



London Borough of Enfield

Report Title	Public Transport in Enfield
Report to	Environment Forum
Date of Meeting	5 December 2023
Cabinet Member	Rick Jewell, Cabinet Member for Environment
Executive Director / Director	Doug Wilkinson, Director of Environment & Street Scene Simon Pollock, Executive Director of Environment & Communities
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Ward(s) affected	All
Classification	Part 1 Public

Purpose of Report

1. To provide an overview of public transport in Enfield and identify current issues impacting bus and rail services. In addition, the report sets out TfL's reasons for not extending Route 456 to Crews Hill Station at the present time

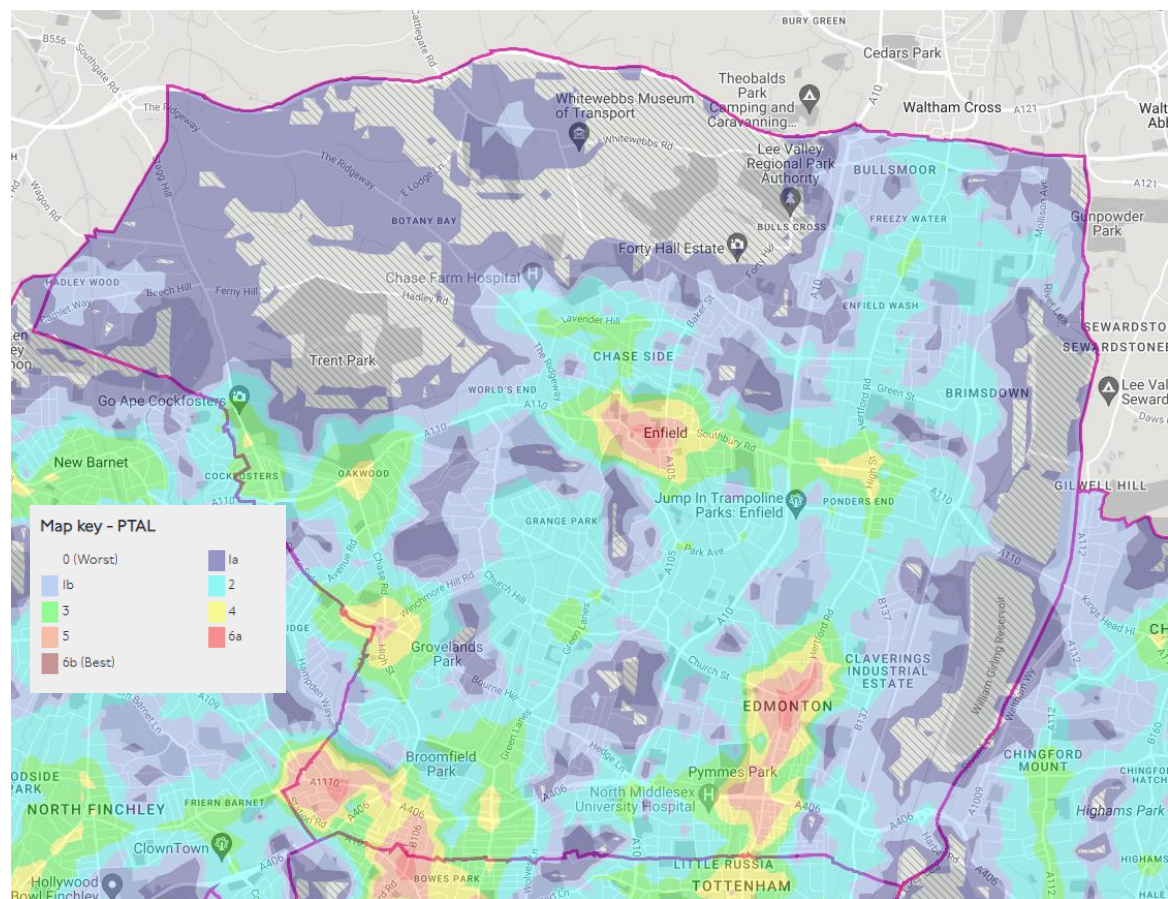
Main Considerations for the Panel

2. To note the contents of the report.

Background

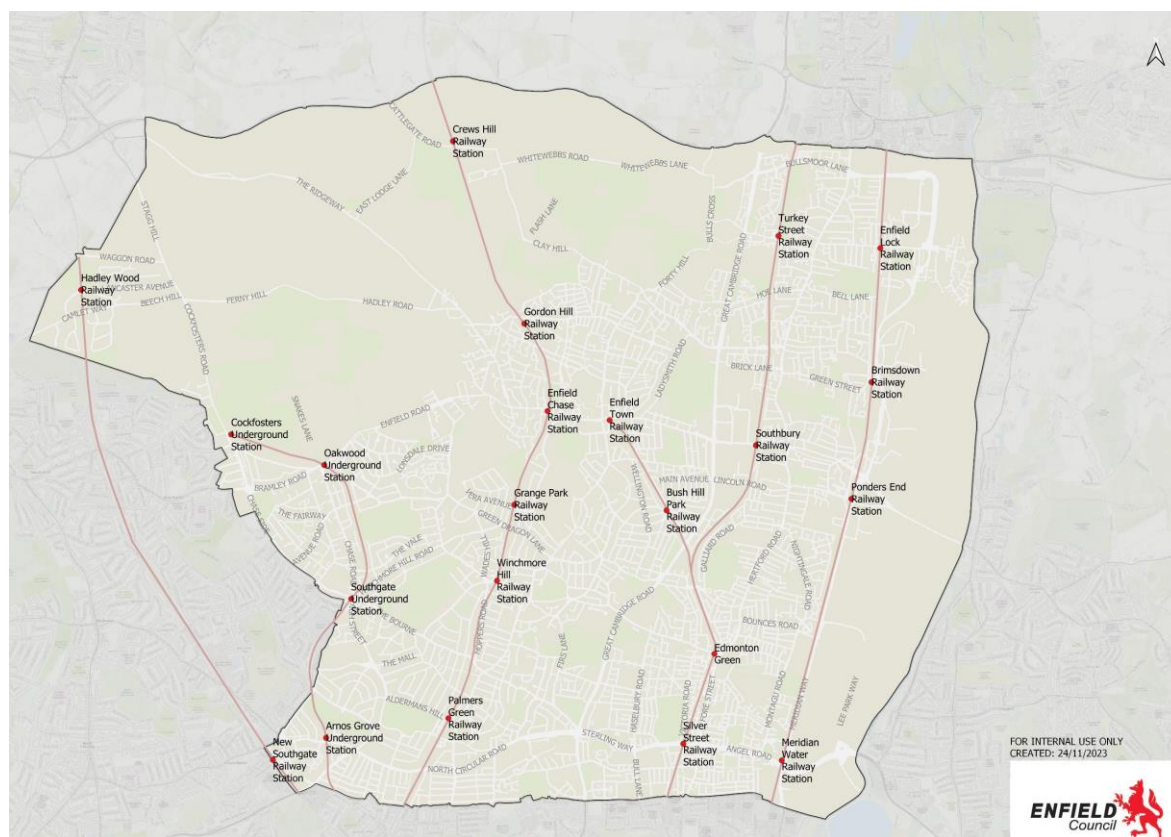
- Public transport accounts for around 24 per cent of travel in the borough and is particularly important for the 31% of household without access to a car, as well as for both older and younger residents.
- Public Transport Access Levels (PTAL) assesses a place's level of connectivity to the bus and rail transport network based on distance to stops/stations and service frequency.
- Figure 1 below shows the PTAL assessment for Enfield, with high levels around town centres and stations, particularly where also well served by bus routes. However, large sections of the borough have a score of '2' or below indicating that public transport is more limited. The lowest levels of accessibility generally coincide with more rural parts of the borough, which have low residential density.

Figure 1



6. Figure 2 below shows the London Underground, Overground and National Rail network in Enfield:

Figure 2



7. Destinations accessible by Enfield's rail services include:

Line	Typical Frequency (trains per hour)	Connections
London Underground – Piccadilly Line	24	Cockfosters- Heathrow via Central London
London Overground	4 in peak, 2 off-peak	Enfield Town/ Cheshunt - Liverpool Street
Great Northern Line	5 in peak, 2 off-peak	Hertford North/Stevenage – Moorgate
	4 in peak, 2 off-peak	Welwyn Garden City - Moorgate
Lea Valley Line*	4 in peak, 2 off-peak	Hertford East/Broxbourne - Liverpool Street Bishops Stortford - Stratford

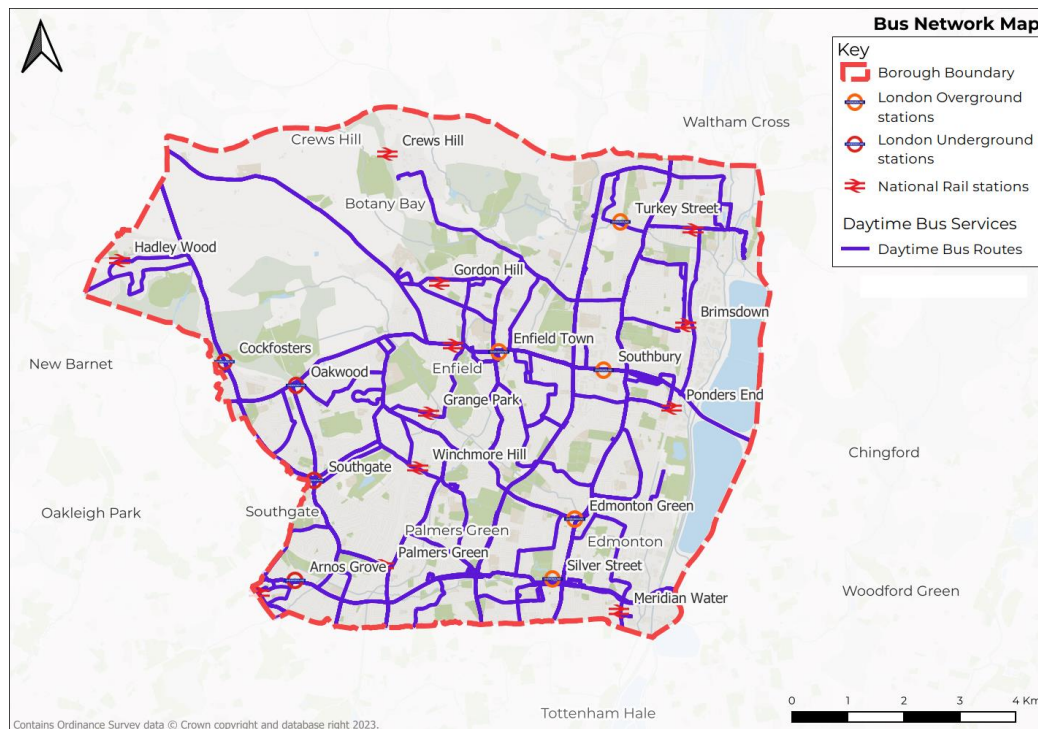
*frequency varies by station (2 tph in peak at Ponders End)

8. Most rail stations are also served by buses, providing the opportunity for interchange. The Council is also rolling out cycle parking at stations to provide another way for residents to access rail services.

Buses

- Figure 3 below shows the coverage of daytime bus services across the borough. The pattern of services is well established, with radial connections generally stronger than orbital ones. Most residents are within 400m of a bus service, meeting one of TfL's key planning criteria.
- Route 456 is the most recent addition to the network (March 2021), providing a connection between Crews Hill and the North Middlesex Hospital via Winchmore Hill.

Figure 3



- Figure 4 summarises the daytime bus frequency in the borough. As expected, bus routes that provide connections to local centres receive a high number of buses per hour (24-120 buses). Edmonton Green town centre and Enfield Town benefit from the highest number of buses within the borough (over 120 per hour).
- Figure 5 illustrates Enfield's night and 24-hour bus services. These services primarily run north-south across the borough, providing connections to each major town centre.

Figure 4

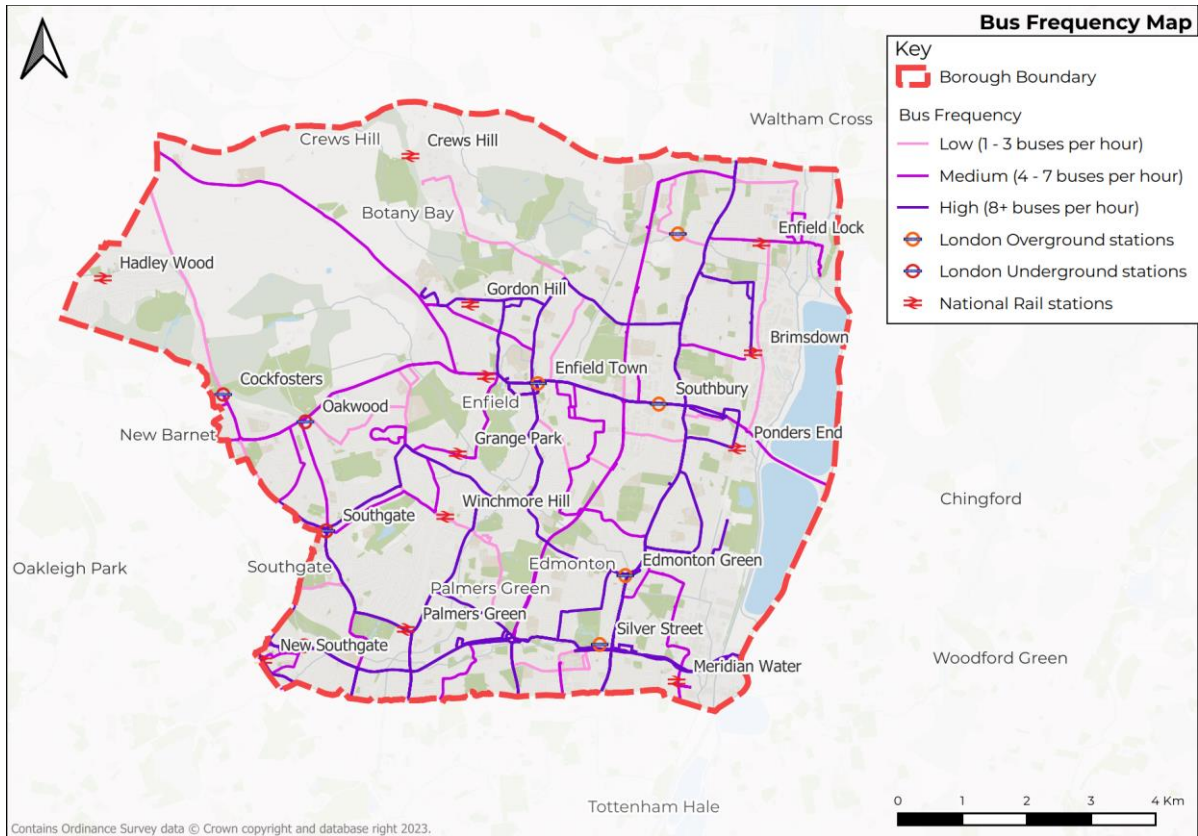
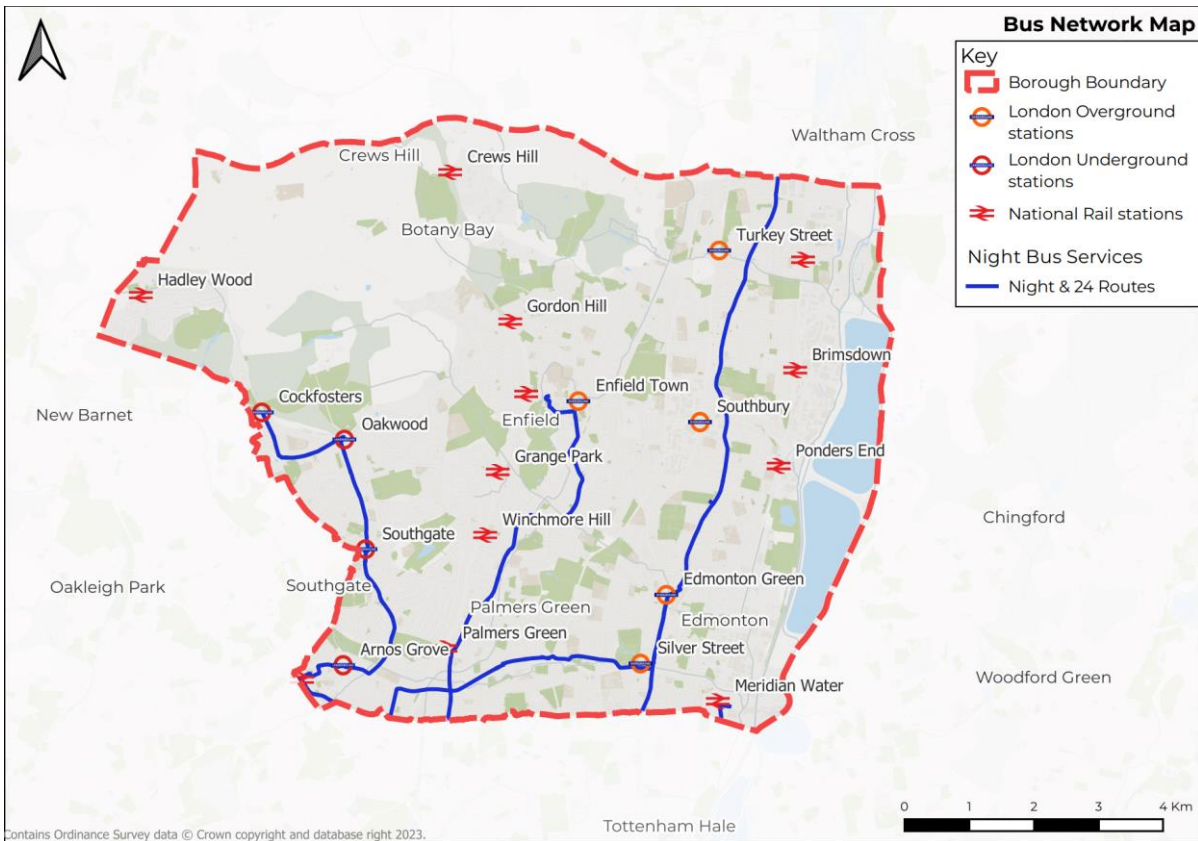


Figure 5



Transport Providers

13. The table below summarises the roles and responsibilities of key agencies involved in public transport in Enfield:

TfL	Strategic transport authority for London Underground Services London Overground Services Bus Services (including Dial-a Ride) Taxi and private hire vehicle licensing
Network Rail	Ownership, operation and maintenance of rail infrastructure Setting timetables
DfT	Strategic and financial responsibility for railways Setting regulated fares
Govia Thameslink Railway	Train operator of Great Northern Services
Abellio East Anglia Ltd	Train operator of Lea Valley Greater Anglia services
Various bus operations	Operate buses for TfL – Arriva North London, Metroline etc.

14. LB Enfield is not a transport provider, however, it has specific roles in relation to public transport:

As highway and traffic authority:

- Provision of bus stops (with TfL)
- Provision of bus priority measures
- Supporting delivery of the Mayor's Transport Strategy

As planning authority:

- Developing planning policy to support public transport
- Assessment of impact of development on public transport networks and securing enhancements where necessary.

More generally:

- To advocate for improvements to public transport
- Funding for concessionary travel (approx. £7.8m in 2023/24)

Current Public Transport Schemes

- SL1 Superloop

15. The Superloop is a proposed network of 10 express bus routes aimed at improving connections and journey times between key outer London town centres, transport hubs and other key destinations.
16. The route relevant to Enfield is route SL1, running between North Finchley and Walthamstow and partly following the route of the existing 34 bus route. The new route is planned to start on 9 December 2023, with the

entire loop expected to be complete by spring 2024 (apart from route SL4, which will start when the Silvertown Tunnel opens in 2025).

- Hail & Ride Conversion
17. The introduction of low-floor buses fitted with ramps for wheelchair access throughout London, has led to a requirement for appropriate kerbside access at bus stops. Unless all stops along a bus route are equally accessible, passengers may be unable to board or alight a bus at their desired location and the potential benefits from low floor buses will be reduced. This hinders the public transport network being fully inclusive. The Equalities Act (2010) places a duty on both public transport operators and highway authorities to provide reasonable adjustments so that disabled passengers are not disadvantaged. Providing access between a low-floor bus (fitted with ramps) and the footway, is crucial to fulfilling these duties.
 18. Several bus routes in the borough continue to have sections of 'Hail & Ride', including routes W6, W9, 192, 377. A key disadvantage of Hail & Ride is the difficulty buses can face pulling up parallel to the kerb so that their ramps can be deployed, either because of parked cars or to low kerb heights. The Council has therefore been working with TfL to increase the number of accessible fixed stop, with works this year plan along sections of the 456 and the W6, with further works planned for 24/25.
- Bus Priority
19. Bus priority is needed because there is too much traffic on the network and too little capacity for it all to flow freely. Giving buses priority over cars recognises the bus's greater efficiency in the use of road space. Emphasis is placed on maximising the throughput of people, rather than the number of vehicles.
 20. In particular, bus priority contributes to:
 - ensuring that buses run to time:
 - reducing scheduled running times, to help make buses more competitive with cars;
 - improving reliability, e.g., consistency of journey times;
 - avoiding circuitous routing in traffic management systems; maintaining good bus access, e.g., to town centres, and
 - increasing the bus's modal share of the travel market.
 21. Bus priority measure can take several different forms and include things such as:
 - Bus lanes
 - Exemptions from banned turns
 - Bus gates
 - Selective vehicle detection at traffic signals

22. A number of bus priority measures are currently being progressed:

Bowes Road N11	New eastbound bus lane between Arnos Road and The A406
Fore Street N18	Increase in operational hours of northbound bus lane between borough boundary and A406
Green Lanes N13	Increase in operational hours of northbound bus lane between borough boundary and A406
Southbury Road/A10	Investigation into feasibility of bus lane on east/west approaches.
Lee Valley Road	Investigation into feasibility of bus lane on approaches to j/w A1055.
Mollison Avenue (between Lee Valley Road and Stockingswater Lane)	Investigation into feasibility of bus lane

Current Rail Issues

- **Great Northern Services**

23. GTR operate the Great Northern Services serving western Enfield, operating into Moorgate from Stevenage and Hertford North via Crews Hill, Gordon Hill, Enfield Chase, Grange Park, Winchmore Hill and Palmers Green. In addition, services also run into Moorgate from Welwyn Garden City via Hadley Wood and New Southgate.
24. The key issue relating to these services is the reduction in off-peak service frequency post-Covid, which remains at just 2tph. With passenger numbers still below pre-pandemic levels, it is understood that GTR have no immediate plans to increase the off-peak service frequency.
25. On a more positive note, works to introduce lifts at Palmers Green Station are due to commence early next year, enabling step-free access between street and platform levels.

- **London Overground Services**

26. London Overground runs services into and out of Liverpool Street, splitting to the north of Edmonton Green, with one branch continuing to Enfield Town and the other to Cheshunt.
27. The service pattern in peaks is 4 tph on the Enfield Town branch and 2 tph on the Cheshunt branch. However, the Enfield Town branch drops to just 2 tph off-peak, fails to meet a turn-up and go, metro style service and the Council and other stakeholders have been lobbying for.
28. In the short-term TfL's priority is to even out the services between trains during peak periods. In the medium term, TfL are looking into the feasibility of operating a 3 tph service off-peak on both the Enfield Town

and Cheshunt branch. However, the implementation of this change is dependent on the outcome of the feasibility study and funding being available.

Underground Services

29. New trains are due to start replacing the existing rolling stock from 2025. Once the 94 new trains have replaced the 86 existing trains, TfL will be able to increase the number of trains through central London from 24 to 27 per hour. The number of passengers that can be carried on the Piccadilly Line is estimated to increase by up to 23%.
30. To support the new trains the existing depot at Cockfosters is being built to maintain the trains and provided additional stabling track and cleaning facilities.
31. Arnos Grove station is one of 10 priority underground stations being assessed to understand the best way to deliver step-free access, taking into account costs, benefits, funding opportunities and impact on customers. Subject to funding being identified and outcome of feasibility studies, this could mean the works to make the first of these stations step-free completing in 2026.

- **Greater Anglia Services**

32. Greater Anglia runs services through the Lea Valley Line, from Hertford East and Broxbourne into either Liverpool Street or Stratford. The stopping pattern varies at each station:

	Peaks (tph)	Off-Peak (tph)
Enfield Lock	4	3
Brimsdown	4am/2pm	2
Ponders End	2	2
Meridian Water	4am/2pm	2

33. Further service improvements are dependent on additional track being provided.

Extension of 456 to Crews Hill Station

34. TfL [published](#) a post implementation review of the new 456 service. Amongst other things, this considered the feasibility of extending the 456 from its current terminus at Rosewood Drive to Crews Hill Station. An extract from the report is include as Appendix 1, but the overall conclusion was that:

“Extending route 456 to Crews Hill Station with existing resource would result in low recovery times on all days in all time periods with the exception of the morning and the peak hour on Saturdays and the morning and evening on Sundays. An additional bus in the schedule would need to operate at all other times to maintain a reliable service. This has an estimated cost of £180,000 per annum.”

The forecast 180 new trips generated as a result of an extension to Crews Hill Station would not be sufficient to justify the cost associated with an extension. As such, TfL does not have current plans to extend the service”.

Relevance to Council Plans and Strategies

- **Council Plan**

35. The Council Plan sets out how we are investing in Enfield to deliver positive outcomes for our communities. It explains our plans for 2023 to 2026. The priorities are:
 - Clean and Green Places
 - Strong, healthy and safe communities
 - Thriving children and young people
 - More and better homes
 - An economy that works for everyone.
36. Given that Transport is an enabler for all these priorities, there needs to be strong links to the Council plan.

- **Local Plan**

37. The Local Plan sets out the Council’s vision and a planning framework for the future development for the Borough, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure. It also acts as a basis for safeguarding the environment, adapting to climate change, and securing good design. It is a critical tool in guiding decisions about individual development proposals and for considering whether applications can be approved. It includes a section on travel and transport and several policies related to development’s impacts on transport and vice versa.

- **Climate Action Plan**

38. In summer 2019, the Council signed a Climate Emergency Pledge, which commits it to:
 - Making Enfield Council a carbon neutral organisation by 2030.
 - Divesting the Council from investment in fossil fuel companies.
 - Only using environmentally friendly products where we are able to do so.
 - Making our supply chain carbon neutral through ethical procurement.
 - Working with local partners and communities and positively promote changing behaviours in Enfield to limit activities scientifically linked to climate change.

39. 39% of the Boroughs emissions come from transport, making it the highest emitter of CO2. As a result there are a number of Transport related policies and actions within the plan.

- **Transport Plan & Local Implementation Plan**

40. These two documents set out the Transport Strategy and Policies for the borough. The Local Implementation Plan (LIP) is the statutory version based of specific TfL guidance and is required to comply with the Mayor's Transport Strategy. The Transport Plan is a non-statutory plan, which allows for a more local/nuanced set of policies, although both documents are similar in what they say.

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Appendices

Extract from TfL's Route [456 Post-Implementation Review of Service](#).

Background Papers

No background papers have been used in preparation of this report.