

February 2022

## Officer Response: Conservative Group Call In – North Middlesex Hospital Active Travel Improvements project

Reasons for Call in summary by the Conservative Group:

Reason for call-in
<p>1. The scheme will increase journey times for hospital patients who are elderly or who rely on private cars to access hospital services.</p>
Officer response
<p>Paragraph 45 of the report states that: <i>“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.”</i> It also continues with listing a number of possible alternative routes from the South.</p> <p>Acknowledging that the worst-case scenario is a trip originating from south of the proposed bus gate location (e.g., from Creighton Road), and comparing the average journey times at the peak hour between the current most direct route and the nearest two alternative routes to the Hospital main entrance, the average journey times are less than 10 minutes as follows:</p> <ul style="list-style-type: none"><li>• Bull Lane – 3 to 6 minutes</li><li>• White Hart Lane &gt; Pretoria Road &gt; Pretoria Road North &gt; Bridport Road &gt; Bull Lane – 5 to 9 minutes</li><li>• White Hart Lane &gt; Weir Hall Road &gt; Wilbury Way &gt; Bull Lane – 5 to 8 minutes</li></ul> <p>Paragraph 18 of the report includes the following statement made in the 2018 Mayor’s Transport Strategy (MTS): <i>“Without further action, the average Londoner will waste 2.5 days a year sitting in congested traffic by 2041. Most congestion is caused by there being more traffic on a day-to-day basis than there is space for.”</i></p> <p>Paragraph 21 of the report includes the following statement made in Annex A of the Enfield Healthy Streets Framework: <i>“Continued growth in population is expected to cause further strain on the road and public transport network if the modal split trends remain.”</i></p> <p>Paragraphs 66 and 67 of the report state: <i>“It should be noted that the current position in relation to congestion and journey times is not static. Open-source data from Uber<sup>1</sup> shows that daily average journey times</i></p>

---

<sup>1</sup> <https://movement.uber.com/>

*between the centre of Upper Edmonton and Enfield Town Centre had increased by 4.5% in one year (when comparing the same 3-month periods prior to the Covid-19 pandemic of December 2018 – February 2019 and December 2019 – February 2020). Traffic volumes are growing year on year and the current position will not remain static. Without a significant change in trend, congestion and therefore journey times will increase irrespective of whether the proposed interventions are in place or not. In that respect, some of the matters raised will present themselves over time in both cases.*

*Notwithstanding, changes in traffic volumes and journey times will form part of the project monitoring that will need to be undertaken post implementation as per the project Monitoring Plan which is publicly available on the project page.”*

Therefore, it is critical that action is taken to develop infrastructure that will enable a modal shift, in order to contribute to the reduction of congestion issues for those who need to travel by private cars.

#### **Reason for call-in**

**2.** Consideration should also be given to patients who may need to access North Middlesex Hospital Accident and Emergency by car. Bull Lane is the most direct route from the south of the Hospital.

#### **Officer response**

Similar to the officer response to point 1, the average journey times at the peak hour between the current most direct route and the nearest two alternative routes to the Hospital Accident and Emergency entrance at Bridport Road were compared. These are less than 10 minutes:

- Bull Lane – 3 to 6 minutes
- White Hart Lane > Pretoria Road > Pretoria Road North > Bridport Road – 4 to 8 minutes
- White Hart Lane > Weir Hall Road > Wilbury Way > Bridport Road – 5 to 8 minutes

If no action is taken to enable a change in current travel choices, these journey times will increase irrespective of whether the proposed measures are implemented or not.

#### **Reason for call-in**

**3.** 82 percent of the objectors to the proposed traffic orders described themselves as having a disability.

#### **Officer response**

As explained in Table 1 and paragraph 73, 7 respondents to the consultation survey (15%) stated that they had some form of disability. From that 15% of respondents, 6 respondents (82%) did not support the scheme. Therefore, 12.3% of the total number of respondents (48) to the consultation survey did not support the scheme and described themselves as having a disability at the same time.

The number of objections which have been raised by this protected group has been acknowledged, carefully considered, and responded to in the report and the relevant

Appendix. A number of those objections were based on the perception that travel by private car would be severely limited by these plans. This report has clarified that this is not the case, identifying several available alternative routes.

The EqIA has also identified the potential negative impacts on this protected group, which will be assessed further as part of the monitoring undertaken post implementation.

#### **Reason for call-in**

4. The report acknowledges the proposed Bus Gate on Bull Lane and modal filters on Amersham Avenue and Shaftesbury Road will lead to traffic displacement onto Pretoria Road and Weir Hall Road. Enfield Council has suggested introducing a school street outside Wilbury Primary School on Weir Hall Road as a mitigation measure. The School Street is not included as part of the scheme. The effects of both schemes should be considered together.

#### **Officer response**

Paragraph 48 of the report explains that traffic reassignment may take place, as a response to one of the prominent concerns which were raised during the consultation. Pretoria Road and Weir Hall Road were mentioned as the two nearest neighbouring roads to Bull Lane.

The School Street was mentioned as a potential mitigation measure that would complement the scheme, but no decision has been made for its implementation although it will be considered in tranche 3 of our School Streets scheme later this year. In contrast, the report recommends the implementation of the North Middlesex Hospital Active Travel Improvements project irrespective of the introduction of the School Street.

#### **Reason for call-in**

5. The scheme is likely to displace traffic onto the already congested A10 Great Cambridge Road and A406 North Circular Roads. The Northbound A10 carriageway is often already severely congested south of the Great Cambridge Roundabout. This could impact journey times to the hospital. An assessment of potential displaced traffic onto these roads should be carried out.

#### **Officer response**

As per the officer response to point 4, paragraph 48 of the report explains that traffic reassignment may take place, as a response to one of the prominent concerns which were raised during the consultation. Pretoria Road and Weir Hall Road were mentioned as the two nearest neighbouring roads to Bull Lane, in order to indicate the potential worst-case traffic reassignment impact.

A similar worst case assessment can be made for A10 Great Cambridge Road and A406 North Circular Road using similar assumptions as those made in paragraph 48 of the report. Specifically, if all of the following assumptions are true at the same time:

- 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,
- 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 the main alternative South to North routes, which include A10 Great Cambridge Road, Fore Street, Weir Hall Road, and Pretoria Road,
- All motor vehicles that will use the A10 Great Cambridge Road as an alternative route will turn into the A406 North Circular Road rather than Wilbury Way,
- All motor vehicles that will use Fore Street as an alternative route will continue onto the A406 North Circular Road > Bull Lane route via Sterling Way rather than turn into Gloucester Road or use the Sterling Way hospital entrance, and
- Motor vehicles will not spread even further within the local area's road network and therefore lessen the impact on A10 Great Cambridge Road, Fore Street, Weir Hall Road, Pretoria Road, and the Great Cambridge Roundabout,

the potential increase in two-way traffic flow at the weekday peak hour on:

- A10 Great Cambridge Road will be approximately 2 vehicles per minute. This figure on an average 24-hour day drops to approximately 1 vehicle per minute.
- A406 North Circular 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.

It should be highlighted that paragraph 106 of the report states that:

*“TfL are the traffic authority for the A406 North Circular Road and A10 Great Cambridge Road and Haringey Council for Queen Street, White Hart Lane, and other roads within the project area. Both have been closely involved with the scheme and neither have raised objections to the scheme being implemented.”*