures.
- It was challenging to engage with 'hard to reach groups', however Enfield Council is committed to increasing their participation and to making opportunities to engage as accessible as possible.

Recommendations for future engagement

1. Whilst efforts were made to engage a younger audience through a competition, school engagement and invitations to meet, individuals under the age of 44 were underrepresented in this process. Should there be any further engagement, we recommend bespoke engagement with this group as the Council seeks to close the feedback loop on this stage of the project. This will help to achieve a balance of perspectives on the changes that are being proposed.
2. Where certain groups are underrepresented in an engagement process, the Council should look at inviting additional representation onto the ETCG to enhance the range of perspectives provided through this forum.
3. It is recommended that participants of the co-design workshops are kept abreast of the process for designing the four public spaces, with regular updates provided.
4. Additional stakeholder engagement as part of the process of revising the proposals is advised, including with business groups. The restrictions that were in place as a result of the pandemic made this process more difficult, and this is shown in the response which was not as comprehensive as in the first stage of engagement. Further targeted stakeholder engagement, particularly with businesses and business groups is recommended. Progress has been made in developing relationships with a number of stakeholder groups and this should be continued through opportunities for webinars, meetings and targeted surveys.
5. In closing the feedback loop at this stage of the project, the Council should consider producing a document for the Let's Talk Enfield Town report which identifies the changes it will make to the scheme based on the feedback received, whilst also outlining its response to the key issues raised in this report. This should be made publicly available.

Appendices

Appendix A

Paper copy of survey

Appendix B

The organisations contacted and invited to meet about the project.

Appendix A

Survey on proposed plans

Feedback on proposed plans for Enfield Town

Background:

Last year we heard from Enfield Town residents, businesses, workers, students and visitors through the Let's Talk Enfield Town programme about what you want to see in the future for the Town Centre. Based on what you told us, we developed five Design Principles to shape the proposed plan for Enfield Town. These are:

Enfield Town:

- is safe for all
- has a vibrant economy
- is a great place
- to be offers transport choices, and
- celebrates its heritage.

The full report can be viewed on letstalk.enfield.gov.uk/EnfieldTown. We have now developed some initial plans of how we could meet these objectives and welcome your views to help inform the design process. Please view the plans here before completing the survey.

About you

<input type="checkbox"/>	Resident of Enfield Town
<input type="checkbox"/>	Business owner in Enfield Town
<input type="checkbox"/>	Employee who works in Enfield Town
<input type="checkbox"/>	Student in Enfield Town
<input type="checkbox"/>	Ward Councillor of Enfield Town
<input type="checkbox"/>	Visitor to Enfield Town
<input type="checkbox"/>	Other: Please specify:

If you are a visitor to the area, please provide the primary reason for visiting the area:

To help us understand whereabouts in the Borough (or beyond) you live, please provide your postcode:

If you are representing a community group or organisation when sharing your views in this survey, please specify the group's name:

Key aspects of the proposed plan

Below we have listed some of the key aspects of our proposals and we would like to understand your views on whether you think these proposals will benefit the Town Centre (Yes, a lot / Yes, a little / Unsure / Not much / Not at all). There is opportunity further in the survey for you to provide more information. The proposal can be downloaded on letstalk.enfield.gov.uk/EnfieldTown

Do you think the following will benefit Enfield Town?

Questions	Yes, a lot	Yes, a little	Neutral /Unsure	Not much	Not at all
Increasing the number of formal signalised pedestrian crossings throughout the Town Centre					
Increasing the width of footways where possible to prioritise space for pedestrians					
Introducing a formal 20 mph speed limit on all roads in the Town Centre					
Placing a particular focus on improving the pedestrian connection between the Market Square and Pearsons shop front / shopping centre entrance					
Improving the pedestrian arrival at Enfield Town Station					
Improving bus stop accessibility and consolidation of bus stops to improve interchange between routes					
Introducing a series of facilities to enable safer cycling through the Town Centre and creating connections with other cycle routes					
Creating a better connection between the Library Green and Enfield Town Park					
Creating a new public square at the junction of Little Park Gardens and Church Street (outside Nationwide Building Society)					
Providing 15 formal blue badge disabled bays throughout the Town Centre					
Collaborating with the Old Enfield Charitable Trust and Vicar of St Andrew's to enhance the Market Square as the heart of the Town Centre					
Creating an improved public space on 'Fountain Island'					

Focus on public spaces

We believe the public spaces in the Town Centre can do more to create an attractive and vibrant town centre and these are a key focus of our plans. We have launched a series of co-design workshops for these spaces which will help inform their designs.

The enrolment for these workshops has now closed. If you are not attending one of these workshops but would like to make specific comments on each area, you can use the mapping tool on letstalk.enfield.gov.uk/EnfieldTown.

You can also provide any general comments you have below.

Fountain Island



There is an opportunity for this area to become a more useable community space. What changes would you like to see in this space such as seating or greenery?

Appendix A

Survey on proposed plans

Enfield Town Station Plaza

Enfield Town Station Plaza

Outside of Enfield Town station there is a plaza area that greets you as you enter. You can't go far from Enfield Town, and to the right you have Saddlers Mill. This gateway into Enfield Town for hundreds of thousands of visitors has a great opportunity to be improved.

This is an important space that provides many visitors with their very first impression of Enfield Town. It is a space that can be significantly improved. It is a space that can be made more vibrant and your ideas as to how we can do this.

What does that area need? What sort of that impression do we want to make? How can we make this space more welcoming? Could we provide places for people to sit? Additional planting? We will consider these questions and others at our online workshop on this topic.

Improving welcome? *Art that celebrates Enfield?*
Use of materials? *Places to sit?*

lets.talk.enfield.gov.uk/enfieldtown

There is an opportunity to improve the sense of arrival to the Town Centre from this train station. What would you consider to improve this space?

Library Green and connection to Town Park

The Library Green and Town Park Entrance

The Library Green is located outside Enfield Town Library, as you enter the Town Centre from the west via Church Street, and it is already a great space that the community enjoys throughout the year.

Opportunities exist to make the space even better. Some ideas could include improving connections to the Town Park, increasing seating or creating space for activities and events. Another idea? For example, the site just at the western entrance to Enfield Town, is there a need for some welcome signage?

If you use Library Green or have an interest in its future, we would like to invite you to contribute your ideas to the process of improving the space.

Improved welcome? *Welcoming entrance?*
Pop-up green? *New seating areas?*

lets.talk.enfield.gov.uk/enfieldtown

Whist a great space, can the Library Green offer more to the Town Centre? How can we improve the connection to the park and use of this space?

Saddlers Mill Square

Saddlers Mill Square

This space is located at the entrance of Little Park Gardens off Church Street. This is a public space that is being created for the community, providing a unique opportunity to deliver something different for everyone to enjoy. The Saddlers Mill Square can understand the space which is currently known as Saddlers Mill Square.

There are currently four telephone boxes in this area that could be re-purposed for another use. Opportunities also exist to build more seating and an area where people can meet as they head into Enfield Town.

Through the design workshop for Saddlers Mill Square, we will explore what the space could offer to the community. Will it be a meeting space? What sort of businesses could utilize the space and enhance it? Should the space be called Saddlers Mill Square or something else?

Re-purposed telephone boxes? *Incidental play?*
A place to meet & relax? *New ideas business opportunities?*

lets.talk.enfield.gov.uk/enfieldtown

This is an opportunity to create a new public square by closing the road at the eastern junction of Little Park Gardens and Church Street (where the phone boxes are located), with access to the car park and school maintained by the other entrance to Little Park Gardens. What would you like to see here?

Appendix A

Survey on proposed plans

Little Park Gardens Pocket Park

The Council have recently delivered improvements to this area of the Town Centre as an early part of Town Centre improvements. This is the area located by the existing bus station at the western end of Little Park Gardens. We welcome any feedback you have on this project.

Supporting businesses

The proposals to create a safer more attractive Town Centre are intended to help attract more visitors to Enfield Town and encourage them to stay for longer. We believe this will be good for businesses in the Town Centre. Loading bays are retained on Church Street, The Town and London Road to support deliveries.

Whether you are a business owner or a visitor to the Town Centre, please provide your feedback on how these plans can help support businesses and whether there are additional things you would like to see.

How we travel

As set out in the Council's Climate Change Action Plan 2020 and Health & Wellbeing Strategy 2020 – 2023, one of the objectives of these plans is to help enable higher levels of active travel (more walking and cycling) and other sustainable methods (more public transport). This section of the survey provides you with an opportunity to comment on different transport aspects of the proposals which can be downloaded on letstalk.enfield.gov.uk/EnfieldTown

What ways do you typically travel to Enfield Town Centre?

Mode of transport	Always	Sometimes	Never
Train			
Walk			
Bus			
Car			

Motorbike			
Bicycle			
Taxi			
Community Service			

People walking

The plans propose a range of upgrades including widened footways and additions to pedestrian crossing points across the Town Centre and will also ensure that the environment is fully accessible for those in wheelchairs.

Please provide any comments you have on the plans regarding facilities for walking to and around the Town Centre.

People using public transport

The plans propose accessible bus stops. The bus stops on Church Street have been consolidated from three bus stops to two, with a section of bus lane introduced. The 329 bus stop on Cecil Road is to be co-located with the existing stops by Lidl. The bus stop on London Road is also moved further South to line up with access into the shopping centre.

At Enfield Town train station, the plans propose the existing slip road is removed and replaced with a pick-up / drop off point 25 metres from the Station.

Please provide any comments you have on the plans regarding facilities for people using public transport

People cycling

A range of cycling facilities are proposed across the Town Centre. These are intended to provide links with existing routes and also, in time, enable connections to be made with future routes as the cycling network continues to develop. In addition to the routes, it is proposed that cycle parking is provided across the Town Centre.

Please provide any comments you have on the plans regarding facilities for people cycling.

People driving

There is significant amount of car parking available in car parks around the Town Centre. These plans propose the removal of existing on-street car parking to enable the space to be prioritised for people who have arrived in the Town Centre to shop and enjoying the space. The formal parking proposed to be removed equates to approximately 2.5% of the overall car parking capacity in the Town Centre. The proposals do also reduce the opportunity for informal parking, including on single yellow lines.

However, the designs have incorporated on-street parking for blue badge holders, in addition to the blue badge parking available in car parks. The plans propose a total of 15 on street disabled bays, an increase of 14 from the 1 existing bay. Please provide any comments you have on the plans regarding facilities for people driving.

Design Principles

Considering the overall plans, on a scale of Strongly Agree to Strongly Disagree, do you agree that the proposed plan for Enfield Town responds to the 5 Design Principles that were the result of earlier engagement with the community?

Questions	Strongly agree	Agree	Neutral /Unsure	Disagree	Strongly disagree
Enfield Town is safe for all					
Enfield Town has a vibrant economy					
Enfield Town is a great place to be					
Enfield Town offers transport choices					
Enfield Town celebrates its heritage					

Equalities Impact Assessment

As part of our ongoing Equality Impact Assessment for the Enfield Town project, we would like to ask you some questions to help us understand how the scheme impacts people based on the protected characteristics as detailed in the Equality Act 2010. According to the Equality Act 2010, the protected characteristics are:

Appendix A

Survey on proposed plans

- Disability
- Marriage and civil partnership
- Sexual orientation
- Sex (gender)
- Gender reassignment
- Pregnancy and maternity
- Ethnicity
- Religion and belief
- Age

Are you willing to share with us some information on your demographic profile in order for us to understand potential impacts on particular individuals and groups?

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No

Answer this question only if you have chosen Yes for Are you willing to share with us some information on your demographic profile in order for us to understand potential impacts on particular individuals and groups?

Do you consider yourself to have a disability?

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	Prefer not to say

If yes, please specify the nature of your disability

<input type="checkbox"/>	Physical/mobility impairment, such as a difficulty using your arms or mobility issues which require you to use a wheelchair or crutches
<input type="checkbox"/>	Visual impairment, such as being blind or having a serious visual impairment
<input type="checkbox"/>	Hearing impairment, such as being deaf or having a serious hearing impairment
<input type="checkbox"/>	Mental health condition, such as depression or schizophrenia
<input type="checkbox"/>	Learning disability/difficulty, such as Down's syndrome or dyslexia or a cognitive impairment such as autistic spectrum disorder
<input type="checkbox"/>	Long-standing illness or health condition, such as cancer, HIV, diabetes, chronic heart disease or epilepsy
<input type="checkbox"/>	Other (please specify):

Are you married or in a civil partnership?

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	Prefer not to say

I am:

<input type="checkbox"/>	Heterosexual
<input type="checkbox"/>	Gay man
<input type="checkbox"/>	Gay woman/lesbian
<input type="checkbox"/>	Bisexual
<input type="checkbox"/>	Prefer not to say
<input type="checkbox"/>	Other (please specify):

I am:

<input type="checkbox"/>	Female
<input type="checkbox"/>	Male
<input type="checkbox"/>	Transgender
<input type="checkbox"/>	Non-binary
<input type="checkbox"/>	Prefer not to say
<input type="checkbox"/>	Other (please specify):

Are you or have you recently been pregnant, or have young children?

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	Prefer not to say

What is your ethnicity?

<input type="checkbox"/>	White - Gypsy/Irish Traveller
<input type="checkbox"/>	White – Romany
<input type="checkbox"/>	Other Eastern European
<input type="checkbox"/>	Any other White background
<input type="checkbox"/>	Mixed - White and Black Caribbean
<input type="checkbox"/>	Mixed - White and Black African
<input type="checkbox"/>	Mixed - White and Asian
<input type="checkbox"/>	Mixed - Mixed European
<input type="checkbox"/>	Mixed - Multi ethnic islander
<input type="checkbox"/>	Any other mixed background
<input type="checkbox"/>	Asian or Asian British – Indian
<input type="checkbox"/>	Asian or Asian British – Pakistani
<input type="checkbox"/>	Asian or Asian British – Bangladeshi
<input type="checkbox"/>	Asian or Asian British - Sri Lankan
<input type="checkbox"/>	Asian or Asian British – Chinese
<input type="checkbox"/>	Any other Asian background
<input type="checkbox"/>	Black/African/Caribbean/Black British – Caribbean
<input type="checkbox"/>	Black/African/Caribbean/Black British - African – Ghanaian
<input type="checkbox"/>	Black/African/Caribbean/Black British - African – Somali
<input type="checkbox"/>	Black/African/Caribbean/Black British - African – Nigerian
<input type="checkbox"/>	Black/African/Caribbean/Black British - Other African
<input type="checkbox"/>	Any other Black background
<input type="checkbox"/>	Arab
<input type="checkbox"/>	I do not wish to state my ethnic group

Answer this question only if you have chosen Yes for Are you willing to share with us some information on your demographic profile in order for us to understand potential impacts on particular individuals and groups?

What is your religion?

<input type="checkbox"/>	No religion
<input type="checkbox"/>	Christian (including Church of England, Catholic, Protestant and all other Christian denominations)
<input type="checkbox"/>	Buddhist
<input type="checkbox"/>	Hindu
<input type="checkbox"/>	Jewish
<input type="checkbox"/>	Muslim
<input type="checkbox"/>	Sikh
<input type="checkbox"/>	Prefer not to say

What is your year of birth?

<input type="text"/>

Appendix A

Survey on proposed plans

In addition to understanding impacts on the protected characteristic groups, we would also like to understand the potential impacts on people of different income brackets, and carers who may visit/work with someone who lives in the Enfield Town. What is the total annual income of your household (before tax and deductions, but including benefits/allowances)?

<input type="checkbox"/>	Below £10,000
<input type="checkbox"/>	Between £10,001 - £20,000
<input type="checkbox"/>	Between £20,001 - £30,000
<input type="checkbox"/>	Between £30,001 - £40,000
<input type="checkbox"/>	Between £40,001 - £50,000
<input type="checkbox"/>	Between £50,001 - £60,000
<input type="checkbox"/>	Between £60,001 - £70,000
<input type="checkbox"/>	Between £70,001 - £80,000
<input type="checkbox"/>	Between £80,001 - £90,000
<input type="checkbox"/>	Between £90,001 - £100,000
<input type="checkbox"/>	Above £100,001
<input type="checkbox"/>	Prefer not to say

Do you receive care assistance in your home?

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	Prefer not to say

Are you a carer (of an elderly or disabled person)?

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	Prefer not to say

Appendix B

The organisations contacted and invited to meet about the project.

Each of these organisations were informed about the engagement process, and invited to encourage their members to participate in the process:

- Age UK Enfield
- Anglican Church
- Better Streets for Enfield
- BEVAD
- Chalkwell Park Avenue Residents Association
- Conservation Advisory Group
- Enfield Baptist Church
- Enfield Carers
- Enfield Community Money Advice
- Enfield County Upper School
- Enfield Cycling
- Enfield Cycling Campaign
- Enfield Deaf Social Club
- Enfield Disability Action
- Enfield Food Bank
- Enfield Grammar School
- Enfield in Bloom
- Enfield LGBT Network
- Enfield Mencap
- Enfield Racial Equality Council
- Enfield Refugees Welcome
- Enfield Revival Church
- Enfield Saheli
- Enfield Society
- Enfield Town Business Association
- Enfield Town Islamic Centre
- Enfield Town Library
- Enfield Town Residents Association
- Enfield Vision
- Enfield Voluntary Action (EVA)
- Enfield Wheelchair Users
- Enfield Women's Centre
- Enfield Youth Parliament
- Enterprise Enfield
- Every Parent and Child
- Federation of Enfield Residents & Allied Association
- Friends of Enfield Town Park
- George Spicer Primary School
- Healthwatch
- Independence and Wellbeing
- Love Your Doorstep
- Monkey Puzzle Day Nursery Enfield
- North London Chamber of Commerce and Enterprise
- Our Voice / Parent Engagement Panel
- Over 50s Forum
- Parent Engagement Panel
- Park Avenue Day Centre
- Polska Parafia Świętej Rodziny
- Ramblers
- St Andrew's Church
- St Anne's School for Girls
- TfL/GLA
- The Federation of Enfield Residents & Allied Associations (FERAA)
- Trinity Church
- Ward Councillors
- Willow Road Residents Association

Enfield Chase
Post Office
Shopping
Bus Stop
Library

M

Enfield Town Station 
Civic Centre



Engage.
Communicate.
Facilitate.