

**MINUTES OF THE MEETING OF THE ENFIELD TRANSPORT USERS' GROUP  
HELD ON THURSDAY 26 NOVEMBER 2015**

**PRESENT:**

Peter Smith	Over 50's Forum
David Cockle (Chair)	Western Enfield Residents' Association
Donald Smith	Over 50s Forum
John Williams	BHPRA
Ann Bishop Laggett	FERAA
John Jewson	FERAA
Philip Ridley	Town Planner
Linda Miller	ETRA
Tony Wallis	Friend of ETUG

**PRESENT AND REPRESENTING LONDON BOROUGH OF ENFIELD:**

Councillor Vince  
Councillor Fallart  
Councillor Celebi  
Pauline Bagley Clerk

**MEMBERS NOT IN ATTENDANCE**

<i>Lloyd Tew Cragg</i>	<i>Enfield Commuter Group</i>
<i>Irene Wilson</i>	<i>Willow Residents' Association</i>
<i>Joan Chantler</i>	<i>Willow Residents' Association</i>
<i>Sgt Angela Knights</i>	<i>Metropolitan Police</i>
<i>Mike Huggins</i>	<i>Resident</i>
<i>Mark Mansfield</i>	<i>Grange Park Residents' Association</i>
<i>David Pickles</i>	<i>Resident</i>
<i>Fred Mead</i>	<i>West Enfield R U G</i>
<i>Doreen Jones</i>	<i>Resident</i>
<i>Patrick Darcy</i>	<i>Resident</i>
<i>George Bushell</i>	<i>Resident</i>
<i>Nicola McDowall</i>	<i>Enfield Mental Health User Group</i>
<i>Janet Adams &amp; Kingston</i>	<i>Guide Dogs/Enfield Vision</i>
<i>Joan Wayland</i>	<i>Guide Dogs/Enfield Vision</i>
<i>Sue Wilkinson</i>	<i>One to One</i>
<i>Peter Howarth</i>	<i>Transport for London</i>
	<i>Abellio Anglia</i>
	<i>Govia</i>

1. INTRODUCTIONS

David Cockle welcomed attendees and explained the reason for the current arrangements. Lloyd Tew Cragg had previously been Chair of the group but was now seriously ill. In his absence an Executive Group had been formed with the Chair being rotated between members of that group. The Executive Group consists of David Cockle, John Jewson, Linda Miller and John

Williams. Mr Cockle had agreed to Chair the first meeting. All present introduced themselves.

**NOTED** that there was currently no list of contact details for many of the people who would usually be invited to attend the meeting. Councillor Vince said that she would be able to supply some of those. This offer was welcomed.

Those present discussed how to contact as many organisations as possible to ensure the viability of the Group. Mr Cockle undertook to get in touch with some of those organisations with a view to inviting to future meetings.

**ACTION: DAVID COCKLE**

3. MINUTES

The Chair wished to thank Linda Miller for producing the Minutes of the meeting held on 3 September 2015.

4. MATTERS ARISING

**NOTED** that

- (a) there had been very little news from Transport for London (TfL) regarding any progress on the bus review despite the great deal of work undertaken by the Council and members of the Group. It was understood that there was no longer a free bus service to North Middlesex Hospital as it had been deemed to be uneconomic to run;
- (b) the Chair undertook to invite a representative from London Overground to the next meeting with a view to receiving an update on service increases. It was understood that there would not be a serious upgrade of services until 2018 for the reasons set out in a recent London Overground Group meeting;
- (c) it was also suggested by Councillor Fallart that Transport for London should be asked for an update regarding intended changes to timetabling of London Overground services; however, it was believed that no decision on timetable changes would be made until after the decision on franchising in April 2016;
- (e) Tony Wallis referred to the Enfield cycle route consultation and informed the Group that there was now a route between Stamford Hill and Seven Sisters, most of which was located behind the main pavement area.

5. BUS REVIEW UPDATE

**NOTED** that as there were no further details available, this matter would be raised at the upcoming meeting of the Public Transport Consultative Group.

**ACTION: DAVID COCKLE**

6. CONSULTATION ON CROSSRAIL 2

**RECEIVED** a copy of a flyer publicising the upcoming consultation events in the local area.

**NOTED** that

- (a) there had been a presentation delivered at the last PTCG meeting;
- (b) Philip Ridley suggested three proposals that Enfield Council could advocate in their response to the Crossrail 2 consultation on behalf of local residents:
  - i. Enfield could ask that TFL consider the business case for a Crossrail 2 station at Picketts Lock Lane to open by 2028, when the new link comes into service. A station here would close the 2.3mile gap between Meridian Water and Ponders End Stations that is more than double the average 1 mile distance between Crossrail 2 stations on this branch. It would serve the 52,000 residents of the N9 postcode, provide access to the athletics centre and serve bus users on east to west routes through Enfield including the W8. The station would help relieve Edmonton Green Station, which will likely be beyond capacity by 2028 with few opportunities for capacity enhancements. There would also be a direct cycle route from Highams Park in Waltham Forest to the station via existing pathways through the Lee Valley Regional Park, providing a rare opportunity for connectivity from Crossrail 2 to Waltham Forest.
  - ii. Enfield Council was also urged to request that TFL consider the business case of converting the proposed Crossrail 2 station at Ponders End to a double ended station with an additional northern access onto the A110. The longer platforms that will be required for the proposed 12-carriage service would bring the platforms almost to the road already. An entrance onto the A110 would facilitate a bus interchange for residents taking buses from Enfield Town, Southbury and Chingford, vastly enhancing the station's catchment and business case, providing significantly enhanced gain for the Enfield and Waltham Forest. It is noted that the A110 road provides the only vehicular access to between Enfield and Waltham Forest in-between the M25 and A406, thus making this a strategic proposal for spreading the benefit of this route to the greatest number of people. Additional bus routes between

the Boroughs would provide further benefit.

- iii. It was noted that TFL is likely to agree the amended route via Wood Green for the New Southgate Branch because it has been led by strong lobbying by Haringey Council that appears to have had little opposition. This change will remove the Crossrail 2 interchange at Alexandra Palace for Enfield Residents using the Hertford Loop that runs via Enfield Chase. Enfield Council is therefore urged to request that TFL consider the impact of this change on Enfield residents. Enfield Council is subsequently urged to ask TFL to consider the business case for using Crossrail 2 to relieve and provide additional capacity for the Hertford Loop to improve presently congested services to Enfield. This can be achieved by having Crossrail 2 absorb the existing four trains per hour that currently stop at all stations from Welwyn Garden City to Moorgate via New Southgate. They share a constrained two-platform terminus at Moorgate with six trains per hour at peak from the Hertford Loop. Removing these Welwyn services from Moorgate would facilitate a service increase from 6 to at least 10 trains per hour via Enfield Chase, thus creating a new metro route through Enfield at minimal additional cost. This proposal for Enfield would also support the core Crossrail 2 objective of relieving the Northern and Piccadilly Line because the route would run in-between the two London Underground routes through densely populated areas and would attract people travelling to the West End and beyond. The cost of this proposal is likely to be minimal because the main capital investment required would simply involve platform lengthening between New Southgate and Welwyn Garden City to accept 12 car trains. There would be no conflict with any other existing rail services.

Don Smith suggested that in terms of seeking information from the LVRPA, it would be sensible to contact Del Goddard, Chair of the Lee Valley Leisure Trust;

- (c) as there were numerous leisure activities at Picketts Lock, it was imperative that effective public transport links existed between the centre and various hubs throughout the borough. It was thought that developing train and bus links in this area might meet resistance from residents for the reasons outlined by Mr Ridley. Councillor Celebi confirmed that the sporting activities run by the LVRPA were extremely popular;

- (d) Mr Ridley said that a station at Pickets Lock would mean a journey to Tottenham Court Road would take around 20 minutes and the route would extend through to Surrey via Victoria and Clapham Junction. Councillor Fallart understood that consultation and firmer proposals would be available in around two years' time;
- (e) in response to a question from the Chair, it was confirmed that various groups, including FERAA, had responded to the consultation;
- (f) there was a drive to ease the Northern, Piccadilly and Victoria lines, as explained by Mr Ridley. Mr Jewson added that there was a need to upgrade the Arnos Grove to Cockfosters route;
- (g) a large pot of funding was available to Local Authorities in respect of this project, and Councillor Celebi said that she would be surprised if the council was not submitting appropriate bids. It was Ms Miller's view that officers within the council were not showing interest and she suggested that the Group should make a representations directly to the Leader of the Council;

**ACTION: DAVID COCKLE**

- (h) Philip Ridley had written a briefing document that he had circulated to Ward Councillors. He undertook to send this document to the Chair.

**ACTION: PHILIP RIDLEY**

## 7. IMPROVING BUS/RAIL INTERCHANGE AT EDMONTON GREEN

Mr Ridley made a verbal presentation to the Group.

**NOTED** that

- (a) Currently there were high levels of congestion at Edmonton Green in terms of transport and interchanges at both the bus station and train station, in addition to a lack of shelters;
- (b) Mr Ridley discussed his proposals to shift London bound buses from Hertford Road to the bus station itself. This would change traffic flows, improve interchange options and to address the issue of inappropriate triggering of traffic lights causing tail backs for south bound traffic on the Hertford Road. He said that his proposals could transform the travel experience and make better use of the bus station; there was a question regarding whether there would be any conflict with the cycle lane proposals;
- (d) It was suggested that officers promoted the idea that traffic congestion was a good way of deterring people to use their cars; therefore any proposals to address congestion might not be favourably received;

- (e) It was noted that the original planned layout for the interchange had been changed prior to implementation.

**RESOLVED** that a small working group be set up to further discuss the ideas put forward by Mr Ridley. The group would comprise Mr Ridley, Mr Wallis and Don Smith.

8. MERIDIAN WATER

**NOTED** that

- (a) the Chair raised the matter of proposals for four tracking and closure of the level crossings within the borough in the foreseeable future. These issues had been taken into account during the bus review;
- (b) Tony Wallis spoke about various proposals to mitigate the adverse effects of crossing closures and consultation and impact assessments would be undertaken in advance of any action being taken. In response to the view from Councillor Fallart that there were no firm plans to close the crossings, it was agreed that further information should be sought from David Taylor who was in a better position to know details of any future TfL proposals;  
**ACTION: DAVID COCKLE**
- (c) It was suggested that Network Rail might be considering providing a bridge in the Bell Lane area. It was the view of the group that there would be sufficient space to accommodate a bridge either under or over the line.

9. TFL PHASE 2

**NOTED** that

- (a) it was unclear whether STAR was on target; this was tied in with the provision of a station at Meridian Water;
- (b) the West Anglia Taskforce would be reporting back on this issue via Sir Alan Haselhurst.

10. CYCLE ENFIELD

The Group discussed in great depth various views and concerns regarding the proposals to introduce cycle routes in Enfield.

**NOTED** that

- (a) there were concerns on the impact of access and egress for passengers trying to use buses if the lanes were introduced and the inevitable traffic congestion on roads that were already very busy;

- (b) additionally, there were other impacts including moving various bus stops from their current positions to accommodate the lanes and to change traffic flow in Cecil Road;
- (c) it was concerning that officers were not clarifying how they would be addressing many of the concerns raised throughout the consultation process. It was suggested that as the council had signed up to the idea, it was the remit of officers to work towards achieving the goals of the project;
- (d) Concerns were voiced regarding impact on the emergency services in terms of congestion and also the proposals to introduce multiple speed tables on the A105;
- (e) Concerns were also raised that officers were 'in denial' regarding the concerns being raised. All members were urged to encourage as many people as possible to complete the consultation. If anyone needs assistance with taking part they can contact the 'Save Our Enfield Town' hotline (07340253722) or make contact through the 'SOET' website which provides full details of the plans and a link to the consultation. There was a suggestion that the emergency services were themselves raising concerns about elements of the proposals.

#### 11. A10 ROADWORKS

A resident had raised concerns about the roadworks at the junction of the A10 and Lincoln Road.

Mr Williams and Mr Ridley had been to inspect the works and **NOTED** that

- (a) the works had now been completed;
- (b) this was a dark junction with a narrow refuge which hindered sightlines to the crossing indicators.

#### 12. TRANSPORT ISSUES TO CONSIDER DURING THE COMING YEAR

The following issues were identified for future discussion:

- Bus routes/right connections, ease of access/egress and the knock on effect of the Enfield Cycle proposals;
- W10 bus route (a current timetable was circulated at the meeting), and the need to better serve the nurseries and shops in Crews Hill. Councillor Fallart referred to a previous proposed scheme whereby the route would run between Crews Hill and North Middlesex Hospital. This proposal seems to have been shelved. It was reported that there had previously been a much firmer proposal for a circular route via the nurseries, Forty Hall, Capel Manor and Myddleton House.

#### 13. DATE OF NEXT MEETING

**NOTED** that

- (a) the next meeting would be held on 18 February 2016 at 6.30pm. The Chair undertook to book the venue;

**ACTION: DAVID COCKLE**

- (b) Public Transport Consultative Group would be meeting on 10 December 15 and 3 March 16.