

Annex 3

North Middlesex Hospital Active Travel Improvements – Responses to Objections

Objections raised

Objections have been taken from all communications throughout the consultation period between 6 and 31 October 2021. This annex is in addition to the main report and other supporting documents that form part of the report, which should also be considered as they also provide an indirect response to many of the themes raised. Objections raised broadly fell into the groupings below. Some may fall across more than one category but have only been listed once.

- Motor traffic, traffic related impacts, mobility and access
- Physical and mental health and / or safety
- Equalities
- Process and decision making of the project
- Communications and engagement
- Design and infrastructure
- Miscellaneous
- Impacts outside of the scope of the traffic order

They are listed in each category in no specific order.

1 Motor traffic, traffic related impacts, mobility and access

Ref	Nature of objection	LBE response
1.1	Objection that the scheme would reduce accessibility for healthcare professionals / carers / older people / young families / individuals with mobility issues to healthcare facilities	<p>The proposals will only affect motor vehicle access to the Hospital from the South and through the section of Bull Lane south of its junction with Wilbury Way and Bridport Road. North Middlesex University Hospital will continue to be accessible for patients, visitors, and staff using private motor vehicles through multiple alternative routes depending on the origin of the journey and the preferred hospital entrance. The Hospital has three entrances which are located at Bull Lane (main entrance), Bridport Road, and Sterling Way. Some of the possible routes from the South are listed below:</p> <ul style="list-style-type: none"> • White Hart Lane > Pretoria Road > Pretoria Road North > Bridport Road • White Hart Lane > Pretoria Road > Shaftesbury Road > Commercial Road > Bridport Road • White Hart Lane > Weir Hall Road > Wilbury Way > Bull Lane / Bridport Road • A10 Great Cambridge Road > Wilbury Way > Bull Lane / Bridport Road • A10 Great Cambridge Road > A406 North Circular Road > Silver Street > Sterling Way • A10 Great Cambridge Road > A406 North Circular Road > Silver Street > Sterling Way > Bull Lane • A10 Great Cambridge Road > A406 North Circular Road > Silver Street > Sterling Way > Gloucester Road > Bridport Road • Fore Street > Sterling Way • Fore Street > Sterling Way > Gloucester Road > Bridport Road • Fore Street > Sterling Way > Bull Lane

		The proposed active travel improvements, which include interventions such as a two-way segregated stepped cycle track and new zebra crossings for pedestrians and people who cycle, will increase accessibility to North Middlesex University Hospital by enabling trips to be made with additional modes of travel.
1.2	Objection that the scheme would reduce accessibility for teachers to local schools	The proposals may affect motor vehicle access to Wilbury Primary School, Devonshire Hill Nursery & Primary School, and Haringey Sixth Form College through the section of Bull Lane south of its junction with Wilbury Way and Bridport Road. All three schools will remain accessible by private motor vehicles, whilst the route taken to access them may be different depending on the origin of the journey.
1.3	Objection that the scheme would displace traffic to nearby roads (e.g., Pretoria Road, Commercial Road) and cause congestion.	<p>The traffic survey data that has been collected shows that at the worst case, in which all of the following assumptions are true at the same time:</p> <ul style="list-style-type: none"> • All motor vehicles currently using the southern part of Bull Lane have an origin or destination within the surrounding area, • The current journey of all motor vehicles passes through at least one of the points where either a bus gate or a modal filter is proposed, • None of the motor traffic currently using the southern part of Bull Lane will use the surrounding primary road network instead, • No people will choose alternative sustainable modes of travel, • No traffic evaporation will take place, • Motor vehicles currently using the southern part of Bull Lane will be evenly reassigned between Weir Hall Road and Pretoria Road, and • Motor vehicles will not spread even further within the local area's road network and therefore lessen the impact on Weir Hall Road and Pretoria Road,

	<p>the potential increase in two-way traffic flow at the peak hour on Weir Hall Road and Pretoria Road will be approximately between 3 and 5 vehicles per minute. This figure on an average 24-hour day drops to approximately between 2 and 3 vehicles per minute.</p> <p>It should be noted that the project area is now part of the Ultra Low Emission Zone (ULEZ) as of 25 October 2021. ULEZ operates 24 hours a day, 7 days a week, every day of the year, except Christmas Day (25 December). It is currently not known what effect the ULEZ will have on travel patterns and consequently on any potential reduction in volumes of motor traffic that will use the roads within the project area.</p> <p>Whilst the estimated increase in motor vehicles due to traffic reassignment could be considered small, additional considerations were made with regards to any potential impact on road safety and air quality outside Wilbury Primary school, which is located on Weir Hall Road.</p> <p>To mitigate that, a School Street is proposed for Wilbury Primary school. The School Street would introduce a timed street closure outside the Weir Hall Road school gates at drop-off and pick-up time, restricting access to motor vehicles. The School Street would create a safer, more pleasant environment where children, parents and teachers can travel to school by foot, cycle, or other ways of active travel without the air pollution and road danger caused by motor traffic.</p> <p>Traffic volumes and speeds and air quality in the area, including Weir Hall Road and Pretoria Road, will continue to be monitored after the project is implemented. The document which sets out the monitoring and evaluation that will be undertaken in response to the implementation of the North Middlesex Hospital Active Travel Improvements can be found in the project Monitoring Plan which is publicly available on the project page.</p>
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1.4	Objection that the scheme would displace traffic to unsuitable roads (e.g. residential / narrow roads)	<p>The roads where any potential motor traffic displacement may occur are in line with Bull Lane as well as many other similar roads across the Borough in terms of geometry, layout of on-street car parking spaces, and proximity to residential properties.</p> <p>The estimated increase in motor vehicles along other residential and/or narrow roads within the area due to traffic reassignment could be considered small, particularly because of the several alternative routes that could be taken which include primary roads such as the A10 Great Cambridge Road and the A406 North Circular Road.</p>
1.5	Objection that the scheme would reduce air quality / causes excess pollution	<p>Nitrogen dioxide (NO₂) and particulate matter (PM₁₀ and PM_{2.5}) are generally considered to be the main pollutants of concern and road transport contributes to a significant proportion of these pollutants. The volume and movement of traffic can directly impact air quality. No substantial changes in either the volume or the movement of motor vehicles are expected from the introduction of the proposed interventions, and therefore no broad negative impacts on air quality are anticipated.</p> <p>Small improvements in air quality could occur with an overall increase in cycling mode share and have the potential to increase if a greater mode shift from private motor vehicles to cycling is achieved in the future.</p> <p>Air quality will be assessed as part of the monitoring post implementation of the scheme. Further details can be found at the project Monitoring Plan which is publicly available on the project page.</p>
1.6	Objection that the scheme would reduce accessibility for emergency vehicles	<p>Engagement has taken place with the London Fire Brigade, the Metropolitan Police Services, and the London Ambulance Service throughout the development of the proposals for this project to ensure that the project will not impede their ability to carry out their services and responsibilities. None of the emergency services have objected to the draft permanent traffic orders. Engagement and discussion with</p>

		the emergency services will continue post implementation of this project to ensure that there will be no significant impacts on their travel time.
1.7	<p>Objection that public transport or active travel are not suitable alternatives:</p> <ul style="list-style-type: none"> • in general • due to disability • due to age • for families • due to covid-19 • due to longer journey times • due to safety 	<p>It is acknowledged that not all trips can be made by modes other than private car. The proposals will only affect motor vehicle journeys that are currently passing through the section of Bull Lane south of its junction with Wilbury Way and Bridport Road. The routes taken by motor vehicles through the area may be different depending on the origin and the destination of the journeys. All properties, including businesses, will remain accessible by private motor vehicles.</p> <p>The project encourages mode shift by making active travel safer and more attractive. The Mayor's Transport Strategy 2018 estimates that 74% of car trips could be made by a more sustainable mode. It is Enfield's portion of these trips being targeted by this project.</p>
1.8	<p>Objection that the scheme would cause longer journeys due to the need for detours, including specific objections about:</p> <ul style="list-style-type: none"> • Increase in fuel bills or higher taxis fares. • Impact on work / working fewer hours • Impact on providing or receiving care, due to the carer having less time after / before travelling 	<p>The Council accept that some individual journeys that continue to be taken by private car may become slightly longer than the same journeys prior to the implementation of the project. However, since the likely traffic reassignment levels are anticipated to be low and most of the alternative routes are only slightly longer, any potential increase in journey times is expected to be minimal.</p>
1.9	Objection that the scheme would reduce accessibility for residents	<p>The proposals will only affect motor vehicle journeys that are currently passing through the section of Bull Lane south of its junction with Wilbury Way and Bridport Road. There are multiple alternative routes that can be taken by motor vehicles through the area, which may be different depending on the origin and the destination of the journeys. Residents using private motor vehicles will continue to be able to</p>

		access all properties. The proposed active travel improvements will increase accessibility for residents to properties in the area by enabling trips to be made with additional modes of travel.
1.10	Objection about potential negative impact on local businesses	<p>All businesses within the area will remain accessible by private motor vehicles, whilst the route taken to access a business may be different.</p> <p>As part of the implementation of the project, the Council have invested in technological solutions to ensure that updates are effectively made to commercially available navigation solutions such as Google, TomTom, and Bing.</p> <p>Additional double yellow lines are proposed to create passing and turning points wherever that is possible.</p>
1.11	Objection about the impact of the scheme and/or the impact of the proposed bus gate on bus journey times	<p>The proposed interventions such as the removal of a short number of parking spaces along the northern section of Bull Lane, which create a narrow section of road where buses often have to stop and give way to oncoming traffic, and the bus gate will enable a smoother flow of bus traffic.</p> <p>The Council collaborated closely with bus operators and involved them in the development of the proposals for this project. The Council will continue to work with TfL to identify ways in which bus journey times can be improved across the Borough.</p> <p>Bus journey times in the area post implementation of the scheme will be monitored and analysed. Further details can be found at the project Monitoring Plan which is publicly available on the project page.</p>
1.12	Objections that rat running would occur/increase (through hospital etc.)	The design of the scheme is not aimed at restricting the potential existing cut-through traffic within the area. No new through routes are being created by the proposed interventions.

1.13	Objection that the scheme would cause excess noise pollution	The estimated increase in motor vehicles on specific roads due to traffic reassignment could be considered small, therefore no excess noise pollution is expected.
1.14	Objection that the scheme would reduce accessibility for visitors, tradespeople, refuse collection, and delivery drivers	<p>The project does not impact journeys by public transport and enables more journeys to take place by active travel modes.</p> <p>For those who will need to access the area by motor vehicle, all properties, including businesses, will remain accessible, whilst the route taken to access a property or business may be different.</p> <p>As part of the implementation of the project, the Council have invested in technological solutions to ensure that updates are effectively made to commercially available navigation solutions such as Google, TomTom, and Bing.</p>
1.15	Objection that the measure would reduce access to White Hart Lane from Bull lane/Queen Street	<p>The proposed modal filters and bus gate aim to reduce traffic volumes along the southern part of Bull Lane, making it access only for residents and businesses, in order for the active travel route to comply with TfL's New Cycle Route Quality Criteria.</p> <p>While removing any of the modal filters or the bus gate would create additional access points for residents and businesses, it would also create an opening for through traffic to pass, channelling that through traffic onto the southern section of Bull Lane. This would lead to traffic levels remaining too high to safely mix people who cycle with motor traffic.</p> <p>Additionally, the proposed bus gate on Bull Lane will support and facilitate the delivery of the continuation of the route in Haringey ('C1 Route to Queen Street via White Hart Lane' project) which will connect to the existing CS1.</p>
1.16	Objection that the scheme would cause increased congestion in some areas, while other areas benefit from reduced traffic	The likely traffic reassignment volumes and associated potential levels of congestion are anticipated to be low. A number of alternative options were considered and are discussed in more detail in Table 5

		of the main report. On balance, it was considered that the current layout offers the best solution.
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2 Physical and mental health and / or safety		
Ref	Nature of objection	LBE response
2.1	Objection based on the scheme damaging local residents' mental health, including feeling stress, frustration, or anxiety	<p>Whilst it is acknowledged that some people may feel this way, the project aims to encourage a shift in modes of travel and therefore reduce the dominance of motor traffic in the area.</p> <p>In addition, the proposals aim to promote an increase of physical activity, through encouraging walking and/or cycling as a normal, everyday transport mode, thus positively affecting mental health.</p>
2.2	Objection that the scheme would reduce safety for pedestrians	<p>The proposals include interventions that will improve pedestrian safety such as new zebra crossings and relocation of footway parking onto the carriageway. In addition, segregated cycling facilities are proposed wherever possible to prevent conflicts between pedestrians and people who cycle.</p> <p>The designs have been through a safety assessment process.</p>
2.3	Objection that the scheme would reduce safety for children due to traffic or a perceived increase in pollution	<p>The proposed active travel interventions, which include new crossings and segregated cycling infrastructure, will improve safety for children who travel by foot, cycle, or other active modes. The proposed School Street for Wilbury Primary school would further improve conditions by creating a safer environment without the air pollution and road danger caused by motor traffic.</p> <p>The designs have been through a safety assessment process.</p> <p>Air quality and road collision data will be monitored post implementation of the scheme. Further details can be found at the project Monitoring Plan which is publicly available on the project page.</p>
2.4	Objection based on the scheme would reduce safety due to crime/anti-social behaviour (especially when dark)	<p>The Council acknowledges that some people have reported feeling less safe in the area due to crime. The proposals have undergone a crime and safety review by the Police to identify any areas of concern and address them by making any required changes where</p>

		<p>possible. An increase in walking and cycling can create more 'natural surveillance' out on the streets.</p> <p>The Council will continue to work with colleagues and partners to review crime data and see if there will be any underlying trends in the data which may indicate negative changes in the crime landscape.</p>
2.5	Objection that the scheme would reduce safety for cyclists	<p>The proposals include interventions that will improve cycling safety such as a two-way segregated stepped cycle track and new zebra crossings for pedestrians and people who cycle. In addition, the proposed bus gate and modal filters will significantly reduce motor vehicle volume at the southern part of Bull Lane, making it suitable for cycling without dedicated cycling lanes, effectively creating a safe cycling street.</p>
2.6	Objection that the scheme would reduce safety for motor vehicles	<p>The designs have been through a safety assessment process.</p> <p>A road collision data assessment forms part of the monitoring post implementation of the scheme. Further details can be found at the project Monitoring Plan which is publicly available on the project page.</p>

3 Equalities

Ref	Nature of objection	LBE response
3.1	Objection based on the view that the scheme would not impact everyone equally	The decision report contains the equality impact assessment where the impact on all protected characteristic groups is considered.
3.2	Objection based on the view that the scheme would disadvantage or not mitigate the impact on protected characteristic groups	The decision report contains the equality impact assessment where the impact on all protected characteristic groups is considered and relevant mitigating actions are included.
3.3	Objection based on the view that the scheme would disadvantage disabled people	The decision report contains the equality impact assessment where the impact on disability is considered.
3.4	Objection based on the view that the scheme would disadvantage older / younger people	The decision report contains the equality impact assessment where the impact on age is considered.
3.5	Objection based on the view that the scheme would disadvantage a particular sex	The decision report contains the equality impact assessment where the impact on sex is considered.
3.6	Objection based on the view that the scheme would disadvantage pregnant people / people with new-born babies	The decision report contains the equality impact assessment where the impact on pregnancy and maternity is considered.
3.7	Objection based on the view that the scheme would disadvantage a particular race	The decision report contains the equality impact assessment where the impact on race is considered.

4 Process and decision making of the project		
Ref	Nature of objection	LBE response
4.1	Objection based on the view that the measures would benefit cyclists at detriment to others as cyclists only make up a small amount of population	<p>The scheme is delivered in the context of local, regional and national policies and strategies that seek to respond to the climate emergency, reduce traffic congestion and increase levels of physical activity, and post-pandemic response to enable a green recovery. Improving on the current ratio of cars to pedestrians and cyclists, i.e., ‘mode share’ is key to these policies. An example of this is the Mayor’s Transport Strategy which aims for 80% of all trips to be made on foot, by bicycle or by public transport by 2041.</p> <p>The proposals are intended to increase the cycling levels along this route. The provision of safe infrastructure will enable more people to make the choice to cycle some of their local journeys. Evidence from other schemes indicates that the number of cycling journeys in the Borough are increasing where good quality infrastructure has been installed.</p>
4.2	Objection that the scheme is unnecessary / waste of money based on the perception that there are no congestion or safety issues in the area	<p>The project objectives are not solely focussed on traffic or safety issues in the area. Improving provision for modes of active travel strongly aligns with national, regional and local guidance as set out in paragraphs 13 – 21.</p> <p>This project will be implemented using funds from the Department for Transport specifically for schemes to help increase levels of active travel. The funding cannot be used for any other purpose. Should Enfield Council not use it for this type of project, it will likely be allocated to a different local authority for the same purpose. No contribution is made to this scheme by Enfield Council tax receipts.</p>
4.3	Objections based on a perceived lack of research and/or data collection prior to implementation	A range of qualitative and quantitative data was considered as part of the development of the proposals for the scheme, including traffic counts measuring the number and type of motor vehicles, cyclists and pedestrians, community engagement and consultation and equality

		<p>impact assessment. Further details can be found in the project Monitoring Plan which is publicly available on the project page.</p>
4.4	<p>Objection about the cumulative impact of other schemes (e.g. combination with Streetspace schemes, road closures, School Streets, ULEZ)</p>	<p>The scheme is delivered in the context of local, regional and national policies and strategies that seek to respond to the climate emergency, reduce traffic congestion and increase levels of physical activity, and post-pandemic response to enable a green recovery. Improving on the current ratio of cars to pedestrians and cyclists, i.e., 'mode share' is key to these policies. An example of this is the Mayor's Transport Strategy which aims for 80% of all trips to be made on foot, by bicycle or by public transport by 2041.</p> <p>North Middlesex Hospital Active Travel Improvements forms part of the Enfield Healthy Streets programme which consists of a comprehensive range of interventions that collectively will enable more sustainable transport choices. As projects are knitted together and a coherent network of quiet streets and safe walking and cycling infrastructure on primary roads is delivered, longer-term change will be enabled.</p>
4.5	<p>Concern about time of implementation during the pandemic (e.g. due to inaccurate data, low traffic levels, added stress)</p>	<p>Several sets of traffic data were used as part of the development of the proposals, including pre and post pandemic data. The latest set of traffic data which was used to validate the previous assessments was collected in December following the removal of restrictions due to Covid-19 and at a time when TfL are reporting that traffic has returned to 96% of pre-pandemic levels. Some monitoring of the project will continue post implementation of the project.</p>

5 Communications and engagement		
Ref	Nature of objection	LBE response
5.1	Objections based on lack of consultation and/or undemocratic method	<p>Communications and engagement activities with the wider community regarding the project included:</p> <ul style="list-style-type: none"> • A letter delivered in August 2021 to residents, businesses, and other organisations at approximately 4,000 addresses within the local area (which included Haringey) introducing the plans, informing them of the project page, and inviting them to the community engagement drop-in sessions and an online public webinar • Launch of Let's Talk project page in August 2021, hosting information on the project, frequently asked questions (FAQs), key dates for the project, documents, a space for community members to ask questions and get answers, information on the consultation, the electronic consultation survey, notices of the traffic orders, and project updates posted to the page • Posters with a map of the proposals and brief information on the project placed at public areas and staff rooms of North Middlesex University Hospital in September 2021 • An online public webinar delivered in September 2021, recorded, and uploaded on the Let's Talk project page • Three community drop-in sessions that took place in September 2021 at Fore Street Library to discuss the proposed plans for active travel improvements, provide an overview of next steps, and answer any questions • A letter inviting residents, businesses, and other organisations to participate in the consultation and providing details of how to do so, delivered in October 2021

		<ul style="list-style-type: none"> • Social media activity through Facebook and Twitter to communicate the project information and the consultation to the wider community of Enfield in October 2021 <p>Notice of the draft permanent traffic orders was published in the London Gazette and Enfield Independent newspapers on 6 October 2021.</p> <p>The Council adhered to the process and all that is required when implementing a project using a Permanent Traffic Order, including the conduct of the statutory consultation. In addition to the Council's statutory obligations, the Council provided additional communications as outlined above and responded to many enquiries about the project.</p>
5.2	Objection about lack of and/or poor quality of information provided with regards to past and/or existing data collection	A project Monitoring Plan document was made publicly available on the Let's Talk Enfield project page. This document sets out both the data already collected and the monitoring and evaluation that will be undertaken in response to the implementation of the North Middlesex Hospital Active Travel Improvements project. The link for the Let's Talk Enfield site was provided in all communications.
5.3	Objection based on lack of publication of an equality impact assessment, demand studies, and robust assessments such as future modelling and monitoring information	The decision report contains the equality impact assessment. The project published a monitoring plan which set out the areas of focus for the monitoring and evaluation and explains the data-based assessments that this includes. FAQs were included on the Let's Talk project page to help explain the assessment regarding traffic reassignment impacts to the community. The key assessments have been reported against in the main report so that the decision maker can take into account these aspects when considering a decision.

6 Design and infrastructure		
Ref	Nature of objection	LBE response
6.1	Objection based on the design of this particular scheme despite support of its objectives	The proposed design is considered the best approach when taking into account the objectives and the other constraints in the area, such as the narrow width of the southern section of Bull Lane. The designs were developed by external consultants and reviewed by Enfield Council design engineers. Other designs were considered and are set out in the alternative options section of the main report along with commentary on reasons why they were not pursued.
6.2	Objection based on the view that the scheme is poorly thought out / not responding to the area's problems	The proposed design is considered the best approach when taking into account the objectives and the other constraints in the area, such as the narrow width of the southern section of Bull Lane. The scheme seeks to address the issues mentioned in the Project Rationale document, which is publicly available on the project page, namely: <ul style="list-style-type: none"> • Gap in Cycleway 1 connection with Haringey and further with Cycle Superhighway 1 (CS1) which provides a link to central London. • Lack of infrastructure suitable for all active travel modes. • Insufficient and unsuitable crossing facilities for all active travel users. • Footway parking hindering the movement of pedestrians and people with reduced mobility.
6.3	Objection that cyclists do/would not use dedicated cycle infrastructure and continue to use pavements/roads	The dedicated cycle infrastructure is proposed to encourage more people to shift to active modes of travel, particularly those who are currently less confident to do so. There is no restriction on the use of roads by cycles. Cycling on footways is still unlawful and a matter for the local police.
6.4	Objection that the scheme would impact hospital parking	The Hospital has three car parks with over 350 parking spaces. The scheme is not likely to make the parking situation materially worse for the Hospital. One of the aims of the scheme is to enable a shift from

		use of private vehicles to alternative more sustainable modes of transport.
6.5	Objection based on the view that the scheme needs to be more ambitious, including suggestions for traffic calming measures (speed cameras, speed bumps, 20mph speed limits enforced, traffic lights) and/or vehicle restrictions (e.g. lorries)	The proposed design is considered the best approach when taking into account the project objectives as well as local needs and constraints in the area, whilst seeking to balance the often-competing demands of active travel users and motor traffic. Other designs were considered and are set out in the alternative options section of the main report along with commentary on reasons why they were not pursued.
6.6	Suggestion that there should be a focus on other cycling schemes (e.g. bike storage, street lighting)	<p>The Council has a programme to increase cycle parking provision across the Borough to meet objectives of the Mayor of London's Transport Strategy. A number of cycle parking facilities exist in the area and more can be installed to match increasing demand as funding is identified.</p> <p>The existing lighting levels have been set in accordance with national design standards to suit the requirements of the area. The Council will continue to check any further queries that are raised about views of insufficient lighting at specific locations.</p>
6.7	Objection that the scheme would make parking/loading more difficult for residents	43.5% of households in the Upper Edmonton ward have no access to a car. The scheme is not likely to make the parking situation materially worse for residents. One of the aims of the scheme is to enable a shift from use of private vehicles to alternative more sustainable modes of transport. Implementing further Controlled Parking Zone in the area could be investigated in the future if there is sufficient support and funding available.
6.8	Objection about the possible impact on local environment (e.g. high volume of street furniture) creating confusion	The proposed street furniture was kept to a minimum to avoid unnecessary clutter and prevent confusion whilst simultaneously achieving design and safety requirements.

7 Miscellaneous

Ref	Nature of objection	LBE response
7.1	Objection based on the view that the scheme is not in line with climate objectives	<p>The scheme is delivered in the context of local, regional and national policies and strategies that seek to respond to the climate emergency, reduce traffic congestion and increase levels of physical activity, and post-pandemic response to enable a green recovery. Improving on the current ratio of cars to pedestrians and cyclists, i.e., 'mode share' is key to these policies.</p> <p>A Project Rationale document was published on the project page to help explain the rationale for the project and how this is aligned to climate objectives. Further details are discussed in the main body of the report.</p>

8 Impacts outside the scope of the traffic order		
Ref	Nature of objection	LBE response
8.1	Objection based on the view that there is a lack of public transport options to the Hospital and/or that public transport links should be improved	<p>The Hospital can be accessed by bus and rail.</p> <p>The nearest train station is Silver Street (approximately 10-minute walk), and the nearest Tube station is Seven Sisters (connects to the main line to get to Silver Street). White Hart Lane station is another train station, approximately 15-minute walking distance.</p> <p>The following bus routes serve the hospital:</p> <ul style="list-style-type: none"> • 34 Barnet - Walthamstow Central station - Barnet • 102 Edmonton Green - Golders Green • 149 Ponders End to Waterloo Station • 144a Edmonton Green - Muswell Hill • 259 Edmonton Green - Kings Cross Station • 279 Waltham Cross - Holloway • 318 North Mid - Stamford Hill - North Middlesex University Hospital NHS Trust • 444 Turnpike Lane - Chingford Station • 456 Enfield Town via Winchmore Hill, to North Mid. • 491 North Middlesex University Hospital - Waltham cross • N279 Waltham Cross - Victoria Station stop at the junction of fore street and Angel Road • W6 bus travelling from Southgate - Palmers Green - Edmonton Green <p>As part of its response to the climate emergency, the Council has ongoing plans to enable more sustainable forms of travel across the Borough. As per the introduction of the new 456 bus service, the Council is committed to work closely with TfL to improve public transport links.</p>