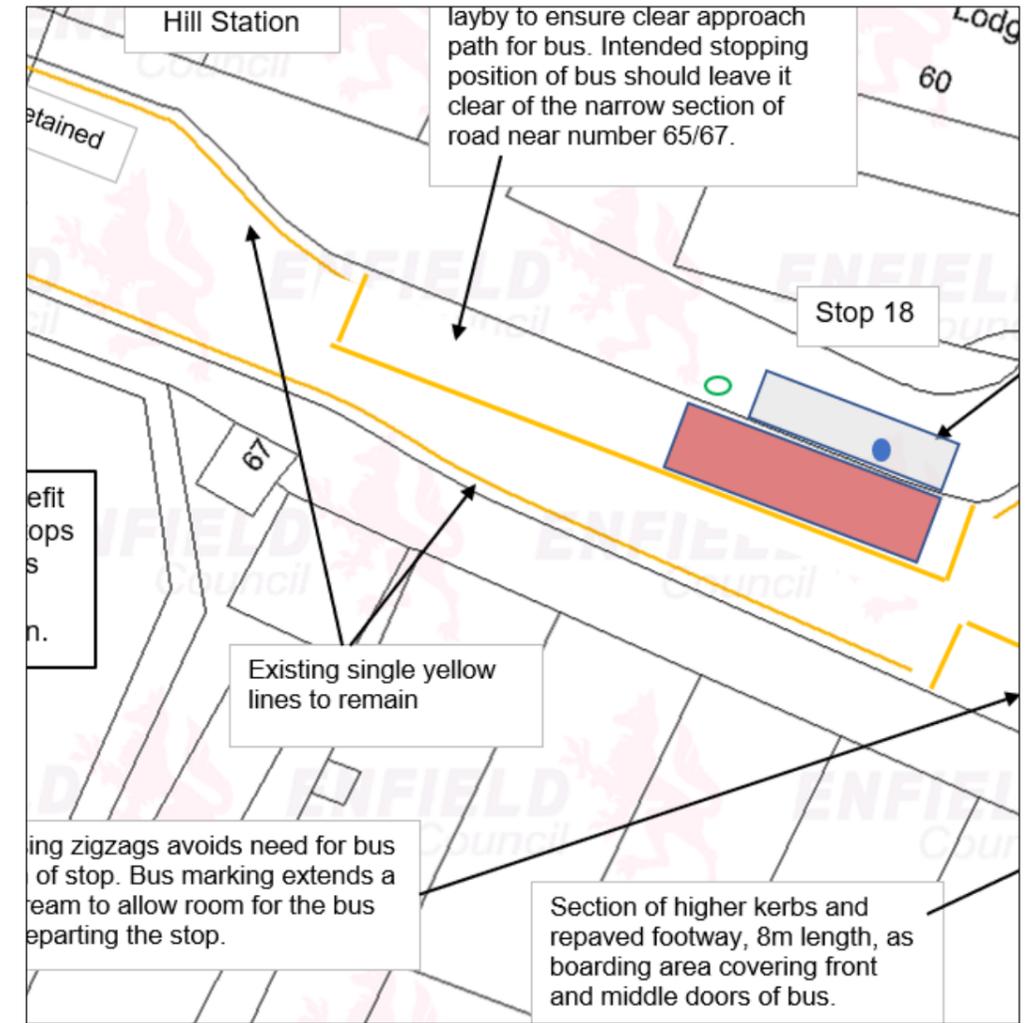


# New bus route 456 – Location of proposed stops



## New bus route 456– Location of proposed stops

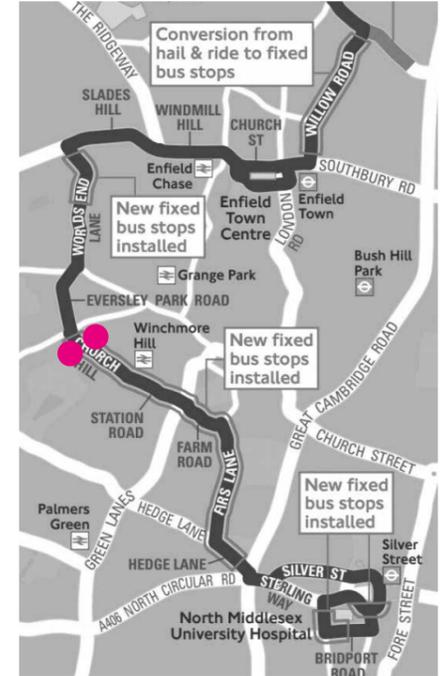
### **Introduction**

WHRA generally supports the introduction of this new bus route, which we consider will provide considerable benefits to local residents and it also accepts, in principle, the need for bus stops in Church Hill, Station Road, Farm Road and Firs Lane.

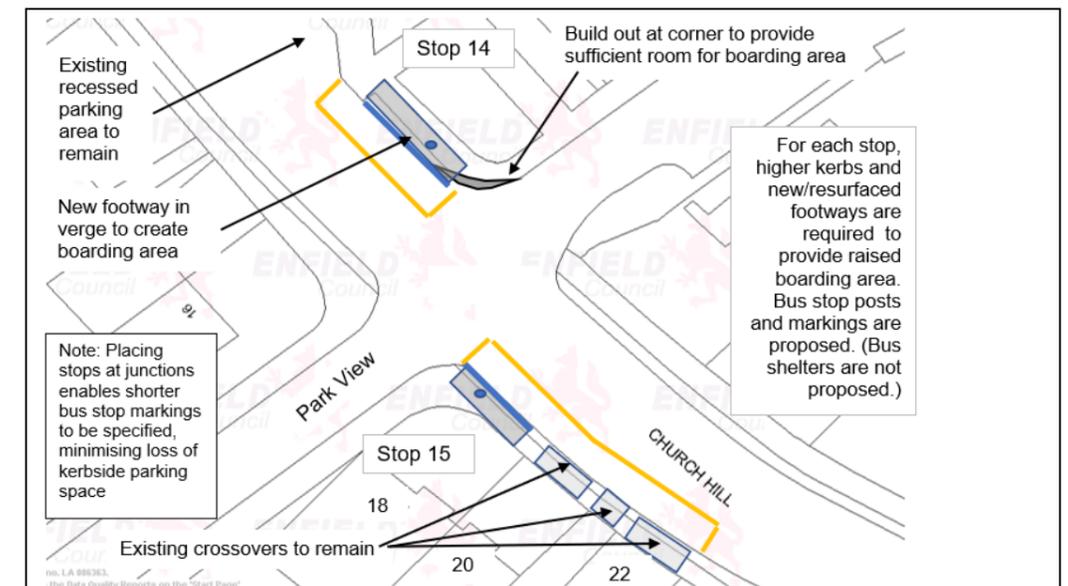
# 1. Church Hill near Chesterfield Lodge and No's 18-22 Church Hill



**Stop 14**  
(outside no. Chesterfield Lodge)  
No comments



**Stop 15**  
(outside nos. 18 to 22)  
No comments



Proposal by TfL/LBE

# 2. Church Hill near Friends Meeting House and St Paul's Church

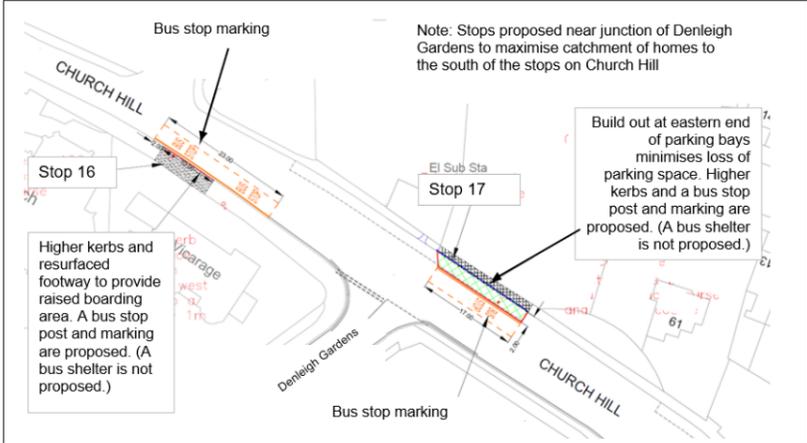
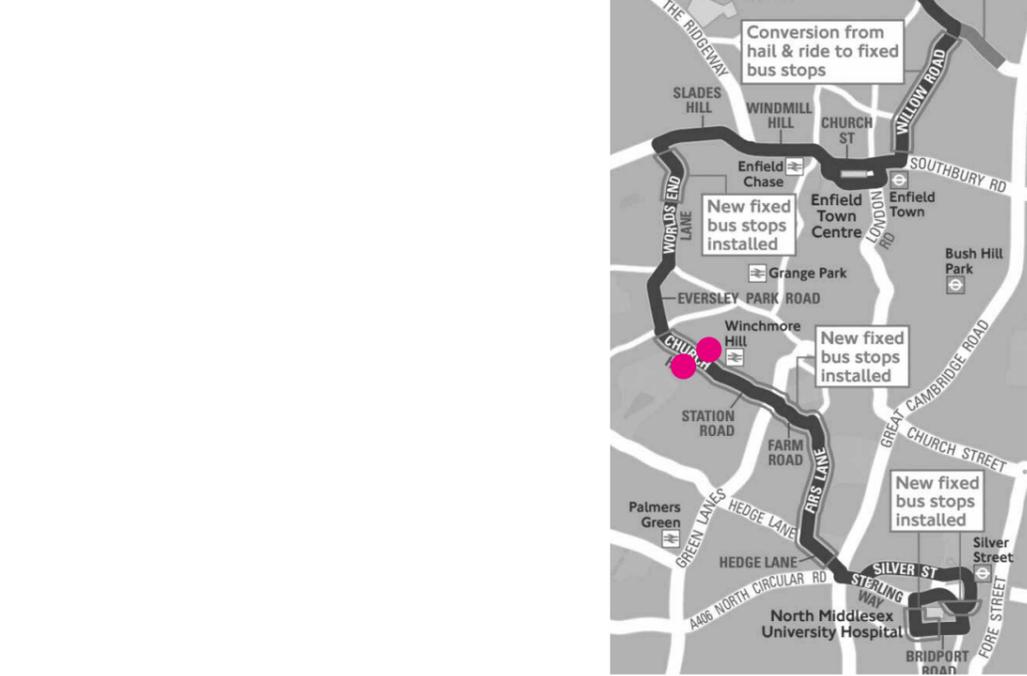


**Stop 16**  
(outside Vicarage)  
No comments



**Stop 17**  
(between junction with Denleigh Gardens and Friends Meeting House)  
A 2.0m wide build out of the footway is unnecessary (Illustration A).

However, as the existing footway is only 1.1m wide it is considered that its width should be increased by 1.0m. This would be sufficient to ensure that the few pedestrians traversing this lightly used section of footway would have sufficient room to pass any people who were waiting at the bus stop. (Illustration B).



Proposal by TfL/LBE

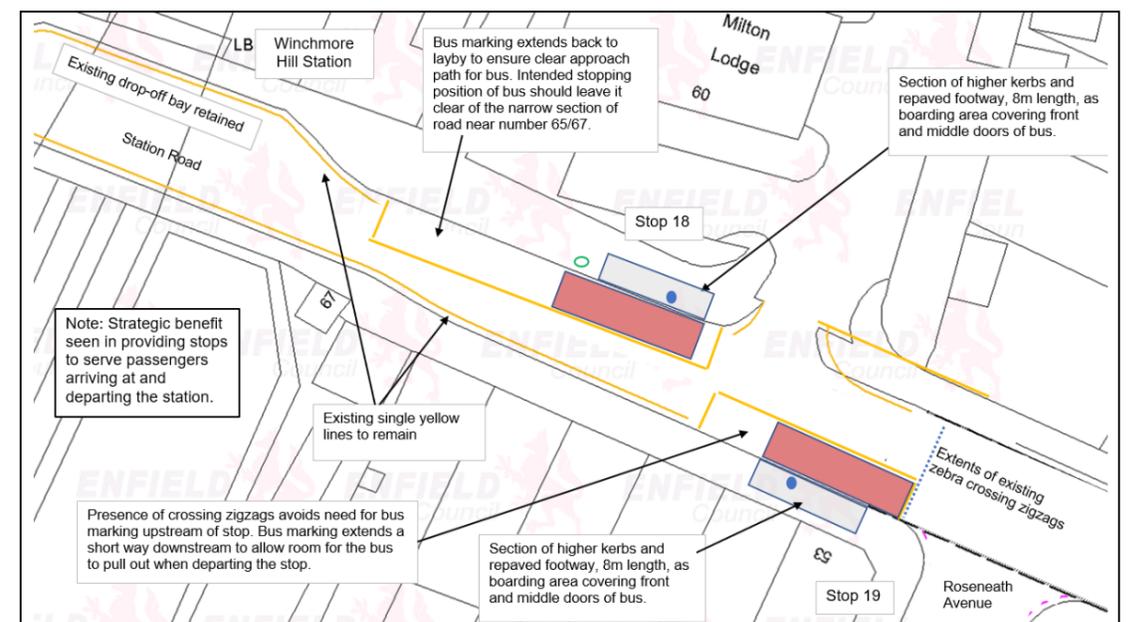
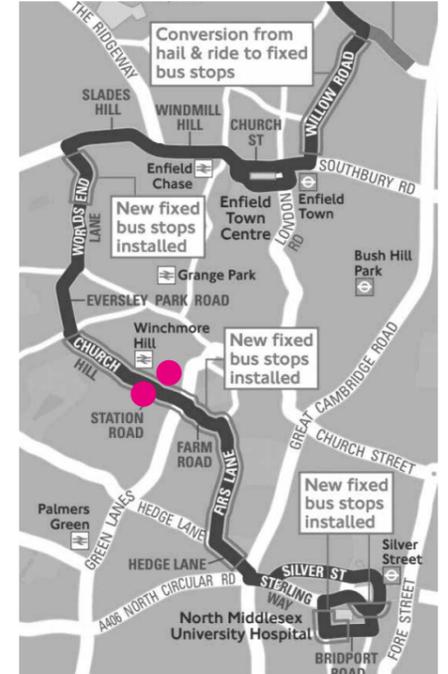
### 3. Station Road near Winchmore Hill Station



**Stop 19**  
 (outside nos. 53 & 55)  
 The existing bollards, intended to prevent footway parking will need to be removed.

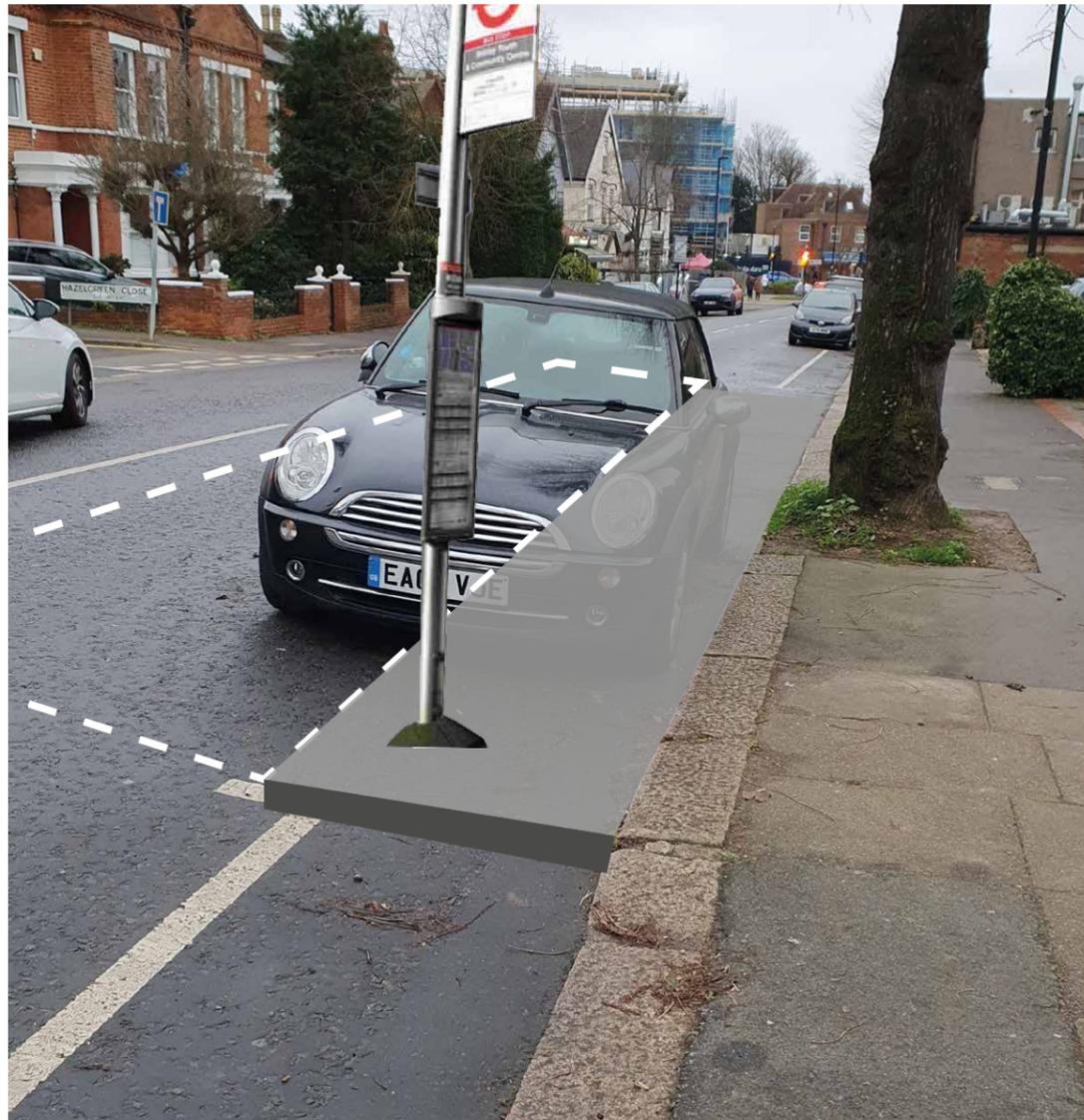


**Stop 18**  
 (outside Milton |Lodge)  
 No comments



Proposal by TfL/LBE

## 4. Station Road towards Fords Grove and Green Lanes



**Stop no. 21**  
(outside nos. 3 & 5)

This proposed location and the design of the bus stop are both very unsatisfactory. The 2m x 7m build out would result in an unnecessary constriction for eastbound traffic when a bus was at the stop.

Furthermore, the build out would be shorter than a bus and the presence of a large tree would also limit its effectiveness.

The large number of footway crossovers on the south side of the road in this area mean that it would be impossible to reposition this bus stop anywhere near the currently proposed site.

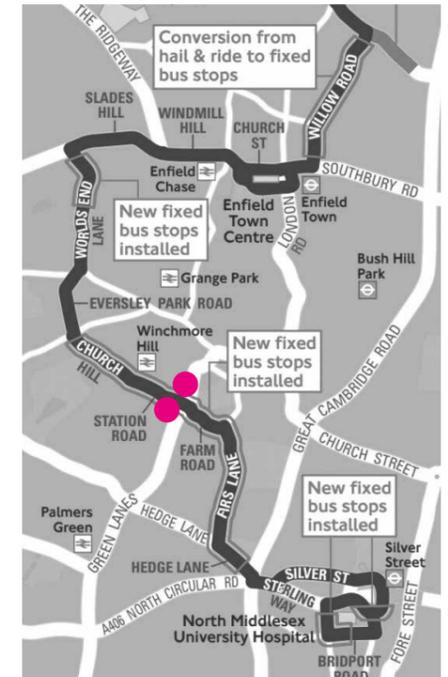
Consequently, a completely new location is proposed for this bus stop – see next page.



**Stop no. 20**  
(outside no. 36)

A 2.0 m wide build out of the footway is unnecessary. If this were not constructed buses would still be able to enter this bus stop unimpeded because of the presence of the junction with Hazelgreen Close.

To provide room for the bus to pull out when departing from the bus stop it is proposed that the bus stop road markings should extend to the footway crossover that serves no. 22.



Proposal by TfL/LBE

## 5. Station Road towards Fords Grove and Green Lanes – alternative locations proposed by WHRA



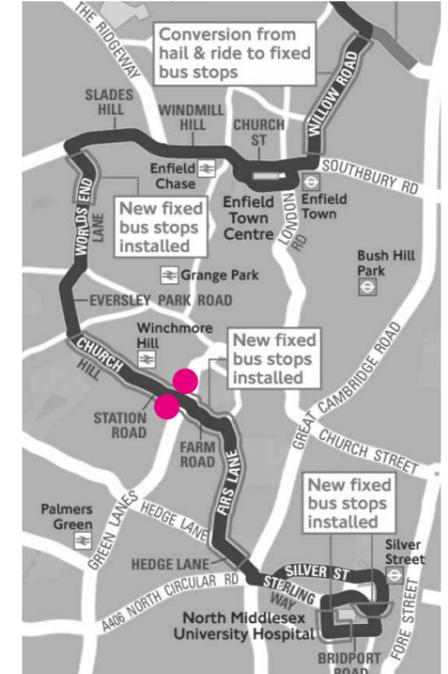
**Stop no. 21**  
Alternative location

It is proposed that this bus stop should be located between the junctions with the left turn slip road from Green Lanes and Broadway Mews. The existing pay and display parking bay and parking ticket machine at this site could be relocated.

This location would be better than the existing proposal that the bus stop should be outside nos. 3 & 5. This is because it would be much closer to the shops on the western side of The Broadway and the On Broadway public house, the various businesses in Broadway Mews as well as the Village Vet and Ambrosia Restaurant on the north side of Station Road



**Stop no. 20**  
New location for the pay and display parking bay and parking ticket machine on the north side of the road outside nos. 8 & 10



# 6. Firs Lane – Opposite Wetlands and junction with Hyde Park Avenue



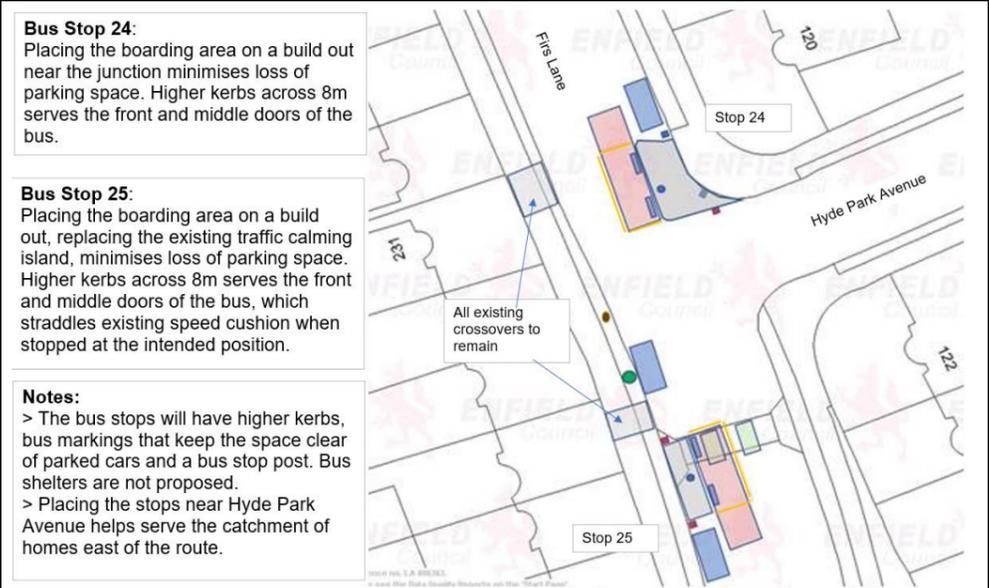
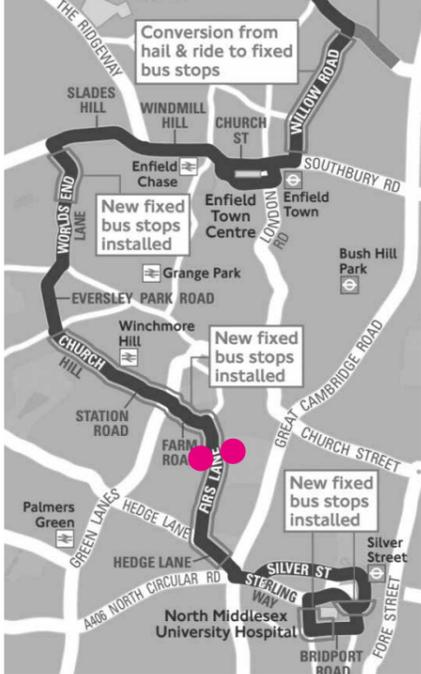
**Stop no. 25**  
(outside nos. 237 & 239)

This proposed location and the design of the bus stop are both very unsatisfactory. A footway build-out is unnecessary and if constructed it would be traversed by vehicles entering and leaving no. 239 which as a paved front garden but no footway crossover. Consequently it is proposed that this bus stop should be located between the footway crossover that serves no.241 and the small kerb build adjacent to the existing speed cushions. This would necessitate the paving of the existing grass verge. If a footway build-out was not constructed buses would still be able to enter this bus stop unimpeded if a white line entrance marking were to be installed in front of the footway crossovers that serve no. 241. Buses would also be able to leave this bus stop unimpeded because the small kerb build, adjacent to the existing speed cushions, would prevent any vehicles from parking in this area.



**Stop no. 24**  
(outside no. 120)

A footway build-out is unnecessary and if constructed it would make the left turn from Firs Lane into Hyde Park Avenue extremely difficult for large vehicles and impossible if a vehicle were to be waiting to enter Firs Lane from this road. Consequently, it is proposed that this bus stop should be located between the footway crossover that serves no. 118 and the junction with Hyde Park Avenue. This would necessitate the paving of the existing grass verge. If a footway build out was not constructed buses would still be able to enter this bus stop unimpeded if white line entrance markings were to be installed in front of the footway crossovers that serve nos. 116 and 118. Buses would also be able to leave this bus stop unimpeded because of the presence of the junction with Hyde Park Avenue.



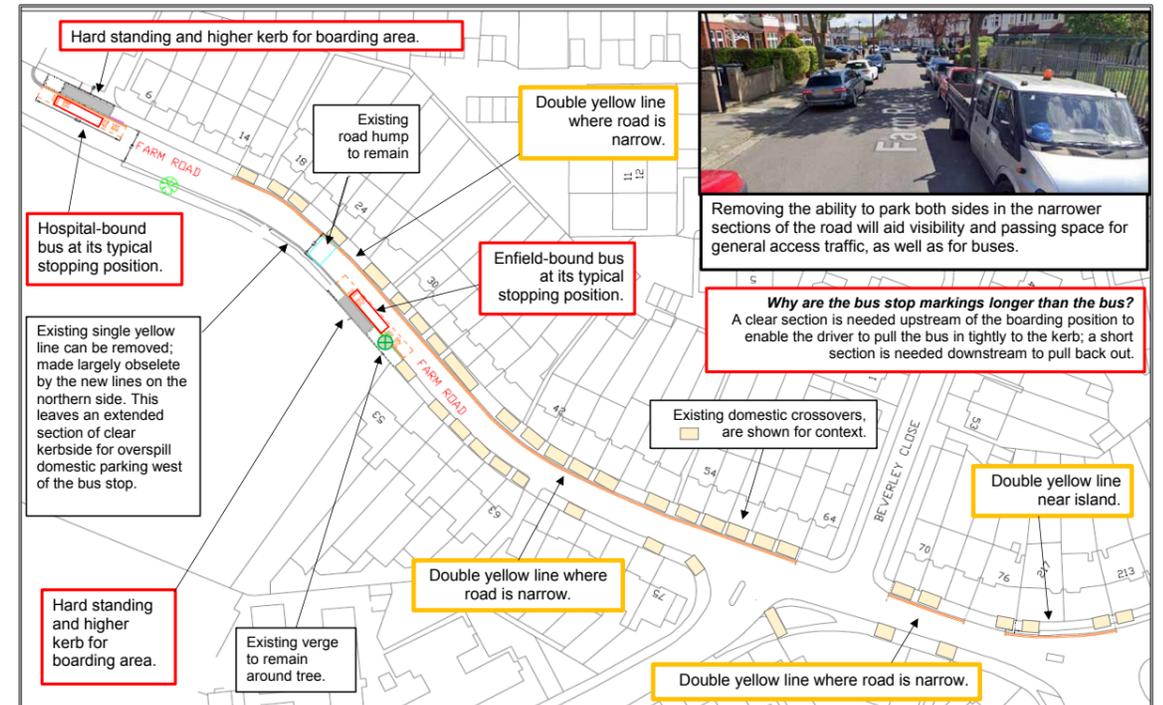
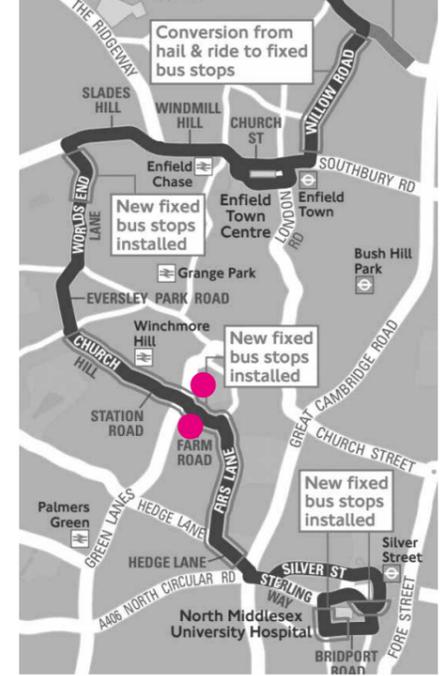
# 7. Farm Road



**Stop 22**  
(outside Fords Grove Car Park & no. 6)  
No comments



**Stop 23**  
(outside Highfield Primary School  
Playing Field)  
No comments



Proposal by TfL/LBE

## Further comments

It is understood that L.B. Enfield does not need to make Traffic Orders under the Road Traffic Regulation Act 1984 to implement these proposed bus stop clearway road markings. However, it will need Traffic Orders to make changes to existing waiting restrictions and residents parking bays that will have to be rescinded at some of the locations of the proposed bus stop clearways.

WHRA will not submit any objections to these Traffic Orders if the changes to the bus stops 17, 20, and 21 proposed in these comments were to be incorporated in the final scheme. If this were not to be the case, WHRA would submit objections to the relevant Traffic Orders.