

WHRA Response to consultation for the proposed new 456 Bus Route

The Winchmore Hill Residents Association(WHRA) supports TfL's proposal to introduce a new bus route (456) between Crews Hill and North Middlesex Hospital via Winchmore Hill, which would run every 30 minutes between 07:00 and 19:00 on weekdays and Saturdays, and every 60 minutes on Sundays between 07:00 and 19:00.

However it has noted that L B Enfield shares TfL's aspirations for the improved bus service and is looking at the highway alterations that would be needed on its roads to accommodate the proposed new route and make it as accessible as possible to passengers.

As L B Enfield seems to be already considering what alterations to local road would be necessary WHRA is copying this submission to its Head of Traffic and Transportation for his consideration at an early stage of design work.

We have noted that, in order to serve the proposed sections of the new route that are not currently on any bus route, new bus stops would be provided at locations on Church Hill, Station Road, Farm Road and Firs Lane. WHRA would expect L B Enfield to consult locally on detailed proposals for new bus stops and changes to parking controls and to specifically draw WHRA's attention to these proposals – rather than relying on the advertisements in a local newspaper containing the legally required Traffic Order notifications.

As Traffic Orders are not required for bus stop clearway waiting restrictions, it is vitally important that L B Enfield publicises its proposals for these measures so that WHRA and other interested parties can submit comments and/or alternative proposals.

WHRA is particularly concerned about the locations of new stops in the immediate vicinity of Winchmore Hill Station. There is a layby immediately in front of this railway station which is currently heavily used by car drivers to pick up and set down rail passengers. There are currently a 8am to 6.30pm (Monday to Saturday) parking restriction in this layby, but they do not preclude the picking up and setting down of passengers.

However if a bus stop were to be installed in this layby, with bus stop clearway parking restrictions, all vehicles (except buses) would be prohibited from in this area. It would be illogical to do this because, as there would only be two buses per hour (each one probably stopping for about one minute, or less), the layby would not be available to car drivers to pick up set down rail passengers for the other 58 minutes per hour, when it was not needed by any buses.

WHRA would suggest that this layby should be left as it is and that a bus stop for eastbound route 456 buses should be provided on Station Road, either to the east or west of the station.

Regards

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