



Ruthlyn Black

Please reply to: David Taylor
Traffic & Transportation
Services
Civic Centre
Enfield, EN1 3XD

By email only
Request-27060-
656c437e@
whatdotheyknow.com

Email: david.b.taylor@enfield.gov.uk
Phone: 020 8379 3576
Fax: 020 8379 3475
Ref: **FO110/ESS/12**
Date: 16th February 2010

Dear Ms Black

Freedom of Information Request Consultation on the Draft Mayor's Transport Strategy

Thank you for your Freedom of Information request of 19th January 2010 where you requested information about consultation on the draft Mayor's Transport Strategy (MTS). Where held by the Council, the information is enclosed and I hope it is helpful. However, the Council does not hold information relating to the steps taken by Transport for London (TfL) to publicise the draft MTS and several of your questions can only be answered by TfL themselves. I have therefore passed a copy of your enquiry to the relevant officer at TfL, who has agreed to respond directly to you.

In several cases you are not asking for information but for our views on a range of issues relating to the consultation. A response to these queries has also been provided for completeness.

I hope this answers your questions. However if you are dissatisfied with the handling of your request, you have the right to ask for an internal review. Internal review requests should be submitted within two months of the date of receipt of the response to your original letter and should be addressed to:

Theresa Dodd
Correspondence & Complaints Manager
Environment & Street Scene Department
PO Box 52



Civic Centre
Silver Street
Enfield EN1 3XE
020 8379 3540
Email theresa.dodd@enfield.gov.uk

Please remember to quote the reference number above in any future communications.

If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision. The Information Commissioner can be contacted at: Information Commissioner's Office, Wycliffe House, Water Lane, Wilmslow, Cheshire, SK9 5AF

Yours sincerely

A handwritten signature in black ink, appearing to read 'D. Taylor', written over a horizontal line.

David Taylor
Operations Manager, Transportation

Response to Freedom of Information Request (FOI10/ESS/12)

Consultation on the Draft Mayor s Transport Strategy

1. What publicity was undertaken across LB Enfield by TfL and by LB Enfield?

The Council does not hold information about the extent of consultation undertaken by TfL.

The Council placed an article in the Christmas edition of the magazine sent to all residents (Our Enfield) highlighting the consultation. In addition, a link was placed on the Council s website and pamphlets produced by TfL were displayed at the Civic Centre.

2. What was published that explained the Draft Strategy and the consultation process and how were these made available?

Enfield did not publish any material itself that explained the Draft Strategy or the consultation process. The Council does not hold information about what may have been published by TfL.

3. What steps were taken to try to ensure a balanced cross-section of the public was made aware of the process?

The article publicising the consultation in Our Enfield was sent to all residents in the borough.

4. Where were leaflets distributed, and how was this decided? What analysis suggested this would lead to a fair and balanced distribution across the community?

Enfield did not distribute any leaflets.

5. What steps were taken to ensure that hard-to-reach sections of the community, such as those who travel exclusively by private car, were made aware of the consultation process and encouraged to participate in it?

An article publicising the consultation was included in Our Enfield and sent to all residents in the borough.

6. What consultation discussions took place between LB Enfield and TfL over how this process would operate? To what extent was the council consulted over the detail of the consultation, and what views did it express?

The council was not consulted in advance regarding the process of consultation.

7. Is the council happy with the consultation process? Was the council happy that the online questionnaire was so flagrantly biased? Was the council happy that were responders allowed to pick as many as they chose from an uncostered wish-list?

The Council is satisfied that the Mayor took reasonable steps to engage with the public on his draft Strategy and that the online questionnaire was adequate.

- 7 (sic) What steps were taken to inform and involve organisations likely to have an interest?

Enfield's response to the Draft MTS was informed by the structured consultation process that the Council facilitates and funds through regular meetings of the Enfield Transport Users Group (ETUG) and Enfield's Public Transport Consultative Group (PTCG). At these meetings, the consultation was advertised and all representatives of various organisations constituting the ETUG were encouraged to submit their own responses to the Mayor.

8. What programme of meetings was organised? Did Enfield Council ask TfL to attend meetings of the council's Neighbourhood Partnerships, and how many did receive reports on the consultation from TfL?

No programme of meetings was arranged by the Council, other than the above mentioned ETUG and PTCG meetings. TfL were not invited to attend any the regular Area Forums that are held across the borough.

9. How many meetings took place within LB Enfield between TfL and the council as part of the consultation process? What about with local groups in LB Enfield?

The Council had one meeting with officials of TfL and elected members on the draft MTS. I am not aware that any meetings took place between TfL and any local groups.

10. What pre-consultation took place with interested parties to ensure that the process was fair and balanced?

I am not aware of any pre-consultations regarding the process.

11. Does the council support a MTS consultation on the Draft Mayor of London Transport Strategy that offers so little for the driver - private motorist or professional driver of taxi, minicab, van, lorry or bus? How important are private drivers in the overall use of transport in Enfield? Has the council expressed concerns over this unfair and unbalanced aspect of the consultation process?

Enfield has always stressed the need for a balanced transport strategy which takes account of the needs of all transport users. Enfield has consistently emphasised the fact that a high proportion of our residents have very little alternative to the use of their cars and have to acquire cars because of that dependence. We have also emphasised that concomitantly, their parking needs have to be taken due account of. The draft Transport Strategy that the Mayor was consulting on is not, in our view, a strategy which offers so little to the driver. Enfield regards the consultation as a genuine and serious attempt at arriving at a consensus on balanced provision of transport across London and that it does recognise the importance of the car to residents of outer London Boroughs.

12. Does the council support a MTS in which the promotion of cycling within the draft MTS does not also include warnings on the dangers of this mode? Does the council support the proposition that a mass switch to cycling would be beneficial justified, and on what evidence?

Enfield has a clear policy of encouraging cycling within a safe and secure environment. In our response, we asked for clarification on several key issues with regard to proposed expansion in Cycling

13. Does the council support a MTS consultation in which costings of various suggestions were not put forward, so that the public could see how much tax each would entail?

Enfield expressed concern at the risks with regard to likely costs and funding being available. However, arriving at reasonably accurate costings is itself quite expensive in terms of preliminary designs which need to be undertaken. Therefore, it could well be argued that responses from a public consultation on transport perspectives and the degree of public support and expressions of interest may well be used to arrive at a preliminary list of projects which then can be subjected to investigations adequate for the purpose of reasonably accurate cost estimates.

14. Does the council support a MTS consultation in which there was no question on the level of subsidy that each mode should receive?

The level of subsidy that each mode should receive is very difficult to calculate. There are very different schools of thought on the econometric issues related to the calculation of subsidy. It would be quite unrealistic to plan any consultation on that basis.

15. Does the council support a MTS consultation in which no question is asked as to whether the users of a mode should bear all, most, some or whatever proportion of the costs of providing that mode?

It would be unrealistic to include such a question because of the lack of a clear basis on which the complexity of the required calculations can

be handled. For instance, there are several schools of thought within the discipline of transport economics about whether the motorists actually pay the sum total of all externalities. Complexities such as these make it impossible to base a consultation on those criteria.

16. What representations has or will the council make regarding the consultation process into the Draft MTS as a result of this enquiry or otherwise?

The Council did not make representations in its response on the consultation process and has no plans to do so.