



TRY-A BIKE WINS AN AWARD

We were thrilled to win the Best Family Friendly Event at this year's LCC Awards for our Try-a-Bike event! We ran this event with Better Streets for Enfield for the council's Cycle Enfield scheme. By the end of the day close to 400 people of all ages had pedalled around Broomfield Park's tennis courts. There were 29 bikes on offer, including e-bikes, folding bikes, bike trailers, a tandem for three and a Dutch cargo bike to transport up to four children. The Hackney Family Cycling Library came to demonstrate their wares and there's now interest in an Enfield Family Cycling Library.



HAVE YOUR SAY ON CYCLESCAPE

Got thoughts about making it easier to cycle in Enfield? To critique Enfield's new infrastructure, or suggest where more is needed, please join us on Cyclescape: <https://ecc.cyclescape.org/issues>

'EASY RIDERS' FAMILY FRIENDLY RIDES

We have run some successful family rides called 'Easy Riders' because, well, they are easy. The idea is to use safe, easy routes in Enfield for all ages and abilities, including some of the brand new infrastructure, so that more people feel confident to ride them on their own. The rides have a leader, marshals and generally cover 5–8 miles at a gentle pace – and



there is always a café at the halfway point for a decent cake-filled break. We ran these all summer from April until October. What's made each one of these rides so worthwhile is the people who've taken part. Sometimes nearly half of the group are children or young teenagers – women are generally in the majority – and there's usually a few people who haven't cycled in years. ECC Ride Coordinator Oliver has led several of the rides, finding routes that are quiet or traffic-free. He and his daughter are hard to miss at the front on their striking recumbent tandem. Look out for next year's rides on www.enfieldcc.org.uk.

INFRASTRUCTURE UPDATE

The Hertford Road (A1010) scheme between Edmonton Green and Ponders End is progressing well, with the same design as the A105 – mostly semi-segregated cycle lanes with full segregation in shopping areas. The roundabout



at Edmonton Green is complete. There are cycle hubs (secure cycle storage) at Edmonton Green and Enfield Town stations. **Quietway 18** links the A105 Green Lanes cycle route with this new infrastructure in Edmonton. It is mostly finished – like most quietways it's a mixture of low-traffic roads and dedicated tracks. Some shared paths link to bike/pedestrian crossings (as shown at Latymer Road). We will need to test how low in traffic the 'low traffic' roads really are.

Latymer Road junction with Church Street N9

CAMPAIGNING FOR 'LOW TRAFFIC NEIGHBOURHOODS'

The Fox Lane residential area in Palmers Green is being turned into a Quieter Neighbourhood (QN). We welcome the scheme, but we're keen to see the council go further and turn it into a true **low traffic neighbourhood**. The QN plans consist of traffic calming measures like sinusoidal speed humps, continuous footways across the ends of side roads and planters used to narrow the road, but it's not clear if it will achieve its stated aim of reducing traffic volume as well as speed. Some of the worst rat runs have 5,000 vehicles a day and many residents are fed up with the noise, danger and air pollution – so we think this is an ideal place to push for a genuine low traffic neighbourhood. We have teamed up with LCC's Megan Sharkey to work out the best way of campaigning for it.

MET CYCLE SAFETY TEAM COME TO ENFIELD

We have been cultivating a good relationship with the local police force in Winchmore Hill, some of whom are super keen on cycling, notably PCSO Antony Rivas. We pushed for a close pass operation on Bourne Hill N14 as one of the most cycle unfriendly roads in our area (it links Palmers Green to Southgate - a key route). We even had



a commitment for our local force to run the operation but then, via Twitter, we persuaded the professionals from the Cycle Safety Team to come along to our area. The team were shocked with what they found – six close passes in one hour. (They also tackle vehicle defects and speeding while checking the drivers are insured and properly licenced.)

The best bit is that they look at the road design and recommend changes to road layouts where necessary for safety. Team leader Rob told us that Bourne Hill needs need separate space for people cycling – perhaps on a shared-use footway – rather than having to mix with traffic on this busy road. There is now a dialogue between the Met police and Enfield Council, so perhaps raising this as a safety critical issue will mean that the road layout will eventually be improved.