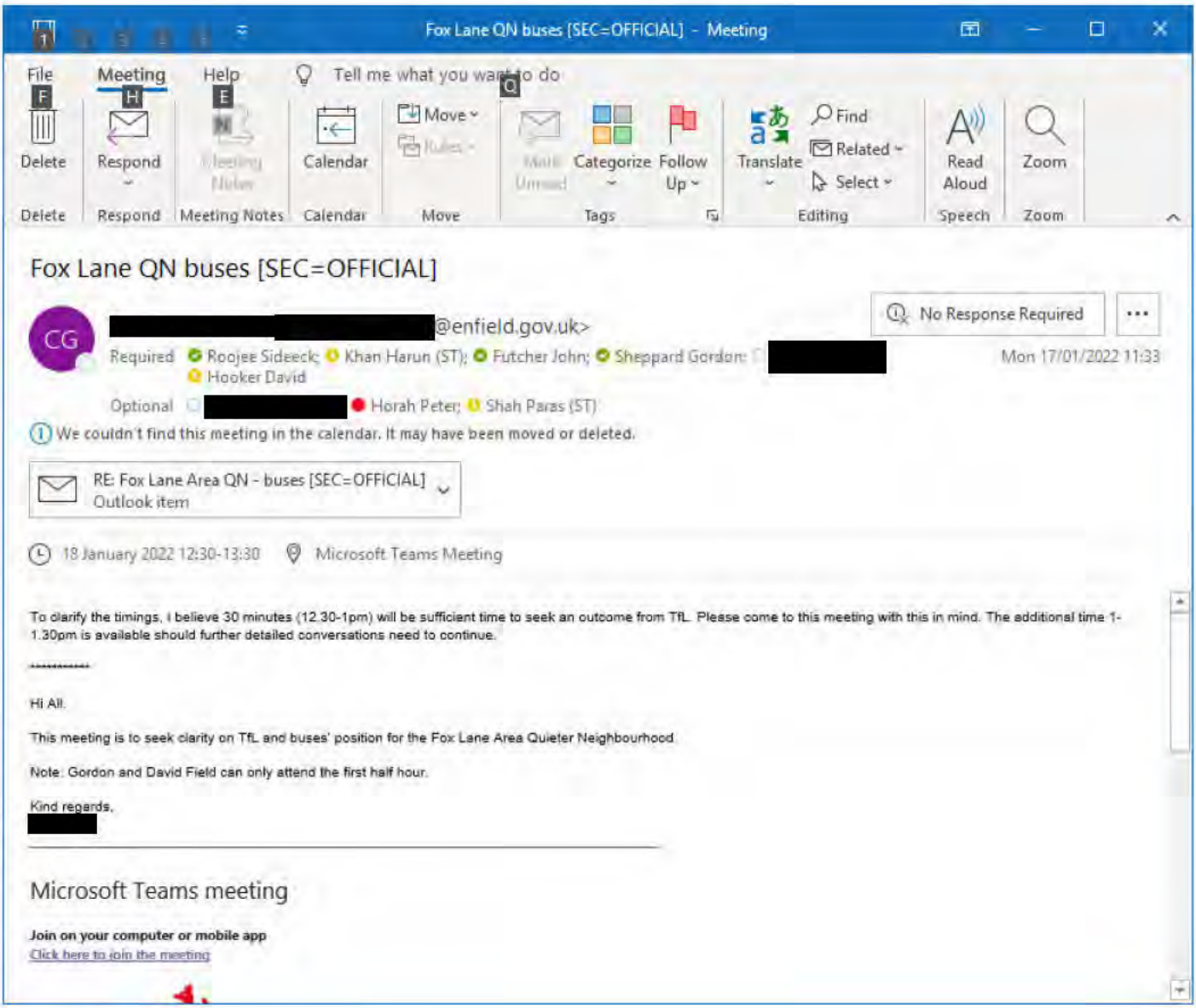
Fox Lane QN buses [SEC=OFFICIAL] - Meeting
File
Meeting
Help
Tell me what you want to do
Delete
Respond
Meeting Notes
Calendar
Move
Categorize
Follow Up
Translate
Find
Related
Select
Read Aloud
Zoom
Delete
Respond
Meeting Notes
Calendar
Move
Tags
Editing
Speech
Zoom
Fox Lane QN buses [SEC=OFFICIAL]
CG
[redacted]@enfield.gov.uk>
No Response Required
Required Roojee Sideeck; Khan Harun (ST); Futcher John; Sheppard Gordon; [redacted]
Hooker David
Mon 17/01/2022 11:33
Optional [redacted] Horah Peter; Shah Paras (ST)
We couldn't find this meeting in the calendar. It may have been moved or deleted.
RE: Fox Lane Area QN - buses [SEC=OFFICIAL]
Outlook item
18 January 2022 12:30-13:30
Microsoft Teams Meeting
To clarify the timings, I believe 30 minutes (12.30-1pm) will be sufficient time to seek an outcome from TfL. Please come to this meeting with this in mind. The additional time 1-1.30pm is available should further detailed conversations need to continue.
Hi All.
This meeting is to seek clarity on TfL and buses' position for the Fox Lane Area Quieter Neighbourhood.
Note: Gordon and David Field can only attend the first half hour.
Kind regards,
[redacted]
Microsoft Teams meeting
Join on your computer or mobile app
Click here to join the meeting

Jacob Gemma

From: Richard Eason <[redacted]Enfield.gov.uk>
Sent: 13 January 2022 17:25
To: Roojee Sideeck; [redacted]
Cc: Khan Harun (ST); Futcher John; Horah Peter; Hooker David; Shah Paras (ST); Sheppard Gordon; [redacted] Field David (ST)
Subject: RE: Fox Lane Area QN - buses [SEC=OFFICIAL]

Classification: OFFICIAL

Thanks Sideeck, I have now added in [redacted] who I forgot to copy in!

We'll come back to you asap – the key thing will be to have the decision makers present at the end of the meeting, so we can leave with clarity and reflect in our report.

Richard Eason | Programme Director
Healthy Streets | London Borough of Enfield

Office: [redacted]
Mobile: [redacted]

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From: Roojee Sideeck [mailto[redacted]@tube.tfl.gov.uk]
Sent: 13 January 2022 17:22
To: Richard Eason <[redacted]Enfield.gov.uk>
Cc: Khan Harun (ST) <[redacted]@tfl.gov.uk>; Futcher John <J[redacted]@tfl.gov.uk>; Horah Peter <[redacted]@tfl.gov.uk>; Hooker David [redacted]@tfl.gov.uk>; Shah Paras (ST) [redacted]@tube.tfl.gov.uk>; Sheppard Gordon <[redacted]@tfl.gov.uk>; [redacted]@enfield.gov.uk>; [redacted]<[redacted]@enfield.gov.uk>; Field David (ST) <[redacted]@tfl.gov.uk>
Subject: RE: Fox Lane Area QN - buses [SEC=OFFICIAL]

Apologies David F – I forgot to copy you in.

From: Roojee Sideeck
Sent: 13 January 2022 17:15
To: Richard Eason <[redacted]Enfield.gov.uk>
Cc: Khan Harun (ST) [redacted]@TfL.gov.uk>; Futcher John <[redacted]@tfl.gov.uk>; Horah Peter [redacted]@TfL.gov.uk>; Hooker David <[redacted]@tfl.gov.uk>; Shah Paras (ST) [redacted]@tube.tfl.gov.uk>; Sheppard Gordon [redacted]@tfl.gov.uk>; [redacted]@enfield.gov.uk>; [redacted]@enfield.gov.uk>
Subject: RE: Fox Lane Area QN - buses [SEC=OFFICIAL]

Hi Richard,

Thanks for your email.

We received [redacted]email last Friday and as promised we had internal discussion to look at your proposals. Relevant colleagues and I are happy to meet you and the team next week to discuss further and share our views on your proposals. However our collective availability on Tue 18th is only 12.30-1.00; we can arrange a meeting for 12.30 for one hour but couple of TfL colleagues (Gordon and David Field) will need to leave the meeting at 1pm. Alternatively, you can provide us with another date next week and I'll check our availability to attend.

[redacted]

I look forward to hear from you.

Kind regards
Sideeck

From: Richard Eason <[redacted]Enfield.gov.uk>
Sent: 12 January 2022 21:40
To: Roojee Sideeck [redacted]@tube.tfl.gov.uk>
Cc: Khan Harun (ST) <[redacted]@tfl.gov.uk>; Futcher John [redacted]@tfl.gov.uk>; Horah Peter [redacted]@tfl.gov.uk>; Hooker David [redacted]@tfl.gov.uk>; Shah Paras (ST) [redacted]@tube.tfl.gov.uk>; Sheppard Gordon [redacted]@tfl.gov.uk>; [redacted] <[redacted]@enfield.gov.uk>; [redacted]@enfield.gov.uk>
Subject: FW: Fox Lane Area QN - buses [SEC=OFFICIAL]
Importance: High

Classification: OFFICIAL

Hi Sideeck,

I just wanted to follow-up the email below. As we discussed at out sponsorship meeting last week, it is imperative we get clarity on the TfL position for this Fox Lane Quieter Neighbourhood project asap. Apologies for the short-time line, we have waited to collect data post pandemic restrictions, but now have limited time prior to the expiry of the ETO.

We need to conclude our assessment of the impact in readiness for publishing a report later in January with recommendations on whether to make the trial permanent or not. There are some bus impacts which colleagues at LBE and TfL have discussed, and some further potential mitigating actions.

Could I request a meeting early next week (Tuesday 18th?) with the appropriate TFL representation to enable a decision on the TfL position at the close of the meeting?

If this trial is made permanent, naturally some monitoring would continue.

Thanks again Sideeck.

Richard Eason | Programme Director
Healthy Streets | London Borough of Enfield

Office: [redacted]
Mobile: [redacted]

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From: [redacted]
Sent: 07 January 2022 18:21
To: Hooker David <[redacted]@tfl.gov.uk>; Shah Paras (ST) [redacted]@tube.tfl.gov.uk>; Roojee Sideeck <[redacted]@tube.tfl.gov.uk>; Sheppard Gordon <[redacted]@tfl.gov.uk>
Cc: [redacted]@enfield.gov.uk>; [redacted] <[redacted]@enfield.gov.uk>
Subject: Fox Lane Area QN - buses [SEC=OFFICIAL]

Classification: OFFICIAL

Hi All,

Please find below details of proposed but priority measures for buses in the Fox Lane Area, along with a record of the meeting held in December. Let me know if I have recorded any details incorrectly.

Background

- This follows on from our meeting held on 17/12/21 attended by TfL (Dave Hooker, Paras Shah, Sideeck Roojee and Gordon Sheppard), LBE ([redacted] and [redacted]). NRP (Andrew Graham) presented the findings from the analysis of the post-implementation data for Fox Lane.
- The bus journey analysis was based on average journey times in September and October 2021, and compared to those from September 2019 and October 2021. The assessment showed increases greater than 60 seconds on:
    - W9 northbound in the AM peak
    - 121, 298, 299 & W6 NB in the PM peak – High St between Meadway & Southgate College contributing to these delays
- TfL agreed the analysis methodology was appropriate
- There was discussion around potential bus priority measures, including:
    - The current proposals for extended bus lane hours on Green Lanes would provide some mitigation for the 121
    - There was support to progress investigating fixed stops for the Hail & Ride section of the W9
- TfL expressed a residual concern regarding the W6 due to potential further impacts the longer running time could have on operations.

Proposals (impacted routes are shown in brackets)

1. Parking restrictions on Cannon Hill & Aldermans Hill to fill in gaps in DYLs and provide parking on one side only where required. Carry out site investigations to confirm locations. Subject to consultation. Refer to attached for further details. (121, 299, W6)
2. Investigate fixed stops along Hedge Lane where the W6 is currently Hail & Ride. Subject to identification of suitable locations and consultation. Refer to attached for further details. (W6)
3. Carry out site investigations to identify potential pinch points on Silver Street. Subject to further review. Refer to attached. (W6)
4. Review of Southgate circus for potential changes to markings or other short term improvements, eg keep clear / box markings / enforcement. Subject to further review to be carried out in January. (TBC)
5. Review of signals at key junctions in the area – @Sheppard Gordon to please advise on potential scope here. (TBC)

It is noted these measures, should any or all of them be implemented, are not immediate.

Could you please consider the above and provide any comments so we can gain clarity on TfL's position. As was highlighted at the Sponsor meeting yesterday, we are unfortunately on a very short timescale for this.

I will send out a separate email to arrange a follow-up meeting early w/c 17th Jan.

Kind regards,

[redacted] | Project Manager
Healthy Streets | London Borough of Enfield
Mobile: [redacted]

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Classification: OFFICIAL

Jacob Gemma

From: Hooker David
Sent: 28 January 2022 15:37
To: [redacted] Roojee Sideeck; Horah Peter; Field David (ST); Sheppard Gordon
Cc: [redacted] Salt Robert
Subject: RE: Fox Lane Area QN [SEC=OFFICIAL]

Hi [redacted]

[redacted]

Dave Hooker
Service Delivery Manager – Enfield
Transport for London – Bus Service Delivery
North Region
Turnpike Lane Bus Station, Green Lanes, London N15 3NX
Email – [redacted]@tfl.gov.uk
Mobile – [redacted]

NOMINEE
2021 You Matter Awards

From: [redacted]@enfield.gov.uk>
Sent: 28 January 2022 11:27
To: Roojee Sideeck <[redacted]@tube.tfl.gov.uk>; Horah Peter <[redacted]@tfl.gov.uk>; Hooker David [redacted]@tfl.gov.uk>; Field David (ST) [redacted]@tfl.gov.uk>; Sheppard Gordon [redacted]@tfl.gov.uk>
Cc: [redacted]@enfield.gov.uk>; Salt Robert <[redacted]@tfl.gov.uk>
Subject: RE: Fox Lane Area QN [SEC=OFFICIAL]

Hi All,

I would like to provide you with a brief update on the Fox Lane Area QN. Following the LBE / TfL meeting on 18 Jan as per the below, analysis of bus journey times on a Saturday was specifically reviewed in addition to the analysis on the weekday peaks presented to you. The analysis is included in the final version of the Fox Lane Area analysis attached. The Saturday analysis has shown similar routes are impacted, however longer delays are seen on Saturdays than those identified in the peak times assessed, and 2 new routes which hadn't been identified.

As you have seen in the Bowes email thread, this project will be taken to RSPG and I am coordinating a date. I suggest we meet next week ahead of any RSPG to discuss the updated analysis.

Can you each please advise if you have any availability next Thursday 3 Feb or Friday 4 Feb?

Kind regards,

[redacted] Project Manager
Healthy Streets | London Borough of Enfield
Mobile: [redacted]

From: [redacted]
Sent: 20 January 2022 09:01
To: Roojee Sideeck [redacted]@tube.tfl.gov.uk>; [redacted]@tfl.gov.uk; Hooker David [redacted]@tfl.gov.uk>; [redacted]@tfl.gov.uk; Sheppard Gordon [redacted]@tfl.gov.uk>; Richard Eason <[redacted]Enfield.gov.uk>; [redacted]@enfield.gov.uk>; [redacted]@enfield.gov.uk>
Cc: [redacted]@tfl.gov.uk; [redacted]@tfl.gov.uk
Subject: Fox Lane Area QN 18 Jan 22 meeting [SEC=OFFICIAL]

Classification: OFFICIAL

Hi All,

Below are notes from the TfL / LBE meeting on the Fox Lane area QN held on Tues 18th at 12.30-1pm. I have highlighted two actions below. Please advise if any corrections or amendments are required to these notes.

Attendees:
TfL: Sideeck Roojee, Peter Horah, David Hooker, David Field, Gordon Sheppard
LBE: Richard Eason, [redacted]

- The purpose of the meeting was to seek clarity on TfL's position with respect to the Fox Lane Area QN, following the presentation of data analysis to TfL on December 17 2021 and [redacted] follow up email on Jan 7 2022 with proposals for bus priority measures in the area
- Below is a table summarising the previously provided details, along with the outcome of the meeting's discussion on each point

Ref	Proposal	Routes affected	Comments from meeting
1	Parking restrictions on Cannon Hill & Aldermans Hill to fill in gaps in DYLs and provide parking on one side only where required. Carry out site investigations to confirm locatimons. Subject to consultation. Refer to attached for further details.	121, 299, W6	Support from TfL to progress
2	Investigate fixed stops along Hedge Lane where the W6 is currently Hail & Ride. Subject to identification of suitable locations and consultation. Refer to attached for further details.	W6	Support from TfL to progress
3	Carry out site investigations to identify potential pinch points on Silver Street. Subject to further review. Refer to attached.	W6	Support from TfL to progress. Noted that no specific interventions have been identified, but LBE would progress investigation.
4	Review of Southgate circus for potential changes to markings or other short term improvements, eg keep clear / box markings / enforcement. Subject to further review to be carried out in January.	TBC	LBE had received a draft report from Red Wilson Associates (RWA) which reviewed available data from March 2020 and Nov 2021 at the gyratory. The draft plan shared at the meeting is attached. Some short term and longer term interventions had been identified by RWA and these were discussed. It was agreed that LBE would progress the short term measures and

			review before progressing with any long term measures. Other specific comments: • ST2 – It was noted that typically near town centres such as this ped delay is minimised. TfL requires confirmation from LBE that we would be willing to accept a reduction in ped priority in order to provide the improvement for motor traffic. An increase of less than the 10s proposed was not supported by TfL as it was thought this would not sufficiently worth it for the effort involved. • LT2 – Gordon advised this was unlikely to be good value for money as the benefits would be limited due to the gyratory not having signals to be coordinated with • The bus operator has suggested to Dave Hooker that a box junction would be helpful at the exit/entry to Station Parade. Discussion that this may lead to a disbenefit for buses if their tail gets stuck within the box junction. Agreed this option needs further consideration and that the strengthening of the existing keep clears as proposal should be reviewed first • TfL buses expressed a desire for Station Parade to be restricted to buses only, and suggested Crown Lane could be used for pickup and drop off with the use of the lane between the two areas to provide access. LBE provided support to review this in principle. To be considered alongside any consideration to LT3. Agreement to work together to review.
5	Review of signals at key junctions in the area	TBC	Not discussed – **Gordon Sheppard** can you please provide comment on the potential scope & likelihood of TfL carrying this out

- David Field would like to see impacts of the proposals and costs. **David Field** can you please advise what you need to see here.
- With the above in mind, TfL does not object to the Fox Lane Area QN becoming permanent. Ongoing review and monitoring will be carried out as communicated by LBE, and Peter Horah expressed his support via his role and regular engagement between LBE & TfL.

Kind regards,

[redacted] | Project Manager
Healthy Streets | London Borough of Enfield
Mobile: [redacted]

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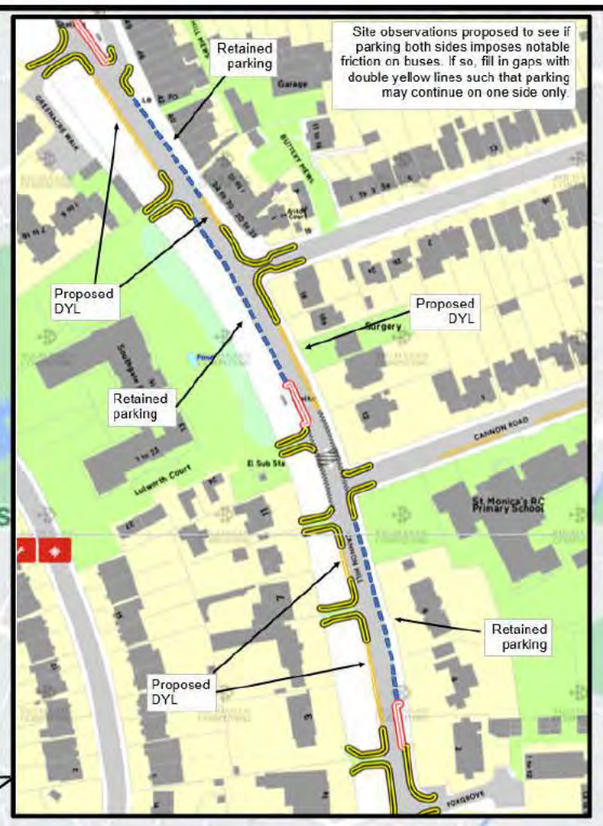
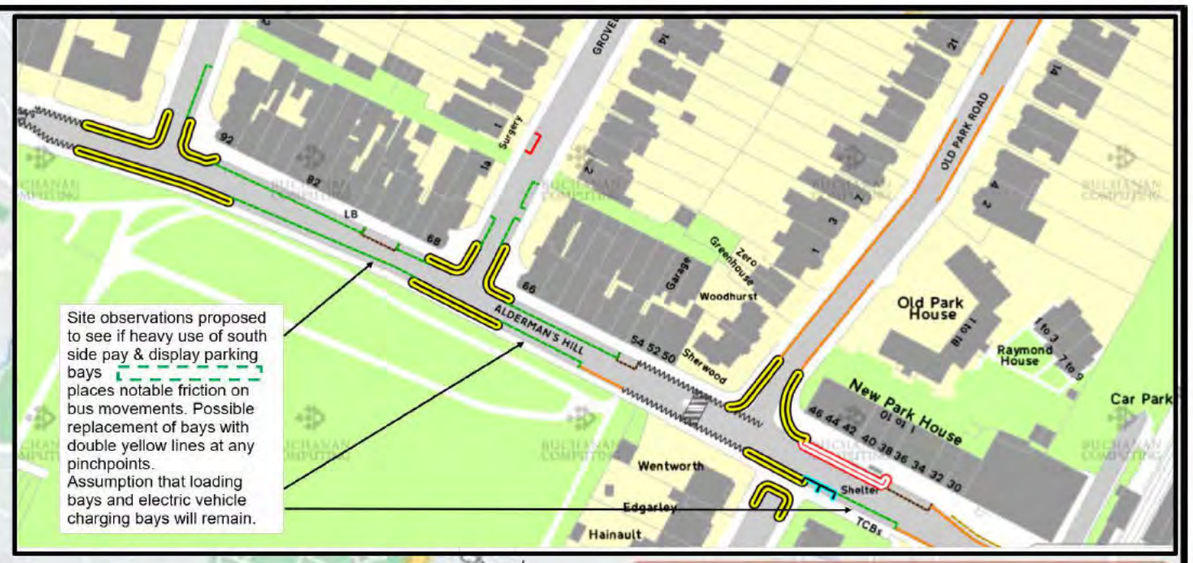
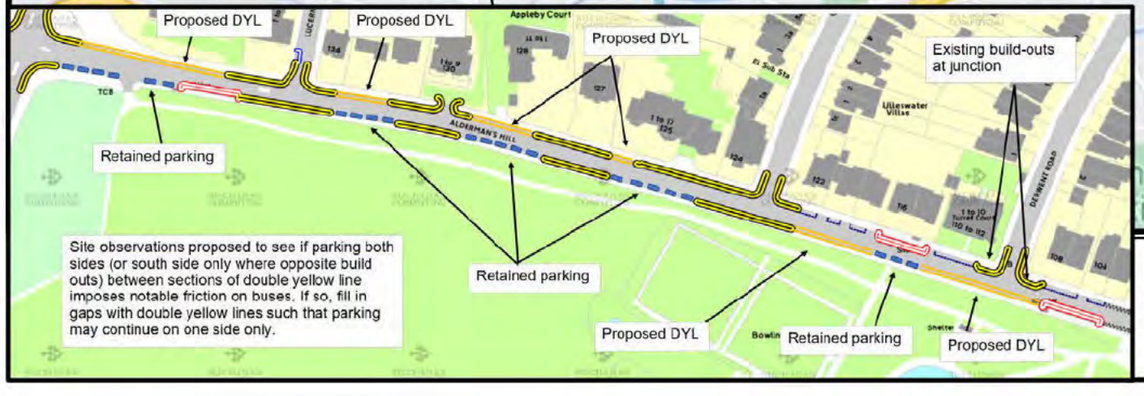
R121: 5+ buses/hr Wood Green to Enfield Island Village





Fixed stop system could be extended NW on Hedge Lane with additional pairs near Huxley Place and New River

W6: 5+ buses/hr Southgate to Edmonton Green



Site observations proposed to identify pinch points on Silver Street

Examination of Potential Pinchpoints on W6 and 121 Bus Routes

Fox Lane Quieter Neighbourhood

Post-Scheme Monitoring

Data Analysis v1.0

January 2022

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Contents

Introduction

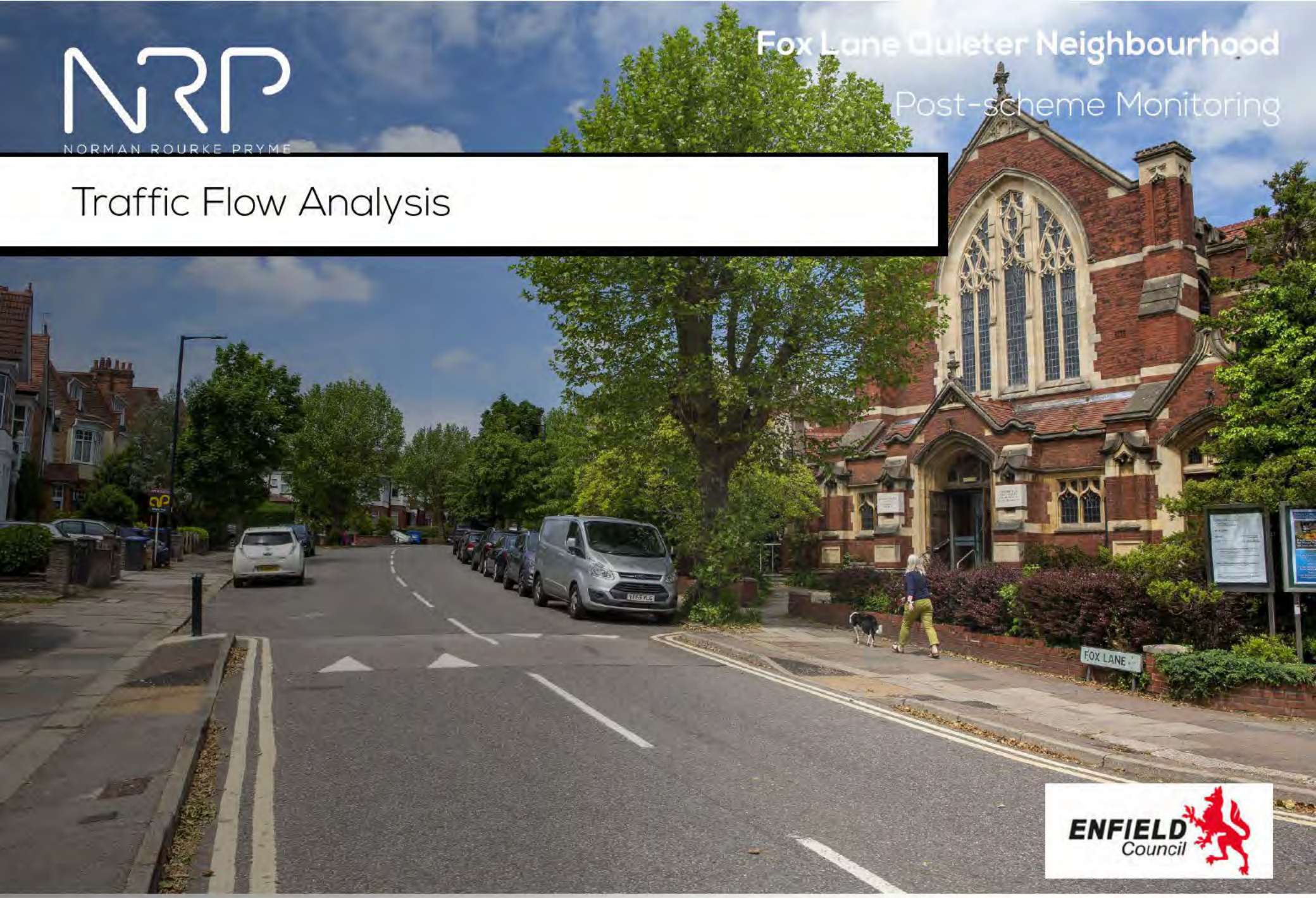
- The Fox Lane Quieter Neighbourhood scheme was implemented in September 2020.
- Traffic surveys were undertaken before the scheme was implemented (in March 2019) and after (in September 2021), to understand how the scheme has affected behaviour on the local and surrounding highway network.
- The data collected includes: traffic volumes, traffic speeds, bus journey times, as well as cycle volumes and pedestrian volumes for the study area.
- This report provides a summary of the analysis undertaken comparing the pre-scheme and post-scheme data, as part of the post-scheme monitoring.
- The post-scheme surveys were carried out in September 2021, when most COVID restrictions had been removed but when travel patterns may have still been affected as a result of the COVID pandemic, for example, people were requested to work from home where possible. This is likely to continue to some extent going forward, so traffic conditions are likely to be different in the future, compared to pre-COVID conditions. A sensitivity test has been undertaken which applies a factor to the surveyed traffic data, to mitigate the impacts of COVID. This assessment also takes into account the seasonal variation between the two periods surveyed. Further information on this assessment can found in the Appendix.

NRP
NORMAN ROURKE PRYME

Fox Lane Quieter Neighbourhood

Post-scheme Monitoring

Traffic Flow Analysis



ENFIELD Council

Traffic Flow Surveys

- Traffic volumes and speeds have been captured using Automated Traffic Count (ATC) tubes that measure traffic volumes by vehicle type and the speed of traffic.
- ATC data has been collected at sites identified on the following slide, to understand both the changes in traffic volumes and speeds within the Quieter Neighbourhood area, as well as the changes in traffic volumes and speeds on external roads. For specific dates of the surveys by location refer to the list of survey dates shown in the Appendix. The majority of surveys were undertaken over the following dates:
  - Pre-scheme surveys: 11th – 17th March 2019 (internal roads)
    21st - 27th March 2019 (majority of external roads)
  - Post-scheme surveys: 21st – 24th September 2021
    Surveys were undertaken between the 21st – 27th September 2021. During this time there was a national petrol shortage which may have affected travel patterns across the UK from the 25th September. As a result, traffic data collected beyond the 24th September has not been used.
- The following slides compare the surveyed traffic flows between the pre-scheme and post-scheme survey periods.
- The sensitivity test, where a factor has been applied to the surveys in order to mitigate the impacts of COVID and seasonal variation, can be found in the Appendix. It is possible that traffic patterns have changed as a result of COVID, for example, people will continue to work from home, so the sensitivity test is only an estimate.


Legend
Local Road ATC
Strategic Road ATC
Distributor Road ATC
Strategic Roads
Borough Distributor Roads
Quieter Neighbourhood Area

Traffic Flow Surveys

- The data is presented in both graphic and tabular format for the following time periods.
  - Average 24 hour weekday period
  - Average Weekday AM peak hour
  - Average Weekday PM peak hour
- The surveyed roads have been categorised in the following way:
  - **Local roads** - predominantly residential roads, which are not expected to carry significant volumes of through traffic
  - **Borough distributor roads** - roads feeding the local roads in the area
  - **Strategic roads** - roads carrying larger volumes of traffic, the majority of which is passing through an area
- Pre-scheme ATC data for Wynchgate, Queen Elizabeth's Drive, Broad Walk, Dawlish Avenue, and Broomfield Lane (sites 15-17) was collected pre-2019 and are therefore not directly comparable. Additionally, pre-scheme survey data for Dawlish Avenue, Hoppers Road, Arnos Grove, and Forestdale (sites 18, 43, 47 and 48) is not available but these sites were surveyed as part of the post-scheme monitoring. These sites have been assessed separately from the majority of the sites, with details included in the Appendix.


Pre-scheme 24hr Traffic Volumes
Pre-scheme 24hr Traffic
1 - 500
500 - 2000
2000 - 5000
5000 - 10000
10000 +


Post-scheme 24hr Traffic Volumes
Post-scheme 24hr Traffic
1 - 500
500 - 2000
2000 - 5000
5000 - 10000
10000 +


Difference in 24hr Traffic Volumes
Difference 24hr Traffic
Traffic Decrease
Traffic Increase
+354
-615
-1035
+1184
-2518
+1024
+1879
-1508
-114
-2188
-4707
-2589
+55
-161
-511
-2985
-884
-123
-490
-877
-660
-3018
-3272
-66
-1528
+67
-374
-301
-451
-1161
-2227
-4250
+506
+282
-415
-2462
+355
+494
+452
+1005
+389

Roads within QN Total Traffic Volumes – 24 hour

Area	Ref	ATC Location	Pre-scheme 24hr vehicle flows (veh)	Post-scheme 24hr vehicle flows (veh)	Difference	% Difference
QN Local Roads	19	Meadway (west of Bourne Avenue)	4941	234	-4707	-95%
	20	Bourne Avenue	2029	521	-1508	-74%
	21	Parkway	250	136	-114	-46%
	22	Meadway (west of Greenway)	3022	433	-2589	-86%
	23	Greenway	2872	684	-2188	-76%
	24	The Ridgeway	245	300	55	22%
	25	Oakfield Road	493	332	-161	-33%
	26	The Mall	3837	819	-3018	-79%
	27	Selborne Road	2041	513	-1528	-75%
	28	Conway Road	373	307	-66	-18%
	29	Harlech Road	368	435	67	18%
	30	Ulleswater Road	817	443	-374	-46%
	31	Derwent Road	936	635	-301	-32%
	32	Lakeside Road	954	503	-451	-47%
	33	Grovelands Road	1424	263	-1161	-82%
	34	Old Park Road	2847	620	-2227	-78%
	35	Devonshire Road	910	1192	282	31%
	36	Fox Lane (west of Selborne Road)	6237	1120	-5117	-82%
	37	Amberley Road	3587	602	-2985	-83%
	38	St. George's Road	1437	553	-884	-62%
	39	Cranley Gardens	741	618	-123	-17%
	40	Burford Gardens	931	441	-490	-53%
	41	Caversham Ave	1720	843	-877	-51%
	42	Fox Lane (west of Grovelands Road)	4989	739	-4250	-85%

- Overall, on the surveyed local roads within the Quieter Neighbourhood volumes of traffic have reduced by an average of 72%.
- 3 of the 24 sites surveyed within the Quieter Neighbourhood have seen an increase in traffic; The Ridgeway and Harlech Road have seen a minor increase, with Devonshire Road seeing higher flows because of the conversion from one way to two way traffic flow.

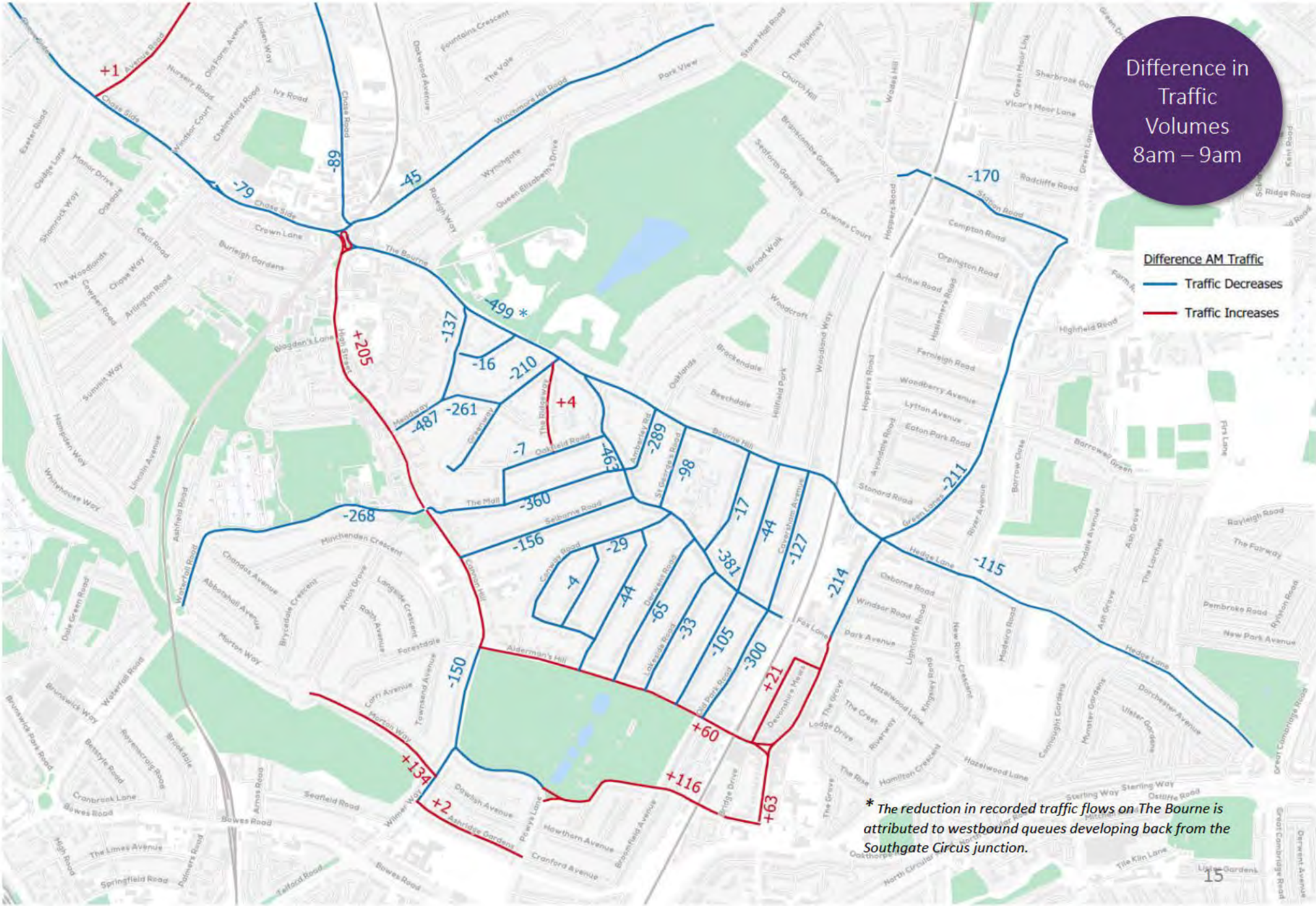
External Roads Total Traffic Volumes – 24 hour

Area	Ref	ATC Location	Pre-scheme 24hr vehicle flows (veh)	Post-scheme 24hr vehicle flows (veh)	Difference	% Difference
Boundary to the QN	4	High Street	17523	19402	1879	11%
	5	The Bourne	18090	19114	1024	6%
	9	Aldermans Hill	12950	13305	355	3%
	10	Green Lanes (north of Park Avenue)	17199	17705	506	3%
Wider Network	1	Avenue Road	10404	10758	354	3%
	2	Chase Side	20063	19028	-1035	-5%
	3	Chase Road	9518	8903	-615	-6%
	6	Waterfall Road	11155	7883	-3272	-29%
	7	Morton Way	6756	7250	494	7%
	8	Powys Lane	15253	12791	-2462	-16%
	11	Hedge Lane	19635	19220	-415	-2%
	12	Green Lanes (south of Eaton Park Rd)	16586	15926	-660	-4%
	13	Station Road	9540	7022	-2518	-26%
	14	Winchmore Hill Road	12037	13221	1184	10%
	44	Broomfield Lane	9015	10020	1005	11%
	45	Green Lanes (south of Oakthorpe Rd)	15291	15680	389	3%
	46	Ashridge Gardens	923	1375	452	49%

- Traffic volumes on the Quieter Neighbourhood boundary roads have increased by 6% on average, with the largest increase on High Street.
- Traffic volumes on the wider network have reduced by 5% on average.
- Some roads on the wider network have seen an increase including Avenue Road (3%), Morton Way (7%), Winchmore Hill Road (10%), Broomfield Lane (11%), Green Lanes (south of Oakthorpe Road) 3% and Ashridge Gardens (49%).


Pre-scheme Traffic Volumes 8am – 9am
Pre-scheme AM Traffic
1 - 50
50 - 200
200 - 500
500 - 1000
1000 +


Post-scheme Traffic Volumes 8am – 9am
Post-scheme AM Traffic
1 - 50
50 - 200
200 - 500
500 - 1000
1000 +



** The reduction in recorded traffic flows on The Bourne is attributed to westbound queues developing back from the Southgate Circus junction.*

Roads within QN Total Traffic Volumes – AM Peak

Area	Ref	ATC Location	Pre-scheme AM vehicle flows (veh)	Post-scheme AM vehicle flows (veh)	Difference	% Difference
QN Local Roads	19	Meadway (west of Bourne Avenue)	508	21	-487	-96%
	20	Bourne Avenue	215	78	-137	-64%
	21	Parkway	31	15	-16	-52%
	22	Meadway (west of Greenway)	323	62	-261	-81%
	23	Greenway	274	64	-210	-77%
	24	The Ridgeway	16	20	4	25%
	25	Oakfield Road	47	40	-7	-15%
	26	The Mall	400	40	-360	-90%
	27	Selborne Road	186	30	-156	-84%
	28	Conway Road	57	28	-29	-51%
	29	Harlech Road	35	31	-4	-11%
	30	Ulleswater Road	71	27	-44	-62%
	31	Derwent Road	100	35	-65	-65%
	32	Lakeside Road	65	32	-33	-51%
	33	Grovelands Road	123	18	-105	-85%
	34	Old Park Road	332	32	-300	-90%
	35	Devonshire Road	39	60	21	54%
	36	Fox Lane (west of Selborne Road)	559	96	-463	-83%
	37	Amberley Road	346	57	-289	-84%
	38	St. George's Road	163	65	-98	-60%
	39	Cranley Gardens	59	42	-17	-29%
	40	Burford Gardens	72	28	-44	-61%
	41	Caversham Ave	193	66	-127	-66%
	42	Fox Lane (west of Grovelands Road)	447	66	-381	-85%

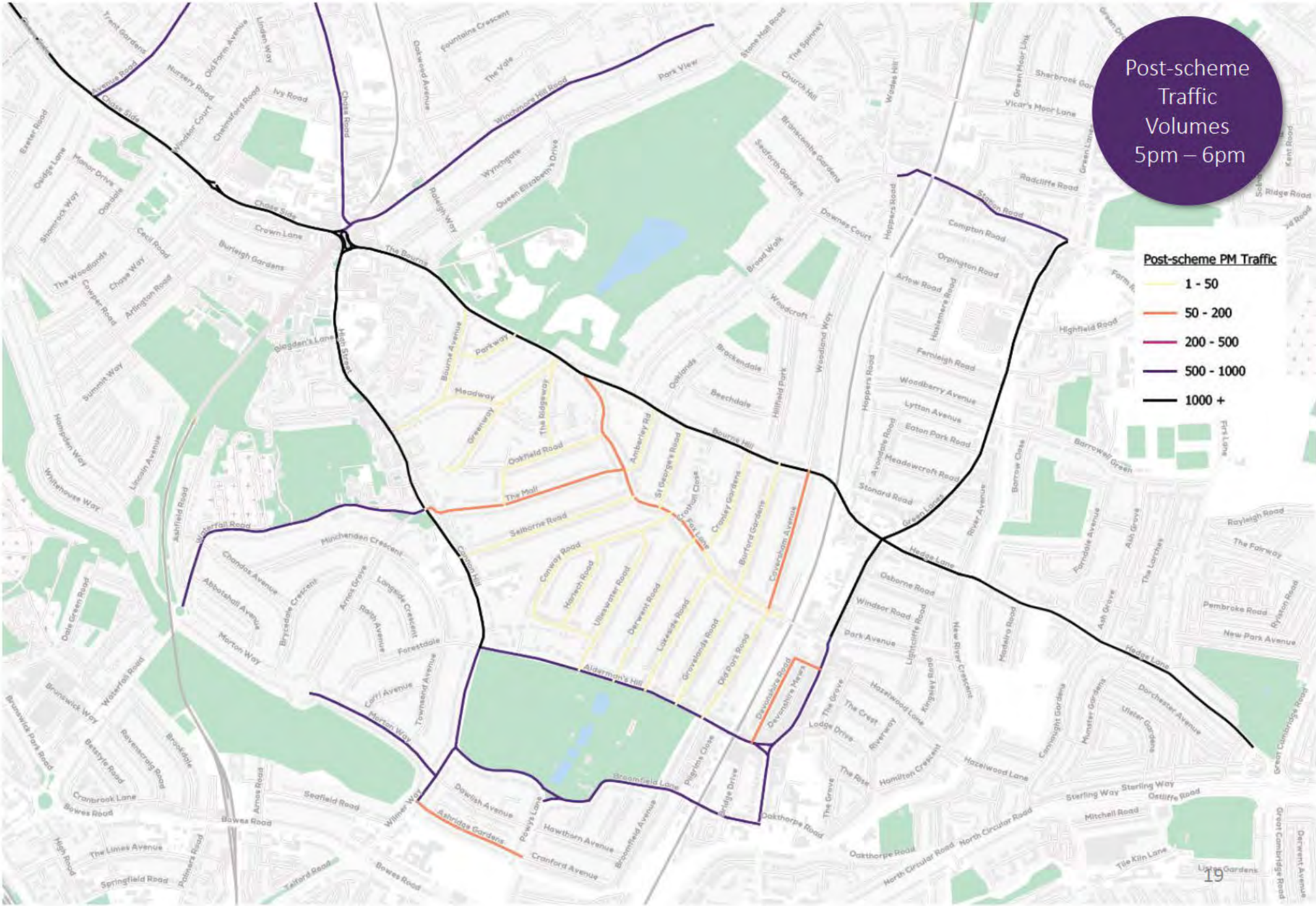
- Overall, on the surveyed local roads within the Quieter Neighbourhood during the AM peak, volumes of traffic have reduced by an average of 77%.
- The vast majority of the roads within the Quieter Neighbourhood have seen reductions in traffic. 2 of the 24 local roads surveyed show an increase; The Ridgeway (increase of 4 vehicles) and Devonshire Road (increase of 21 vehicles), neither of which is considered to be significant.
- Minor increases shown on Devonshire Road are because of the conversion from one way to two way traffic flow.

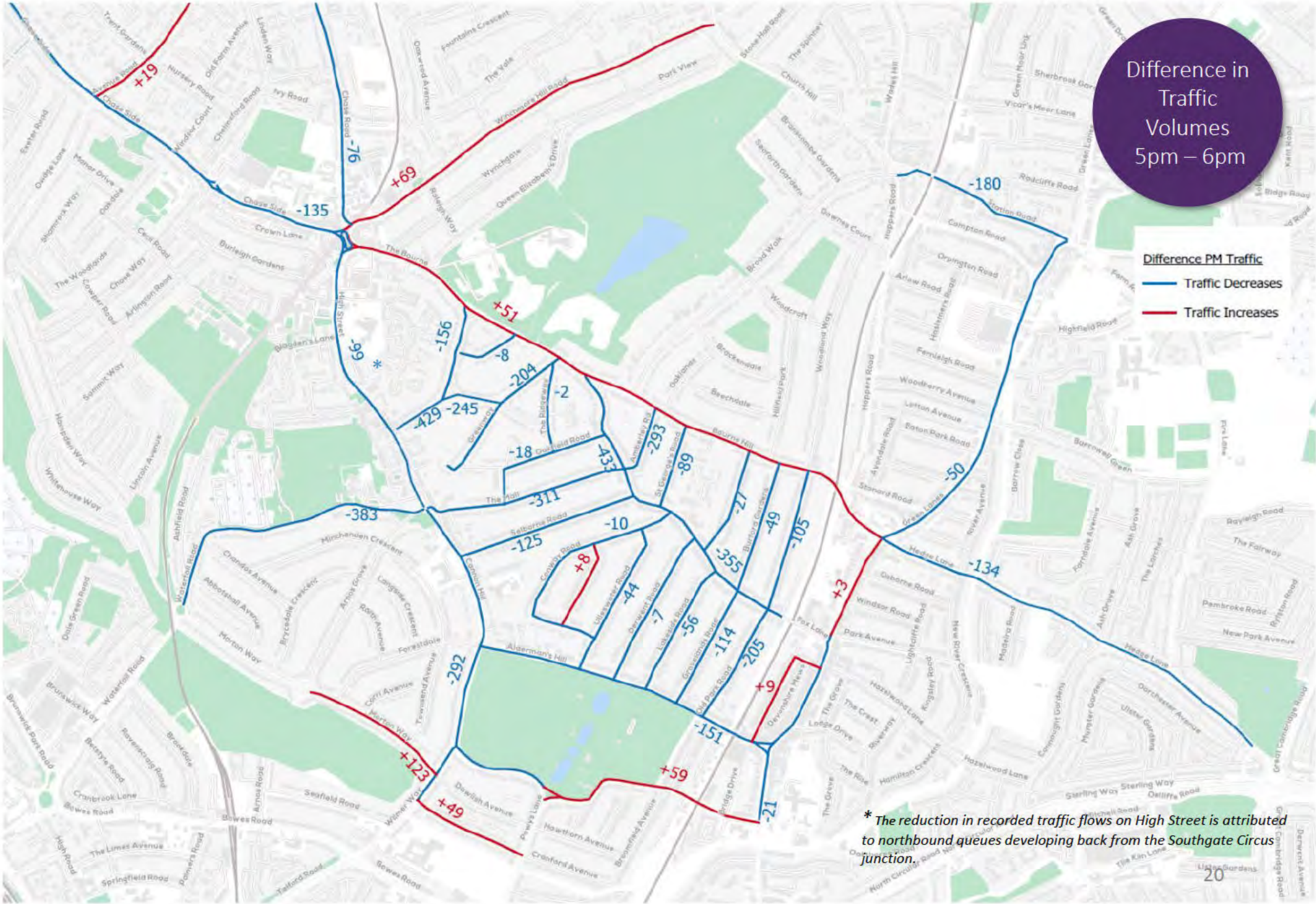
External Roads Total Traffic Volumes – AM Peak

Area	Ref	ATC Location	Pre-scheme AM vehicle flows (veh)	Post-scheme AM vehicle flows (veh)	Difference	% Difference
Boundary to the QN	4	High Street	1186	1391	205	17%
	5	The Bourne	1212	713	-499	-41%
	9	Aldermans Hill	995	1055	60	6%
	10	Green Lanes (north of Park Avenue)	1110	896	-214	-19%
Wider Network	1	Avenue Road	902	903	1	0%
	2	Chase Side	1175	1096	-79	-7%
	3	Chase Road	743	654	-89	-12%
	6	Waterfall Road	820	552	-268	-33%
	7	Morton Way	482	616	134	28%
	8	Powys Lane	851	701	-150	-18%
	11	Hedge Lane	1282	1167	-115	-9%
	12	Green Lanes (south of Eaton Park Rd)	1162	951	-211	-18%
	13	Station Road	715	545	-170	-24%
	14	Winchmore Hill Road	910	865	-45	-5%
	44	Broomfield Lane	673	789	116	17%
	45	Green Lanes (south of Oakthorpe Rd)	815	878	63	8%
	46	Ashridge Gardens	131	133	2	2%

- On the boundary roads of the Quieter Neighbourhood, increases are recorded on High Street and Aldermans Hill. Whilst The Bourne shows a reduction in recorded traffic, based on the reported traffic speeds (shown on page 28) this is likely to be a result of westbound queueing from the Southgate Circus junction reducing the number of vehicles recorded in the peak hour.
- Traffic volumes on the wider network have reduced by 8% on average with increases reported on Morton Way, Broomfield Lane and Green Lanes (south of Oakthorpe Road).


Pre-scheme Traffic Volumes 5pm – 6pm
Pre-scheme PM Traffic
1 - 50
50 - 200
200 - 500
500 - 1000
1000 +


Post-scheme Traffic Volumes 5pm – 6pm
Post-scheme PM Traffic
1 - 50
50 - 200
200 - 500
500 - 1000
1000 +



** The reduction in recorded traffic flows on High Street is attributed to northbound queues developing back from the Southgate Circus junction.*

Roads within QN Total Traffic Volumes – PM Peak

Area	Ref	ATC Location	Pre-scheme PM vehicle flows (veh)	Post-scheme PM vehicle flows (veh)	Difference	% Difference
QN Local Roads	19	Meadway (west of Bourne Avenue)	453	24	-429	-95%
	20	Bourne Avenue	187	31	-156	-83%
	21	Parkway	18	10	-8	-44%
	22	Meadway (west of Greenway)	271	26	-245	-90%
	23	Greenway	254	50	-204	-80%
	24	The Ridgeway	21	19	-2	-10%
	25	Oakfield Road	44	26	-18	-41%
	26	The Mall	364	53	-311	-85%
	27	Selborne Road	167	42	-125	-75%
	28	Conway Road	32	22	-10	-31%
	29	Harlech Road	23	31	8	35%
	30	Ulleswater Road	77	33	-44	-57%
	31	Derwent Road	49	42	-7	-14%
	32	Lakeside Road	90	34	-56	-62%
	33	Grovelands Road	129	15	-114	-88%
	34	Old Park Road	247	42	-205	-83%
	35	Devonshire Road	88	97	9	10%
	36	Fox Lane (west of Selborne Road)	507	74	-433	-85%
	37	Amberley Road	323	30	-293	-91%
	38	St. George's Road	128	39	-89	-70%
	39	Cranley Gardens	61	34	-27	-44%
	40	Burford Gardens	89	40	-49	-55%
	41	Caversham Ave	160	55	-105	-66%
	42	Fox Lane (west of Grovelands Road)	401	46	-355	-89%

- Overall, on the surveyed local roads within the Quieter Neighbourhood during the PM peak, volumes of traffic have reduced by an average of 78%.
- The vast majority of the roads within the Quieter Neighbourhood have seen a reduction in traffic. 2 of the 24 sites surveyed within the Quieter Neighbourhood have seen an increase; Harlech Road and Devonshire Road. The increases are less than 10 vehicles per hour and are not considered to be significant.
- Minor increases shown on Devonshire Road are because of the conversion from one way to two way traffic flow.

External Roads Total Traffic Volumes – PM Peak

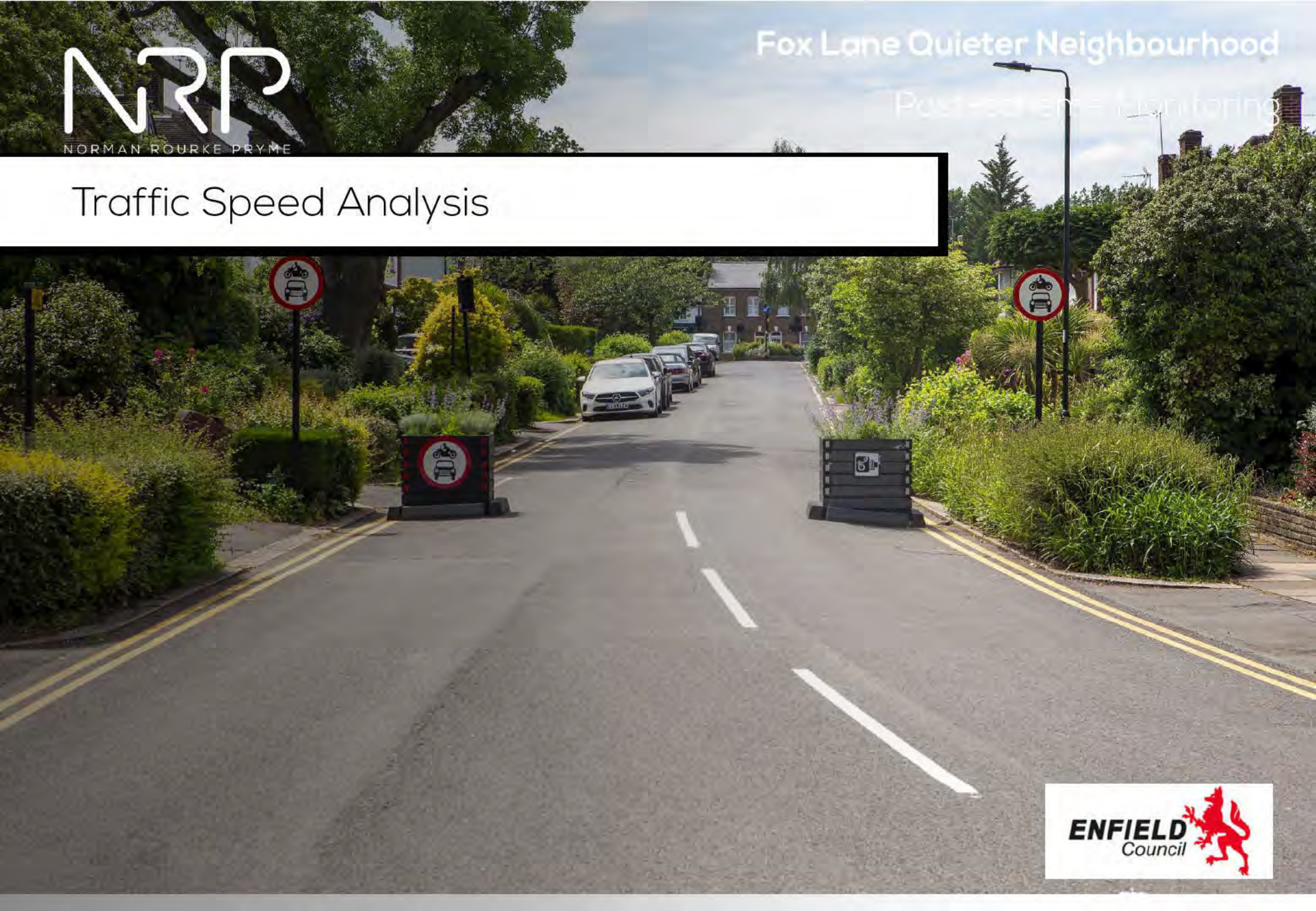
Area	Ref	ATC Location	Pre-scheme PM vehicle flows (veh)	Post-scheme PM vehicle flows (veh)	Difference	% Difference
Boundary to the QN	4	High Street	1160	1061	-99	-9%
	5	The Bourne	1249	1300	51	4%
	9	Aldermans Hill	965	814	-151	-16%
	10	Green Lanes (north of Park Avenue)	1142	1145	3	0%
Wider Network	1	Avenue Road	876	895	19	2%
	2	Chase Side	1238	1103	-135	-11%
	3	Chase Road	695	619	-76	-11%
	6	Waterfall Road	947	564	-383	-40%
	7	Morton Way	490	613	123	25%
	8	Powys Lane	1110	818	-292	-26%
	11	Hedge Lane	1319	1185	-134	-10%
	12	Green Lanes (south of Eaton Park Rd)	1118	1068	-50	-4%
	13	Station Road	777	597	-180	-23%
	14	Winchmore Hill Road	904	973	69	8%
	44	Broomfield Lane	560	619	59	11%
	45	Green Lanes (south of Oakthorpe Rd)	930	909	-21	-2%
	46	Ashridge Gardens	62	111	49	79%

- On the boundary roads of the Quieter Neighbourhood an increase is recorded on The Bourne. Whilst High Street shows a reduction in recorded traffic, based on the reported traffic speeds (shown on page 28) this is likely to be a result of northbound queueing from the Southgate Circus junction reducing the number of vehicles recorded in the peak hour.

- Traffic volumes on the wider network have generally reduced by 9% on average, with increases observed on Avenue Road, Morton Way, Winchmore Hill Road, Broomfield Lane and Ashridge Gardens.

Traffic Flow Analysis- Conclusions

- Analysis of the traffic data has shown that overall there has been a significant reduction in traffic on the local roads within the Quieter Neighbourhood between the pre-scheme and post-scheme periods.
- Some minor increases have been recorded on some internal roads within the Quieter Neighbourhood area including The Ridgeway, Harlech Road and Devonshire Road, but these are not significant.
- Over a 24 hour period, traffic on the boundary roads of the Quieter Neighbourhood have all increased by an average of 6%. Increases on the boundary roads are expected, given the routes through the Quieter Neighbourhood area have been removed by the scheme. High Street has seen the greatest increase (11%).
- Traffic on the wider network has decreased by 5% on average, over the 24 hour period. Some roads have seen an increase including Avenue Road, Morton Way, Winchmore Hill Road, Broomfield Lane, Green Lanes (south of Oakthorpe Road) and Ashridge Gardens. The highest increase in traffic volumes is seen on Winchmore Hill Road over the 24 hour period.
- Peak hour congestion is indicated on the approaches to Southgate Circus, particularly The Bourne in the AM peak and High Street in the PM peak. Enfield Council has commissioned a review of the Southgate Circus junction to investigate mitigation measures to improve conditions for buses and general traffic.
- The traffic flow analysis has presented the data as surveyed. A sensitivity test has been undertaken that takes into account seasonal variation as well as the impacts that COVID-19 may have had on the traffic during the post-scheme surveys. The results of this sensitivity test are provided in the Appendix.



NORMAN ROURKE PRYME

Traffic Speed Analysis

ENFIELD Council

Traffic Speeds

- The ATCs have been used to measure changes in motor vehicle speeds before and after the Fox Lane Quieter Neighbourhood scheme was implemented.
- Motor vehicle speeds have been assessed for the same locations and time periods as the traffic volumes. As a result, the analysis of the speed data excludes any data captured during the national petrol shortage.
- Speeds have been captured in miles per hour (mph) and have been provided as an average over a 24 hour period. The speeds have also been compared for each road for both the AM peak (8-9am) and PM peak (5-6pm) periods.

Average Motor Vehicle Speeds – Roads within QN

Area	Ref	Location	Direction	24hr			AM Peak (8-9am)			PM Peak (5-6pm)		
				Pre-scheme Vehicle Speed (mph)	Post-scheme Vehicle Speed (mph)	Difference (mph)	Pre-scheme Vehicle Speed (mph)	Post-scheme Vehicle Speed (mph)	Difference (mph)	Pre-scheme Vehicle Speed (mph)	Post-scheme Vehicle Speed (mph)	Difference (mph)
QN Local Road	19	Meadway (west of Bourne Avenue)	EB	25	17	-8	24	16	-8	25	17	-8
			WB	23	17	-6	21	18	-3	21	16	-5
	20	Bourne Avenue	NB	27	20	-7	25	21	-4	28	20	-8
			SB	27	22	-5	28	20	-8	25	22	-3
	21	Parkway	EB	21	18	-3	20	18	-2	23	16	-7
			WB	20	18	-2	22	19	-3	19	17	-2
	22	Meadway (west of Greenway)	EB	27	23	-4	27	23	-4	27	22	-5
			WB	26	23	-3	27	23	-4	24	23	-1
	23	Greenway	NB	26	24	-2	24	25	1	26	25	-1
			SB	26	24	-2	26	25	-1	25	24	-1
	24	The Ridgeway	NB	16	19	3	16	19	3	17	19	2
			SB	16	19	3	16	19	3	17	18	1
	25	Oakfield Road	EB	16	15	-1	15	16	1	16	14	-2
			WB	14	16	2	14	17	3	15	15	0
	26	The Mall	EB	19	18	-1	19	18	-1	18	17	-1
			WB	18	19	1	18	20	2	18	18	0
	27	Selborne Road	EB	17	18	1	16	19	3	18	18	0
			WB	15	19	4	15	18	3	16	17	1
	28	Conway Road	NB	18	19	1	17	16	-1	19	20	1
			SB	19	19	0	17	18	1	20	22	2
	29	Harlech Road	NB	22	22	0	23	21	-2	22	22	0
			SB	22	22	0	23	23	0	22	22	0
	30	Ulleswater Road	NB	*	24	*	*	23	*	*	24	*
			SB	22	23	1	22	23	1	22	23	1

** Data not available due to a fault with the survey*

Average Motor Vehicle Speeds – Roads within QN

Area	Ref	Location	Direction	24hr			AM Peak (8-9am)			PM Peak (5-6pm)		
				Pre-scheme Vehicle Speed (mph)	Post-scheme Vehicle Speed (mph)	Difference (mph)	Pre-scheme Vehicle Speed (mph)	Post-scheme Vehicle Speed (mph)	Difference (mph)	Pre-scheme Vehicle Speed (mph)	Post-scheme Vehicle Speed (mph)	Difference (mph)
QN Local Road	31	Derwent Road	NB	25	20	-5	24	18	-6	25	20	-5
			SB	25	21	-4	26	20	-6	24	20	-4
	32	Lakeside Road	NB	25	20	-5	25	20	-5	27	21	-6
			SB	25	20	-5	25	22	-3	25	19	-6
	33	Grovelands Road	NB	23	18	-5	20	17	-3	25	22	-3
			SB	23	18	-5	23	17	-6	23	20	-3
	34	Old Park Road	NB	25	19	-6	23	20	-3	23	20	-3
			SB	25	20	-5	24	20	-4	23	20	-3
	35	Devonshire Road	NB	22	28	6	23	24	1	24	22	-2
			SB	-	21	-	-	25	-	-	22	-
	36	Fox Lane (west of Selborne Road)	EB	18	17	-1	17	16	-1	18	18	0
			WB	21	15	-6	21	14	-7	20	15	-5
	37	Amberley Road	NB	19	22	3	17	23	6	19	21	2
			SB	20	22	2	20	23	3	18	22	4
	38	St George's Road	NB	24	21	-3	24	20	-4	26	22	-4
			SB	21	21	0	21	22	1	22	22	0
	39	Cranley Gardens	NB	24	22	-2	25	22	-3	24	22	-2
			SB	25	21	-4	24	22	-2	26	21	-5
	40	Burford Gardens	NB	23	21	-2	23	22	-1	24	20	-4
			SB	23	17	-6	24	17	-7	22	19	-3
	41	Caversham Avenue	NB	24	24	0	22	24	2	24	24	0
			SB	26	23	-3	26	25	-1	25	23	-2
	42	Fox Lane (west of Grovelands Road)	NB	24	20	-4	25	19	-6	23	19	-4
			SB	24	18	-6	23	17	-6	23	17	-6

- Across the 24 surveyed local roads within the Quieter Neighbourhood, surveyed vehicle speeds have reduced from an average of 22 mph to an average of 20 mph over the 24 hour period.
- Where average speeds have increased over the 24 hour period, these remain below 20 mph, with the exception of Amberley Road (22 mph), Ulleswater Road southbound (23mph) and Devonshire Road which has seen an increase from 22 mph to 28 mph in the northbound direction.

Average Motor Vehicle Speeds – External Roads

Area	Ref	Location	Direction	24hr			AM Peak (8-9am)			PM Peak (5-6pm)		
				Pre-scheme Vehicle Speed (mph)	Post-scheme Vehicle Speed (mph)	Difference (mph)	Pre-scheme Vehicle Speed (mph)	Post-scheme Vehicle Speed (mph)	Difference (mph)	Pre-scheme Vehicle Speed (mph)	Post-scheme Vehicle Speed (mph)	Difference (mph)
Boundary to the QN	4	High Street	NB	25	22	-3	26	23	-3	24	14	-10
			SB	27	26	-1	28	25	-3	27	25	-2
	5	The Bourne	NB	29	24	-5	29	17	-12	29	25	-4
			SB	27	27	0	25	26	1	27	26	-1
	9	Aldermans Hill	NB	23	21	-2	22	20	-2	21	18	-3
			SB	23	20	-3	22	19	-3	21	24	3
	10	Green Lanes (north of Park Avenue)	NB	22	21	-1	24	21	-3	18	17	-1
			SB	22	19	-3	21	14	-7	19	17	-2
Wider Network	1	Avenue Road	NB	28	29	1	26	28	2	27	28	1
			SB	27	28	1	26	28	2	27	28	1
	2	Chase Side	NB	27	26	-1	23	23	0	24	25	1
			SB	21	21	0	16	15	-1	14	17	3
	3	Chase Road	EB	24	24	0	20	23	3	23	26	3
			WB	26	25	-1	23	22	-1	25	25	0
	6	Waterfall Road	NB	27	21	-6	23	20	-3	27	22	-5
			SB	27	22	-5	25	20	-5	27	21	-6
	7	Morton Way	EB	28	27	-1	27	26	-1	28	27	-1
			WB	28	26	-2	26	24	-2	28	26	-2
	8	Powys Lane	EB	27	28	1	26	28	2	25	28	3
			WB	29	25	-4	24	25	1	28	25	-3
	11	Hedge Lane	EB	24	24	0	23	20	-3	23	24	1
			WB	23	25	2	22	24	2	23	25	2
	12	Green Lanes (south of Eaton Park Rd)	NB	26	25	-1	27	24	-3	25	25	0
			SB	24	25	1	25	24	-1	23	24	1
	13	Station Road	EB	22	21	-1	21	21	0	21	21	0
			WB	21	22	1	20	22	2	20	21	1
	14	Winchmore Hill Road	EB	28	29	1	26	27	1	26	29	3
			WB	27	27	0	28	22	-6	28	32	4
	44	Broomfield Lane	EB	26	25	-1	26	24	-2	26	21	-5
			WB	25	26	1	26	26	0	24	25	1
	45	Green Lanes (south of Oakthorpe Road)	NB	19	22	3	19	20	1	16	21	5
			SB	19	17	-2	19	15	-4	16	16	0
	46	Ashridge Gardens	EB	21	21	0	22	21	-1	20	22	2
			WB	21	22	1	20	21	1	21	21	0

- Traffic speeds on the boundary roads to the Quieter Neighbourhood reduced from an average of 25 mph to an average of 23 mph over a 24 hour period.
- On the wider network, over the 24 hour period average speeds reduced from an average of 25 mph to an average of 24 mph.
- Waterfall Road has seen the largest decrease over 24 hours, reducing by 5-6 mph.
- Large decreases in speeds reported on High Street in the PM peak and The Bourne in the AM Peak are likely to be a result of congestion experienced during the peak periods.

Traffic Speeds - Conclusions

- Analysis of the traffic speeds show within the Quieter Neighbourhood shows that surveyed vehicle speeds have reduced from an average of 22 mph to an average of 20 mph over the 24 hour period. Traffic speeds on the boundary roads of the Quieter Neighbourhood reduced from an average of 25 mph to an average of 23 mph over a 24 hour period. On the wider network, average speeds have reduced from an average of 25 mph to an average of 24 mph over a 24 hour period.
- Where roads have seen an increase in speed, this is generally by 4 mph or less, with the exception of Devonshire Road northbound over the 24 hour period.
- On the boundary roads and wider network over the 24 hour period, traffic speeds have reduced on the majority of roads, and remain between 20-30mph, with the exception of Green Lanes (north of Park Avenue and north of Oakthorpe Road) in the southbound direction (19 mph and 17 mph respectively). Roads which experience average speeds of less than 20 mph in the AM or PM peak include High Street, The Bourne, Aldermans Hill, Chase Side and Green Lanes (north of Park Avenue and South of Oakthorpe Road).
- Reductions in speeds of 12 mph on The Bourne in the AM peak and of 10 mph on High Street in the PM peak indicate there are queues developing back from the Southgate Circus junction causing congestion on the approach to Southgate Circus. Enfield Council has commissioned a review of the Southgate Circus to investigate mitigation measures to improve conditions for buses and general traffic.
- The highest current peak hour average speed was recorded on Winchmore Hill Road in the PM peak westbound direction, with an average speed of 32 mph, with all other roads below 30 mph.

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Fox Lane Quieter Neighbourhood

Post-scheme Monitoring

Bus Journey Time Analysis

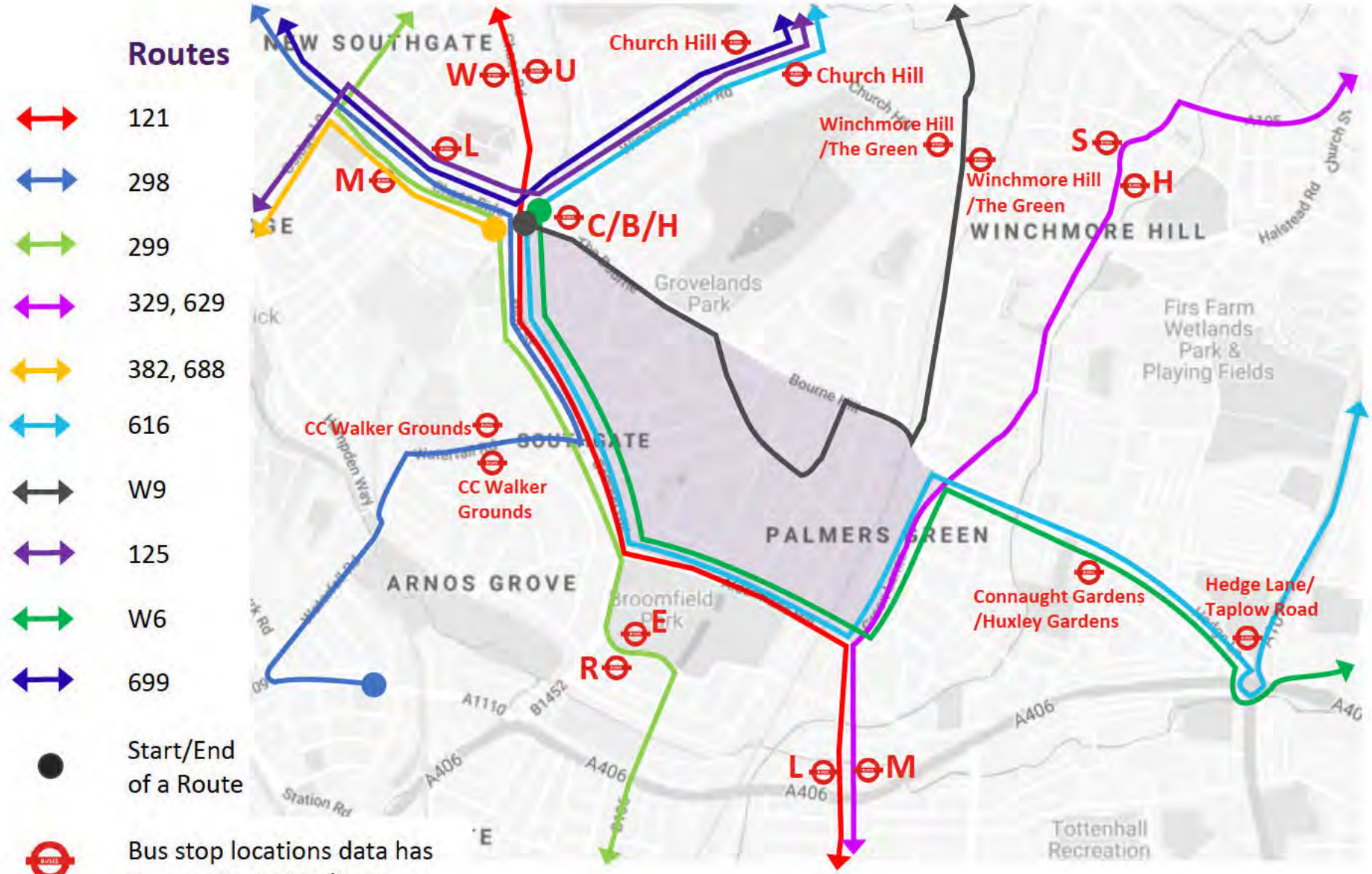
ENFIELD Council

Bus Journey Time Data

- TfL bus journey time data has been used to understand the potential impact the scheme has had on local bus routes through the area.
- TfL record the time it takes for bus services to travel between stops. The data is referred to as iBus data. TfL iBus data has been recorded from September 2019 to October 2021 for the buses within the local area that could be influenced by the scheme.
- Reported pre-scheme journey times are an average of the journey times (in seconds) for a bus route for the period from September 2019 to February 2020, before COVID travel restrictions were introduced.
- Post-scheme journey times are an average of the journey times (in seconds) for a bus route for September and October 2021, following the relaxation of lockdown restrictions. The post-scheme bus journey time analysis includes bus journey times collected during the petrol shortage. Data captured during these days has been reviewed and is comparable to the rest of September/October and therefore the data has been retained.
- The following slide shows the routes that have been assessed as part of the monitoring.

Fox Lane Quieter Neighbourhood

Post-scheme Monitoring



Bus Journey Time Data

- The bus journey time data has been assessed for the AM, PM and Saturday peak periods, with the following slides showing the results. The Saturday peak has been assessed in addition to the AM and PM peaks as the high street areas of Palmers Green and Southgate Circus are likely to be busy on a Saturday.
- The data indicates that some bus journey times have increased and some have decreased. There are 11 routes that have seen increases of more the 60 seconds between the start-end stops surveyed across the three peaks. These are listed below:
  - AM Peak:
    - W9 westbound
  - PM Peak:
    - 121 northbound
    - 298 northbound
    - 299 northbound
    - W6 westbound
  - Saturday Peak:
    - 121 northbound
    - 298 northbound
    - 299 northbound
    - 329 southbound
    - W6 westbound
    - W6 eastbound
- These routes have been broken down into sections (showing the journey times between bus stops) to determine the source of delay.

Bus Route Journey Time Results – AM peak

Bus Route	From	To	Pre-scheme Bus Journey Time (s)	Post-scheme Bus Journey Time (s)	Change in Bus Journey Time (s)
121 NB	Broomfield Lane	Southgate Station	649	621	-28
121 SB	Southgate Station	Broomfield Lane	626	617	-9
125 NB	Broomfield Lane	Southgate Station	106	102	-4
125 SB	St Thomas Road	Southgate Station	180	153	-27
298 NB	Brookdale	Southgate Station	456	437	-19
298 SB	Southgate Station	Brookdale	458	381	-77
299 NB	Forestdale	Southgate Station	363	356	-7
299 SB	Southgate Station	Forestdale	256	257	1
329 SB	Bourne Hill	Broomfield Lane	322	354	32
329 NB	Broomfield Lane	Bourne Hill	242	241	-1
382 NB	Southgate Police Station	Southgate Station	95	100	5
382 SB	Southgate Station	Southgate Police Station	45	39	-6
W6 WB	Hail & Ride Section	Southgate Station	717	759	42
W6 EB	Southgate Station	Hail & Ride Section	620	597	-23
W9 WB	Winchmore Hill / The Green	Southgate Station	678	815	**137**
W9 EB	Southgate Station	Winchmore Hill / The Green	647	641	-6
616 SB*	Ye Olde Cherry Tree	Bourne Hill	441	489	48
629 NB*	Broomfield Lane	Bourne Hill	244	217	-27
688 NB*	Southgate Station	Southgate Police Station	47	45	-2
699 NB*	St Thomas Road	Southgate Police Station	294	258	-36

* School bus service- these routes only operate in one direction during the AM peak.

Bus Route Journey Time Results – PM peak

Bus Route	From	To	Pre-scheme Bus Journey Time (s)	Post-scheme Bus Journey Time (s)	Change in Bus Journey Time (s)
121 NB	Broomfield Lane	Southgate Station	676	774	**98**
121 SB	Southgate Station	Broomfield Lane	651	688	37
125 NB	Broomfield Lane	Southgate Station	116	112	-4
125 SB	St Thomas Road	Southgate Station	159	135	-24
298 NB	Brookdale	Southgate Station	465	526	**61**
298 SB	Southgate Station	Brookdale	394	377	-17
299 NB	Forestdale	Southgate Station	422	494	**72**
299 SB	Southgate Station	Forestdale	263	249	-14
329 SB	Bourne Hill	Broomfield Lane	319	313	-6
329 NB	Broomfield Lane	Bourne Hill	293	295	2
382 NB	Southgate Police Station	Southgate Station	126	128	2
382 SB	Southgate Station	Southgate Police Station	74	71	-3
W6 WB	Hail & Ride Section	Southgate Station	726	837	**111**
W6 EB	Southgate Station	Hail & Ride Section	702	751	49
W9 WB	Winchmore Hill / The Green	Southgate Station	616	632	16
W9 EB	Southgate Station	Winchmore Hill / The Green	662	617	-45
629 SB*	Bourne Hill	Broomfield Lane	285	261	-24
688 SB*	Southgate Police Station	Southgate Station	103	79	-24
699 SB*	Southgate Police Station	St Thomas Road	285	206	-79

* School bus service- these routes only operate in one direction during the PM peak, with the 616 not running in either direction during the PM peak.

Bus Route Journey Time Results – Saturday peak

Bus Route	From	To	Pre-scheme Bus Journey Time (s)	Post-scheme Bus Journey Time (s)	Change in Bus Journey Time (s)
121 NB	Broomfield Lane	Southgate Station	684	787	**103**
121 SB	Southgate Station	Broomfield Lane	671	721	50
125 NB	Broomfield Lane	Southgate Station	118	118	0
125 SB	St Thomas Road	Southgate Station	153	172	19
298 NB	Brookdale	Southgate Station	444	603	**159**
298 SB	Southgate Station	Brookdale	384	349	-35
299 NB	Forestdale	Southgate Station	386	502	**116**
299 SB	Southgate Station	Forestdale	262	262	0
329 SB	Bourne Hill	Broomfield Lane	339	409	**70**
329 NB	Broomfield Lane	Bourne Hill	298	306	8
382 NB	Southgate Police Station	Southgate Station	119	124	5
382 SB	Southgate Station	Southgate Police Station	83	111	28
W6 WB	Hail & Ride Section	Southgate Station	784	971	**187**
W6 EB	Southgate Station	Hail & Ride Section	719	787	**68**
W9 WB	Winchmore Hill / The Green	Southgate Station	593	634	41
W9 EB	Southgate Station	Winchmore Hill / The Green	604	587	-17

Bus Route Journey Time Results – W9 WB AM

- The following slides show the routes where the average journey time has increased by more than 60 seconds through the area, with the journey time broken down stop by stop to determine the source of delay. The table below shows the W9 bus route in the westbound direction during the AM peak.

Bus Route Section		Journey Time (s)		
From	To	Pre-scheme	Post-scheme	Difference
Winchmore Hill/The Green	Hail & Ride Section	612	715	103
Hail & Ride Section	Southgate Station	66	100	34
Total		**678**	**815**	**137**

- This route contains the Hail & Ride section between Winchmore Hill and Southgate Station. This means bus journey times between these stops are likely to be variable, and not easily compared. The delays approaching Southgate Station can be attributed to the traffic congestion causing the reduction in average speeds for all traffic on The Bourne.

Bus Route Journey Time Results – 121 NB PM

Bus Route Section		Journey Time (s)		
From	To	Pre-scheme	Post-scheme	Difference
Broomfield Lane	Palmers Green Station	123	129	6
Palmers Green Station	Broomfield Park	93	99	6
Broomfield Park	Forestdale	61	63	2
Forestdale	Selborne Road	71	68	-3
Selborne Road	Ye Olde Cherry Tree	77	81	4
Ye Olde Cherry Tree	Meadway	52	69	17
Meadway	Southgate College	78	141	63
Southgate College	Southgate Station	121	124	3
Total		**676**	**774**	**98**

- The main source of delays for this bus route are between the Ye Olde Cherry Tree and Southgate College stops.

Bus Route Journey Time Results – 298 NB PM

Bus Route Section		Journey Time (s)		
From	To	Pre-scheme	Post-scheme	Difference
Brookdale	Ye Olde Cherry Tree	221	211	-10
Ye Olde Cherry Tree	Meadway	47	65	18
Meadway	Southgate College	73	130	57
Southgate College	Southgate Station	124	120	-4
Total		**465**	**526**	**61**

- The main source of delays for this bus route are between the Ye Olde Cherry Tree and Southgate College stops.

Bus Route Journey Time Results – 299 NB PM

Bus Route Section		Journey Time (s)		
From	To	Pre-scheme	Post-scheme	Difference
Forestdale	Selborne Road	74	67	-7
Selborne Road	Ye Olde Cherry Tree	84	80	-4
Ye Olde Cherry Tree	Meadway	51	69	18
Meadway	Southgate College	84	145	61
Southgate College	Southgate Station	129	133	4
Total		**422**	**494**	**72**

- The main source of delays for this bus route are between the Ye Olde Cherry Tree and Southgate College stops.

Bus Route Journey Time Results – W6 WB PM

Bus Route Section		Journey Time (s)		
From	To	Pre-scheme	Post-scheme	Difference
Hail & Ride Section	Bourne Hill	59	61	2
Bourne Hill	Fox Lane	59	57	-2
Fox Lane	Lodge Drive	72	83	11
Lodge Drive	Palmers Green Station	91	93	2
Palmers Green Station	Broomfield Park	83	87	4
Broomfield Park	Forestdale	57	51	-6
Forestdale	Selborne Road	62	57	-5
Selborne Road	Ye Olde Cherry Tree	67	67	0
Ye Olde Cherry Tree	Meadway	46	66	20
Meadway	Southgate College	66	131	65
Southgate College	Southgate Station	64	84	20
Total		**726**	**837**	**111**

- The main source of delays for this bus route are between Ye Olde Cherry Tree and Southgate Station stops.

Bus Route Journey Time Results – 121 NB Saturday

Bus Route Section		Journey Time (s)		
From	To	Pre-scheme	Post-scheme	Difference
Broomfield Lane	Palmers Green Station	123	130	7
Palmers Green Station	Broomfield Park	92	101	9
Broomfield Park	Forestdale	61	63	2
Forestdale	Selborne Road	71	67	-4
Selborne Road	Ye Olde Cherry Tree	77	85	8
Ye Olde Cherry Tree	Meadway	51	80	29
Meadway	Southgate College	85	141	56
Southgate College	Southgate Station	124	120	-4
Total		**684**	**787**	**103**

- The main source of delays for this bus route are between Ye Olde Cherry Tree and Southgate College stops.

Bus Route Journey Time Results – 298 NB Saturday

Bus Route Section		Journey Time (s)		
From	To	Pre-scheme	Post-scheme	Difference
Brookdale	Ye Olde Cherry Tree	204	197	-7
Ye Olde Cherry Tree	Meadway	52	80	28
Meadway	Southgate College	81	193	112
Southgate College	Southgate Station	107	133	26
Total		**444**	**603**	**159**

- The main source of delays for this bus route are between Ye Olde Cherry Tree and Southgate Station.

Bus Route Journey Time Results – 299 NB Saturday

Bus Route Section		Journey Time (s)		
From	To	Pre-scheme	Post-scheme	Difference
Forestdale	Selborne Road	67	57	-10
Selborne Road	Ye Olde Cherry Tree	70	80	10
Ye Olde Cherry Tree	Meadway	54	76	22
Meadway	Southgate College	85	173	88
Southgate College	Southgate Station	110	116	6
Total		**386**	**502**	**116**

- The main source of delays for this bus route are between the Ye Olde Cherry Tree and Southgate College stops.

Bus Route Journey Time Results – 329 SB Saturday

Bus Route Section		Journey Time (s)		
From	To	Pre-scheme	Post-scheme	Difference
Bourne Hill	Fox Lane	72	89	17
Fox Lane	Lodge Drive	96	139	43
Lodge Drive	Palmers Green / The Triangle	101	111	10
Palmers Green / The Triangle	Broomfield Lane	70	70	0
Total		**339**	**409**	**70**

- The main source of delays for this bus route are between the Bourne Hill and Palmer Green/The Triangle stops.

Bus Route Journey Time Results – W6 WB Saturday

Bus Route Section		Journey Time (s)		
From	To	Pre-scheme	Post-scheme	Difference
Hail & Ride Section	Bourne Hill	54	59	5
Bourne Hill	Fox Lane	64	90	26
Fox Lane	Lodge Drive	85	127	42
Lodge Drive	Palmers Green Station	97	103	6
Palmers Green Station	Broomfield Park	83	92	9
Broomfield Park	Forestdale	56	57	1
Forestdale	Selborne Road	64	61	-3
Selborne Road	Ye Olde Cherry Tree	71	78	7
Ye Olde Cherry Tree	Meadway	46	75	29
Meadway	Southgate College	79	135	56
Southgate College	Southgate Station	85	94	9
Total		**784**	**971**	**187**

- The main source of delays for this bus route are between the Bourne Hill and Lodge Drive stops as well as the Ye Olde Cherry Tree and Southgate College stops.

Bus Route Journey Time Results – W6 EB Saturday

Bus Route Section		Journey Time (s)		
From	To	Pre-scheme	Post-scheme	Difference
Southgate Station	Southgate College	62	52	-10
Southgate College	Meadway	68	66	-2
Meadway	Ye Olde Cherry Tree	54	44	-10
Ye Olde Cherry Tree	Forestdale	65	54	-11
Forestdale	Broomfield Park	70	86	16
Broomfield Park	Palmers Green Station	82	139	57
Palmers Green Station	Lodge Drive	154	209	55
Lodge Drive	Bourne Hill	84	81	-3
Bourne Hill	Hail & Ride Section	80	56	-24
Total		**719**	**787**	**68**

- The main source of delays for this bus route are between the Forestdale and Lodge Drive stops.

Bus Journey Time Analysis - Conclusions

- Bus patronage has reduced during lockdown which may have an impact on bus journey times, therefore where there are reductions in bus journey times reported, it may not be fully attributed to the implementation of the Fox Lane Quieter Neighbourhood scheme. It is not possible to determine the full impact of reduced patronage on bus journey times without extensive modelling of the area.
- Based on the data analysed during the AM peak, 6 routes show an increase in bus journey time and 14 routes show a decrease when comparing 2019 to 2021 data. During the PM peak, 9 routes show an increase and 10 routes show a decrease. During the Saturday peak, 12 routes show an increase, 2 routes show a decrease and 2 routes show no change.
- In the AM peak, 1 bus route has had an average increase in journey time above 60 seconds. In the PM peak, 4 routes have seen an average increase in journey time above 60 seconds. The Saturday peak period shows the greatest degree of change, with 6 routes having an average increase in journey time above 60 seconds.
- The increase for the W9 in the AM peak cannot be easily defined as this includes the Hail & Ride section of the bus route. This means that the journey times recorded within the iBus data may be considerably variable. There are reductions in general traffic speeds on The Bourne indicating traffic congestion on the approach to Southgate Station, which is likely to increase bus journey times.
- For the PM peak, the greatest increases in bus journey times are associated with routes that travel northbound on High Street (121, 298, 299 and W6), where general traffic speeds are also showing a reduction.

Bus Journey Time Analysis - Conclusions

- For the Saturday peak, similar to the PM peak, northbound routes including the 121, 298, 299 and the W6 westbound all experience delays on High Street heading northbound towards Southgate Circus.
- Additionally, during the Saturday peak the W6 westbound also experiences some delays travelling southbound on Green Lanes towards the junction with Aldermans Hill.
- The W6 eastbound and 329 southbound also experiences some delays on Aldermans Hill, again heading towards the junction of Green Lanes and Aldermans Hill.
- Enfield Council has commissioned a review of the Southgate Circus junction to investigate mitigation measures to improve conditions for buses as well as general traffic and TfL will be undertaking a signal timing review of the Aldermans Hill/Green Lanes junction to try and improve delays throughout the week at this location.

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Post-scheme Monitoring

Cycle Flow Analysis

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Cycle Flows

- Cycle flows have been assessed using the same ATC data from the traffic surveys and the same time periods; March 2019 and September 2021.
- Cycle flows are highly seasonal and this should be taken into account when reviewing the data. A study[1] carried out using DfT ATC data suggests a 20% increase in flows between March and September, based on data from 2012-2016.
- In addition to seasonal variation, there may be other factors that could influence the surveyed increase in cycle flows. TfL has reported that cycling has generally increased across London as a result of the COVID pandemic. There have also been a number of cycle schemes implemented across Enfield which may have also contributed to an increase in cycle activity since 2019.
- Cycle flows have been compared for pre-scheme and post-scheme periods, across the internal Quieter Neighbourhood roads, Quieter Neighbourhood boundary roads as well the roads in the wider network.

[1] *DfT study on cycle seasonality https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/708741/tra0404.ods*

Roads within QN Cycle Counts – 24 hour

Area	Ref	ATC Location	Pre-scheme 24hr cycle flows	Post-scheme 24hr cycle flows	Difference
QN Local Roads	19	Meadway (west of Bourne Avenue)	8	34	26
	20	Bourne Avenue	4	20	16
	21	Parkway	1	5	4
	22	Meadway (west of Greenway)	3	26	23
	23	Greenway	7	24	17
	24	The Ridgeway	1	8	7
	25	Oakfield Road	7	15	8
	26	The Mall	27	92	65
	27	Selborne Road	21	28	7
	28	Conway Road	0	8	8
	29	Harlech Road	1	8	7
	30	Ulleswater Road	3	18	15
	31	Derwent Road	7	23	16
	32	Lakeside Road	1	21	20
	33	Grovelands Road	11	24	13
	34	Old Park Road	45	121	76
	35	Devonshire Road	16	10	-6
	36	Fox Lane (west of Selborne Road)	88	128	40
	37	Amberley Road	27	50	23
	38	St. George's Road	6	16	10
	39	Cranley Gardens	4	11	7
	40	Burford Gardens	12	1	-11
	41	Caversham Ave	44	80	36
	42	Fox Lane (west of Grovelands Road)	46	92	46

- The results show an overall increase in cycle numbers by an average of 121% on the surveyed local roads within the Quieter Neighbourhood, with a reduction recorded on Devonshire Road and Burford Gardens.

External Roads Cycle Counts – 24 hour

Area	Ref	ATC Location	Pre-scheme 24hr cycle flows	Post-scheme 24hr cycle flows	Difference
Boundary to the QN	4	High Street	37	79	42
	5	The Bourne	27	50	23
	9	Aldermans Hill	52	94	42
	10	Green Lanes (north of Park Avenue)	31	192	161
Wider Network	1	Avenue Road	13	15	2
	2	Chase Side	28	113	85
	3	Chase Road	23	42	19
	6	Waterfall Road	27	54	27
	7	Morton Way	23	41	18
	8	Powys Lane	28	57	29
	11	Hedge Lane	95	56	-39
	12	Green Lanes (south of Eaton Park Rd)	22	347	325
	13	Station Road	24	99	75
	14	Winchmore Hill Road	18	51	33
	44	Broomfield Lane	52	98	46
	45	Green Lanes (south of Oakthorpe Rd)	133	232	99
	46	Ashridge Gardens	40	121	81

- There has also been a significant increase in the number of cyclists surveyed on both the boundary roads to the Quieter Neighbourhood area and the wider network.
- Cycle numbers have increased on the boundary roads by an average of 182% and by 152% on surveyed roads on the wider network.

Cycle Flow Conclusions

- There has been a significant increase in cycle numbers across the area, although this must be considered in light of the seasonal variation, the impact of COVID and the effect of borough wide cycle improvements. The volumes presented are the surveyed numbers and have not been adjusted to reflect this.
- As a result, the changes in cycle flows reported cannot necessarily be fully attributed to the scheme. However, it is likely the scheme has had some positive benefits as it is likely that the reductions of motor vehicles through the Quieter Neighbourhood area will have contributed to providing a more desirable environment for cyclists, promoting it as a mode of transport.

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Fox Lane Quieter Neighbourhood

Post-scheme Monitoring

Appendix

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Appendix – Sites 15-17

- ATC sites 15-17 (all of which are external roads) are presented separately from the main analysis as no 2019 (pre-scheme data) is available to conduct the same analysis as the other sites. These sites have instead been compared against historic data pre-2019. The survey dates for each of these site are set out in the table below.
- The 2021 post-scheme surveys have been compared against these historic surveys to understand how traffic patterns on these roads may have changed over time. The results of the comparison are shown in the table below:

Period	Site	Pre-scheme Survey Dates	Pre-scheme survey (total vehicles	Post-scheme Survey Dates	Post-scheme survey (total vehicles)	Difference	% Difference
24 hour	15 – Wynchgate	03.11.17 - 09.11.17	903	21.09.21 - 27.09.21	1218	315	35%
	16 – Queen Elizabeth's Drive	19.09.15 - 25.09.15	1183	21.09.21 - 27.09.21	607	-576	-49%
	17 – Broadwalk	07.05.18 - 13.05.18	9099	21.09.21 - 27.09.21	4239	-4860	-53%
AM Peak	15 – Wynchgate	03.11.17 - 09.11.17	132	21.09.21 - 27.09.21	252	119	90%
	16 – Queen Elizabeth's Drive	19.09.15 - 25.09.15	107	21.09.21 - 27.09.21	55	-52	-49%
	17 – Broadwalk	07.05.18 - 13.05.18	841	21.09.21 - 27.09.21	363	-477	-57%
PM Peak	15 – Wynchgate	03.11.17 - 09.11.17	70	21.09.21 - 27.09.21	94	24	35%
	16 – Queen Elizabeth's Drive	19.09.15 - 25.09.15	116	21.09.21 - 27.09.21	50	-66	-57%
	17 – Broadwalk	07.05.18 - 13.05.18	764	21.09.21 - 27.09.21	338	-426	-56%

Appendix – Sites 18, 43, 47 & 48

- No pre-scheme data is available for the following external road sites:

  18 – Dawlish Avenue
  43 – Hoppers Road
  47 – Arnos Grove
  48 – Forestdale

- The 2021 data captured for these sites is provided in the table below:

Site	Post-scheme survey (total vehicles)		
	24 hour	AM Peak	PM Peak
18 – Dawlish Avenue	2943	207	265
43 – Hoppers Road	3698	374	271
47 – Arnos Grove	1596	154	120
60 – Forestdale	3957	409	302

- Broomfield Lane and Ashridge Gardens have seen increases in traffic flows therefore it is likely that Dawlish Avenue has seen an increase in traffic as well. The surveyed flows on Hoppers Road are comparable with those surveyed on Broadwalk, which has seen a reduction since 2018. Forestdale and Arnos Grove run parallel to Powys Lane and Waterfall Road, linking Cannon Hill with Morton Way. Both Powys Lane and Waterfall Road have seen reductions when compared to the 2019 data, with Cannon Hill and Morton Way seeing increases. Arnos Grove has less than half the traffic recorded on Forestdale.

Appendix – Pedestrian Surveys

- Pedestrian data was collected on 8th July 2021 at three locations within the Quieter Neighbourhood area for a 24-hour period, including; Fox Lane, Meadway and Alderman's Hill.

Period	Site	Number of Pedestrians
24 hour	Meadway	308
	Fox Lane	901
	Aldermans Hill	2255

Appendix – Sensitivity Test

- The traffic flow data presented in the main section of the report reflects the surveyed vehicle volumes and does not consider the impact that COVID may have had on traffic flows in the area when the 2021 data was recorded, or the seasonal variation between the surveyed periods.
- To provide an estimate of the potential impact of the scheme, if the COVID pandemic had not happened, a sensitivity test has been undertaken, with a summary provided on the following slides.
- This sensitivity test applies a factor to the flows based on pre-COVID (2019) traffic conditions. It should be noted that travel patterns have changed as a result of COVID with, for example, more people working from home, and this is likely to continue to some extent going forward, so traffic conditions are likely to be different in the future. Therefore the assessment in the main body of the report, based on actual flows is considered robust, with the sensitivity test providing an indication of what could potentially happen in the future.

Appendix – Sensitivity Test – COVID Factors

- A factor has been calculated to apply to surveyed 2021 traffic flows due to COVID. This factor has been calculated using 'control sites' away from the study area, which are unlikely to be impacted by the Quieter Neighbourhood scheme, but will show the impacts COVID has had on traffic flows. The three control sites are:
  - Windmill Hill
  - Southbury Road
  - Lancaster Road
- Surveys have been undertaken in March 2019 and September 2021 at these locations, with dates being the same time periods as the traffic surveys for the Fox Lane Quieter Neighbourhood area and surrounding roads. By understanding the difference in traffic flows at these sites compared to 2019 (Pre-COVID), a factor can be applied to the 2021 data for the Fox Lane Quieter Neighbourhood area and surrounding roads.

Appendix – Sensitivity Test – COVID Factors

- Survey data used to inform this study has been collected from two different periods of the year. The pre-scheme data was collected in March 2019 and the post-scheme data was collected in September 2021. Therefore an annualisation figure has also been applied to both the 2019 and 2021 surveys to negate any seasonal variations in traffic flow.
- An ATC survey site on the A406-Pinkham Way continually records data, so the annualisation factor has been applied based on 2019 pre-COVID surveys at this site and a factor produced for the relevant months for the 2019 (March) and 2021 (September) surveys.
- As part of this sensitivity test, the March 2019 surveys were not undertaken during COVID, therefore this data has just been annualised to account for seasonal variation of traffic. The 2021 post-scheme survey data has had a factor applied to account for COVID and seasonal variations.
- The following slides provide a comparison between the factored pre-scheme and factored post-scheme traffic flows. The data is presented for the following time periods.
    - Average 24-hour weekday period
    - Average weekday AM peak hour
    - Average weekday PM peak hour

Roads within QN Factored Traffic Volumes – 24 hour

Area	Ref	ATC Location	Pre-scheme 24hr vehicle flows (veh)	Post-scheme 24hr vehicle flows (veh)	Difference	% Difference
QN Local Roads	19	Meadway (west of Bourne Avenue)	4000 to 5000	0 to 500	-5000 to -4000	-100% to -90%
	20	Bourne Avenue	2000 to 3000	500 to 1000	-2000 to -1000	-80% to -70%
	21	Parkway	0 to 500	0 to 500	-500 to 0	-50% to -40%
	22	Meadway (west of Greenway)	3000 to 4000	0 to 500	-3000 to - 2000	-90% to -80%
	23	Greenway	2000 to 3000	500 to 1000	-3000 to - 2000	-80% to -70%
	24	The Ridgeway	0 to 500	0 to 500	0 to 500	20% to 30%
	25	Oakfield Road	0 to 500	0 to 500	-500 to 0	-40% to -30%
	26	The Mall	3000 to 4000	500 to 1000	-4000 to -3000	-80% to -70%
	27	Selborne Road	2000 to 3000	500 to 1000	-2000 to -1000	-80% to -70%
	28	Conway Road	0 to 500	0 to 500	-500 to 0	-20% to -10%
	29	Harlech Road	0 to 500	0 to 500	0 to 500	20% to 30%
	30	Ulleswater Road	500 to 1000	0 to 500	-500 to 0	-50% to -40%
	31	Derwent Road	500 to 1000	500 to 1000	-500 to 0	-40% to -30%
	32	Lakeside Road	500 to 1000	500 to 1000	-500 to 0	-50% to -40%
	33	Grovelands Road	1000 to 2000	0 to 500	-2000 to -1000	-90% to -80%
	34	Old Park Road	2000 to 3000	500 to 1000	-3000 to - 2000	-80% to -70%
	35	Devonshire Road	500 to 1000	1000 to 2000	0 to 500	30% to 40%
	36	Fox Lane (west of Selborne Road)	6000 to 7000	1000 to 2000	-6000 to - 5000	-90% to -80%
	37	Amberley Road	3000 to 4000	500 to 1000	-3000 to - 2000	-90% to -80%
	38	St. George's Road	1000 to 2000	500 to 1000	-1000 to -500	-70% to -60%
	39	Cranley Gardens	500 to 1000	500 to 1000	-500 to 0	-20% to -10%
	40	Burford Gardens	500 to 1000	0 to 500	-500 to 0	-60% to -50%
	41	Caversham Ave	1000 to 2000	500 to 1000	-1000 to -500	-50% to -40%
	42	Fox Lane (west of Grovelands Road)	5000 to 6000	500 to 1000	-5000 to -4000	-90% to -80%

- Overall, traffic volumes on local roads within the Quieter Neighbourhood area are estimated to reduce by 70-80% over a 24 hour period on average.
- The Ridgeway and Harlech Road are both predicted to see increases in vehicle volumes of 20-30%, while Devonshire Road is predicted to see increases of 30-40%.
- The increase in traffic on Devonshire Road is likely to be a result of the road being converted from one way to two way since the Quieter Neighbourhood scheme was implemented.

External Roads Factored Traffic Volumes – 24 hour

Area	Ref	ATC Location	Pre-scheme 24hr vehicle flows (veh)	Post-scheme 24hr vehicle flows (veh)	Difference	% Difference
Boundary to the QN	4	High Street	17000 to 18000	20000 to 21000	2000 to 3000	10% to 20%
	5	The Bourne	18000 to 19000	19000 to 20000	1000 to 2000	0% to 10%
	9	Aldermans Hill	12000 to 13000	13000 to 14000	500 to 1000	0% to 10%
	10	Green Lanes (north of Park Avenue)	17000 to 18000	18000 to 19000	1000 to 2000	0% to 10%
Wider Network	1	Avenue Road	10000 to 11000	11000 to 12000	500 to 1000	0% to 10%
	2	Chase Side	19000 to 20000	19000 to 20000	0 to 500	0% to 10%
	3	Chase Road	9000 to 10000	9000 to 10000	-500 to 0	-10% to 0%
	6	Waterfall Road	11000 to 12000	8000 to 9000	-3000 to - 2000	-30% to -20%
	7	Morton Way	6000 to 7000	7000 to 8000	500 to 1000	10% to 20%
	8	Powys Lane	15000 to 16000	13000 to 14000	-3000 to - 2000	-20% to -10%
	11	Hedge Lane	18000 to 19000	19000 to 20000	1000 to 2000	0% to 10%
	12	Green Lanes (south of Eaton Park Rd)	16000 to 17000	16000 to 17000	0 to 500	0% to 10%
	13	Station Road	9000 to 10000	7000 to 8000	-3000 to - 2000	-30% to -20%
	14	Winchmore Hill Road	11000 to 12000	13000 to 14000	1000 to 2000	10% to 20%
	44	Broomfield Lane	8000 to 9000	10000 to 11000	1000 to 2000	10% to 20%
	45	Green Lanes (south of Oakthorpe Rd)	15000 to 16000	16000 to 17000	500 to 1000	0% to 10%
	46	Ashridge Gardens	500 to 1000	1000 to 2000	500 to 1000	50% to 60%

- On average, traffic on the boundary roads surrounding the Quieter Neighbourhood is estimated to increase by 0-10% over a 24 hour period.
- Based on the 13 sites surveyed, traffic on the wider network is estimated to reduce by 0-10% on average.
- Increases that are estimated on the wider network include Avenue Road, Chase Side, Hedge Lane, Green Lanes (south of Eaton Park Road and south of Oakthorpe Road), which are estimated to increase by around 0-10%, as well as Winchmore Hill Road, Morton Way and Broomfield Lane which are estimated to see an increase of 10-20%. The largest increase is on Ashridge Gardens which is estimated to see an increase of around 50-60%.

Roads within QN Factored Traffic Volumes – AM Peak

Area	Ref	ATC Location	Pre-scheme AM vehicle flows (veh)	Post-scheme AM vehicle flows (veh)	Difference	% Difference
QN Local Roads	19	Meadway (west of Bourne Avenue)	500 to 600	0 to 50	-500 to -400	-100% to -90%
	20	Bourne Avenue	200 to 300	50 to 100	-200 to -100	-70% to -60%
	21	Parkway	0 to 50	0 to 50	-50 to 0	-60% to -50%
	22	Meadway (west of Greenway)	200 to 300	50 to 100	-300 to -200	-80% to -70%
	23	Greenway	200 to 300	50 to 100	-300 to -200	-80% to -70%
	24	The Ridgeway	0 to 50	0 to 50	0 to 50	20% to 30%
	25	Oakfield Road	0 to 50	0 to 50	-50 to 0	-20% to -10%
	26	The Mall	400 to 500	0 to 50	-400 to - 300	-90% to -80%
	27	Selborne Road	100 to 200	0 to 50	-200 to -100	-90% to -80%
	28	Conway Road	50 to 100	0 to 50	-50 to 0	-50% to -40%
	29	Harlech Road	0 to 50	0 to 50	-50 to 0	-10% to 0%
	30	Ulleswater Road	50 to 100	0 to 50	-50 to 0	-70% to -60%
	31	Derwent Road	100 to 200	0 to 50	-100 to -50	-70% to -60%
	32	Lakeside Road	50 to 100	0 to 50	-50 to 0	-50% to -40%
	33	Grovelands Road	100 to 200	0 to 50	-200 to -100	-90% to -80%
	34	Old Park Road	300 to 400	0 to 50	-400 to - 300	-100% to -90%
	35	Devonshire Road	0 to 50	50 to 100	0 to 50	50% to 60%
	36	Fox Lane (west of Selborne Road)	500 to 600	50 to 100	-500 to -400	-90% to -80%
	37	Amberley Road	300 to 400	50 to 100	-300 to -200	-90% to -80%
	38	St. George's Road	100 to 200	50 to 100	-100 to -50	-60% to -50%
	39	Cranley Gardens	50 to 100	0 to 50	-50 to 0	-30% to -20%
	40	Burford Gardens	50 to 100	0 to 50	-50 to 0	-70% to -60%
	41	Caversham Ave	100 to 200	50 to 100	-200 to -100	-70% to -60%
	42	Fox Lane (west of Grovelands Road)	400 to 500	50 to 100	-100 to -50	-90% to -80%

- Overall, during the AM peak, traffic on local roads within the Quieter Neighbourhood is estimated to reduce by 70-80% on average.
- The Ridgeway and Devonshire Road are estimated to increase in traffic, but this is likely to be between 0-50 vehicles an hour which is not considered significant.

External Roads Factored Traffic Volumes – AM Peak

Area	Ref	ATC Location	Pre-scheme AM vehicle flows (veh)	Post-scheme AM vehicle flows (veh)	Difference	% Difference
Boundary to the QN	4	High Street	1000 to 2000	1000 to 2000	200 to 300	20% to 30%
	5	The Bourne	1000 to 2000	500 to 1000	-500 to -400	-40% to -30%
	9	Aldermans Hill	500 to 1000	1000 to 2000	50 to 100	0% to 10%
	10	Green Lanes (north of Park Avenue)	1000 to 2000	500 to 1000	-200 to -100	-20% to -10%
Wider Network	1	Avenue Road	500 to 1000	500 to 1000	0 to 50	0% to 10%
	2	Chase Side	1000 to 2000	1000 to 2000	-50 to 0	-10% to 0%
	3	Chase Road	500 to 1000	500 to 1000	-100 to -50	-10% to 0%
	6	Waterfall Road	500 to 1000	500 to 1000	-300 to -200	-40% to -30%
	7	Morton Way	0 to 500	500 to 1000	0 to 500	30% to 40%
	8	Powys Lane	500 to 1000	500 to 1000	-200 to -100	-20% to -10%
	11	Hedge Lane	1000 to 2000	1000 to 2000	-50 to 0	-10% to 0%
	12	Green Lanes (south of Eaton Park Rd)	1000 to 2000	500 to 1000	-200 to -100	-20% to -10%
	13	Station Road	500 to 1000	500 to 1000	-200 to -100	-20% to -10%
	14	Winchmore Hill Road	500 to 1000	500 to 1000	-50 to 0	-10% to 0%
	44	Broomfield Lane	500 to 1000	500 to 1000	100 to 200	20% to 30%
	45	Green Lanes (south of Oakthorpe Rd)	500 to 1000	500 to 1000	50 to 100	10% to 20%
	46	Ashridge Gardens	0 to 500	0 to 500	0 to 50	0% to 10%

- During the AM peak, traffic on the boundary roads surrounding the Quieter Neighbourhood is predicted to increase on High Street and Aldermans Hill. As with the assessment in the main report the reduction predicted on The Bourne is likely to be attributed to congestion on the approach to Southgate Circus.
- Based on the 13 sites surveyed, during the AM peak, traffic on the wider network is estimated to reduce by 0-10% on average.
- Increases that are estimated on the wider network include Avenue Road, Morton Way, Broomfield Lane, Green Lanes (south of Oakthorpe Road) and Ashridge Gardens.

Roads within QN Factored Traffic Volumes – PM Peak

Area	Ref	ATC Location	Pre-scheme PM vehicle flows (veh)	Post-scheme PM vehicle flows (veh)	Difference	% Difference
QN Local Roads	19	Meadway (west of Bourne Avenue)	400 to 500	0 to 50	-500 to -400	-100% to -90%
	20	Bourne Avenue	100 to 200	0 to 50	-200 to -100	-90% to -80%
	21	Parkway	0 to 50	0 to 50	-50 to 0	-50% to -40%
	22	Meadway (west of Greenway)	200 to 300	0 to 50	-300 to -200	-100% to -90%
	23	Greenway	200 to 300	50 to 100	-300 to -200	-80% to -70%
	24	The Ridgeway	0 to 50	0 to 50	-50 to 0	-10% to 0%
	25	Oakfield Road	0 to 50	0 to 50	-50 to 0	-40% to -30%
	26	The Mall	300 to 400	50 to 100	-400 to - 300	-90% to -80%
	27	Selborne Road	100 to 200	0 to 50	-200 to -100	-80% to -70%
	28	Conway Road	0 to 50	0 to 50	-50 to 0	-30% to -20%
	29	Harlech Road	0 to 50	0 to 50	0 to 50	30% to 40%
	30	Ulleswater Road	50 to 100	0 to 50	-50 to 0	-60% to -50%
	31	Derwent Road	0 to 50	0 to 50	-50 to 0	-20% to -10%
	32	Lakeside Road	50 to 100	0 to 50	-100 to -50	-70% to -60%
	33	Grovelands Road	100 to 200	0 to 50	-200 to -100	-90% to -80%
	34	Old Park Road	200 to 300	0 to 50	-300 to -200	-90% to -80%
	35	Devonshire Road	50 to 100	50 to 100	0 to 50	10% to 20%
	36	Fox Lane (west of Selborne Road)	500 to 600	50 to 100	-500 to -400	-90% to -80%
	37	Amberley Road	300 to 400	0 to 50	-300 to -200	-100% to -90%
	38	St. George's Road	100 to 200	0 to 50	-100 to -50	-70% to -60%
	39	Cranley Gardens	50 to 100	0 to 50	-50 to 0	-50% to -40%
	40	Burford Gardens	50 to 100	0 to 50	-50 to 0	-60% to -50%
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- Overall, during the PM peak, traffic on local roads within the Quieter Neighbourhood is estimated to reduce by 70-80% on average.
- Harlech Road and Devonshire Road are estimated to have an increase in traffic, but this is likely to be between 0-50 vehicles an hour which is not considered significant.

External Roads Factored Traffic Volumes – PM Peak

Area	Ref	ATC Location	Pre-scheme PM vehicle flows (veh)	Post-scheme PM vehicle flows (veh)	Difference	% Difference
Boundary to the QN	4	High Street	1000 to 2000	1000 to 2000	-100 to -50	-10% to 0%
	5	The Bourne	1000 to 2000	1000 to 2000	50 to 100	0% to 10%
	9	Aldermans Hill	500 to 1000	500 to 1000	-200 to -100	-20% to -10%
	10	Green Lanes (north of Park Avenue)	1000 to 2000	1000 to 2000	0 to 50	0% to 10%
Wider Network	1	Avenue Road	500 to 1000	500 to 1000	50 to 100	0% to 10%
	2	Chase Side	1000 to 2000	1000 to 2000	-100 to -50	-10% to 0%
	3	Chase Road	500 to 1000	500 to 1000	-100 to -50	-10% to 0%
	6	Waterfall Road	500 to 1000	500 to 1000	-400 to - 300	-40% to -30%
	7	Morton Way	0 to 500	500 to 1000	0 to 500	30% to 40%
	8	Powys Lane	1000 to 2000	500 to 1000	-300 to -200	-30% to -20%
	11	Hedge Lane	1000 to 2000	1000 to 2000	-50 to 0	-10% to 0%
	12	Green Lanes (south of Eaton Park Rd)	1000 to 2000	1000 to 2000	0 to 50	0% to 10%
	13	Station Road	500 to 1000	500 to 1000	-200 to -100	-20% to -10%
	14	Winchmore Hill Road	500 to 1000	1000 to 2000	100 to 200	10% to 20%
	44	Broomfield Lane	500 to 1000	500 to 1000	50 to 100	10% to 20%
	45	Green Lanes (south of Oakthorpe Rd)	500 to 1000	500 to 1000	0 to 50	0% to 10%
	46	Ashridge Gardens	0 to 500	0 to 500	50 to 100	80% to 90%

- During the PM peak, on the boundary roads surrounding the Quieter Neighbourhood there are increases predicted on The Bourne and Green Lanes (north of Park Avenue). As with the assessment in the main report the reduction predicted on High Street is likely to be attributed to congestion on the approach to Southgate Circus.
- Based on the 13 sites surveyed, during the PM peak, traffic on the wider network is estimated to reduce by 10-20% on average.
- Increases predicted on the wider network are on roads including Avenue Road, Morton Way, Green Lanes (south of Eaton Park Road), Winchmore Hill Road, Broomfield Lane, Green Lanes (south of Oakthorpe Road) and Ashridge Gardens.

Appendix – Sensitivity Test - Conclusions

- The results of the sensitivity test show a similar pattern of estimated traffic changes compared to the traffic assessment presented in the main report. Analysis of the factored traffic data estimates there to be a reduction of 70-80% of traffic on the local roads within the Quieter Neighbourhood area.
- A small number of Quieter Neighbourhood roads are estimated to see increases in traffic volumes including The Ridgeway, Harlech Road and Devonshire Road. These increases are estimated to be 0-50 vehicle per hour and are therefore not considered significant.
- Traffic on the boundary roads of the Quieter Neighbourhood are estimated to increase over the 24 hour period by an average of 0-10%. Increases on the boundary roads were expected, given the routes through the Quieter Neighbourhood area have been removed by the scheme. Increases are also estimated on the wider network roads of Avenue Road, Chase Side, Hedge Lane, Green Lanes (south of Eaton Park Road and south of Oakthorpe Road), Winchmore Hill Road, Morton Way and Broomfield Lane and Ashridge Gardens.

Appendix – Survey Dates

Internal Roads Survey Locations	Pre-scheme		Post-scheme	
	Date from	Date to	Date from	Date to
The Mall	11.03.19	17.03.19	21.09.21	24.09.21
Selbourne Road	11.03.19	17.03.19	21.09.21	24.09.21
Fox Lane	11.03.19	17.03.19	21.09.21	24.09.21
Amberley Road	11.03.19	17.03.19	21.09.21	24.09.21
St George's Road	11.03.19	17.03.19	21.09.21	24.09.21
Cranley Gardens	11.03.19	17.03.19	21.09.21	24.09.21
Burford Gardens	11.03.19	17.03.19	21.09.21	24.09.21
Caversham Ave	11.03.19	17.03.19	21.09.21	24.09.21
Meadway (west of Bourne Ave)	11.03.19	17.03.19	21.09.21	24.09.21
Bourne Ave	11.03.19	17.03.19	21.09.21	24.09.21
Meadway (west of Greenway)	11.03.19	17.03.19	21.09.21	24.09.21
Parkway	11.03.19	17.03.19	21.09.21	24.09.21
Greenway	11.03.19	17.03.19	21.09.21	24.09.21
The Ridgeway	11.03.19	17.03.19	21.09.21	24.09.21
Oakfield Road	11.03.19	17.03.19	21.09.21	24.09.21
Fox Lane	11.03.19	17.03.19	21.09.21	24.09.21
Conway Road	11.03.19	17.03.19	21.09.21	24.09.21
Harlech Road	11.03.19	17.03.19	21.09.21	24.09.21
Ulleswater Road	11.03.19	17.03.19	21.09.21	24.09.21
Derwent Road	11.03.19	17.03.19	21.09.21	24.09.21
Lakeside Road	11.03.19	17.03.19	21.09.21	24.09.21
Grovelands Road	11.03.19	17.03.19	21.09.21	24.09.21
Old Park Road	11.03.19	17.03.19	21.09.21	24.09.21
Devonshire Road	11.03.19	17.03.19	21.09.21	24.09.21

External Roads Survey Locations	Pre-scheme		Post-scheme	
	Date from	Date to	Date from	Date to
Avenue Road	21.03.19	27.03.19	21.09.21	24.09.21
Chase Side *	04.04.19	10.04.19	21.09.21	24.09.21
Chase Road	21.03.19	27.03.19	21.09.21	24.09.21
High Street	21.03.19	27.03.19	21.09.21	24.09.21
The Bourne	21.03.19	27.03.19	21.09.21	24.09.21
Waterfall Road	21.03.19	27.03.19	21.09.21	24.09.21
Morton Way *	04.04.19	10.04.19	21.09.21	24.09.21
Powys Lane	21.03.19	27.03.19	21.09.21	24.09.21
Aldermans Hill	21.03.19	27.03.19	21.09.21	24.09.21
Green Lanes (north of Park Ave)	21.03.19	27.03.19	21.09.21	24.09.21
Hedge Lane	26.04.19	02.05.19	21.09.21	24.09.21
Green Lanes (south of Eaton Park Road)	21.03.19	27.03.19	21.09.21	24.09.21
Station Road *	04.04.19	10.04.19	21.09.21	24.09.21
Winchmore Hill Road	21.03.19	27.03.19	21.09.21	24.09.21
Wynchgate	03.11.17	09.11.17	21.09.21	24.09.21
Queen Elizabeths Drive	19.09.15	25.09.15	21.09.21	24.09.21
Broad Walk	07.05.18	13.05.18	21.09.21	24.09.21
Green Lanes (south of Oakthorpe Road) *	04.04.19	10.04.19	21.09.21	24.09.21
Broomfield Lane	24.02.20	01.03.20	21.09.21	24.09.21
Ashridge Gardens	24.02.20	01.03.20	21.09.21	24.09.21
Hoppers Road	N/A		21.09.21	24.09.21
Dawlish Ave	N/A		21.09.21	24.09.21
Arnos Grove	N/A		21.09.21	24.09.21
Forestdale	N/A		21.09.21	24.09.21

** Pre-scheme surveys for these 4 locations includes data captured during the school holidays, (with the school term ending on Friday 5th April 2019). A review of the data has been undertaken which establishes there is little variance between the two-day term time average (4th & 5th April) and the average using all five weekdays surveyed. Therefore, the five-day average has been used at these locations.*

Jacob Gemma

From: Salt Robert
Sent: 28 January 2022 15:05
To: [redacted] Roojee Sideeck; Horah Peter; Hooker David; Field David (ST); Sheppard Gordon
Cc: [redacted]
Subject: RE: Fox Lane Area QN [SEC=OFFICIAL]

Hi [redacted]

[redacted].

Rob Salt
Network Impact Manager - Network Impact Specialist Team (NIST) | Network Performance
M [redacted] | Email: [redacted]@tfl.gov.uk
3rd floor, Palestra House, 197 Blackfriars Road, London SE1 8NJ

24hr Response Desk: 0203 054 3111

Please consider the environment before you print

From: [redacted]@enfield.gov.uk>
Sent: 28 January 2022 11:27
To: Roojee Sideeck <[redacted]@tube.tfl.gov.uk>; Horah Peter [redacted]@tfl.gov.uk>; Hooker David <[redacted]@tfl.gov.uk>; Field David (ST) [redacted]@tfl.gov.uk>; Sheppard Gordon <[redacted]@tfl.gov.uk>
Cc: [redacted]@enfield.gov.uk>; Salt Robert [redacted]@tfl.gov.uk>
Subject: RE: Fox Lane Area QN [SEC=OFFICIAL]

Hi All,

I would like to provide you with a brief update on the Fox Lane Area QN. Following the LBE / TfL meeting on 18 Jan as per the below, analysis of bus journey times on a Saturday was specifically reviewed in addition to the analysis on the weekday peaks presented to you. The analysis is included in the final version of the Fox Lane Area analysis attached. The Saturday analysis has shown similar routes are impacted, however longer delays are seen on Saturdays than those identified in the peak times assessed, and 2 new routes which hadn't been identified.

As you have seen in the Bowes email thread, this project will be taken to RSPG and I am coordinating a date. I suggest we meet next week ahead of any RSPG to discuss the updated analysis.

Can you each please advise if you have any availability next Thursday 3 Feb or Friday 4 Feb?

Kind regards,

[redacted] | Project Manager
Healthy Streets | London Borough of Enfield

Mobile: [redacted]

We're delivering streets fit for the future. Our Healthy Streets projects include Cycle Enfield, Liveable Neighbourhood town centres, School Streets & Quieter Neighbourhoods. Check out our Engagement Hub to get involved.

From: [redacted]
Sent: 20 January 2022 09:01
To: Roojee Sideeck [redacted]@tube.tfl.gov.uk>; [redacted]@tfl.gov.uk; Hooker David [redacted]@tfl.gov.uk>; [redacted]@tfl.gov.uk; Sheppard Gordon [redacted]@tfl.gov.uk>; Richard Eason <[redacted]Enfield.gov.uk>; [redacted]@enfield.gov.uk>; [redacted]@enfield.gov.uk>
Cc: [redacted]@tfl.gov.uk; [redacted]@tfl.gov.uk
Subject: Fox Lane Area QN 18 Jan 22 meeting [SEC=OFFICIAL]

Classification: OFFICIAL

Hi All,

Below are notes from the TfL / LBE meeting on the Fox Lane area QN held on Tues 18th at 12.30-1pm. I have highlighted two actions below. Please advise if any corrections or amendments are required to these notes.

Attendees:
TfL: Sideeck Roojee, Peter Horah, David Hooker, David Field, Gordon Sheppard
LBE: Richard Eason, [redacted]

- The purpose of the meeting was to seek clarity on TfL's position with respect to the Fox Lane Area QN, following the presentation of data analysis to TfL on December 17 2021 and [redacted] follow up email on Jan 7 2022 with proposals for bus priority measures in the area
- Below is a table summarising the previously provided details, along with the outcome of the meeting's discussion on each point

Ref	Proposal	Routes affected	Comments from meeting
1	Parking restrictions on Cannon Hill & Aldermans Hill to fill in gaps in DYLs and provide parking on one side only where required. Carry out site investigations to confirm locatimons. Subject to consultation. Refer to attached for further details.	121, 299, W6	Support from TfL to progress
2	Investigate fixed stops along Hedge Lane where the W6 is currently Hail & Ride. Subject to identification of suitable locations and consultation. Refer to attached for further details.	W6	Support from TfL to progress
3	Carry out site investigations to identify potential pinch points on Silver Street. Subject to further review. Refer to attached.	W6	Support from TfL to progress. Noted that no specific interventions have been identified, but LBE would progress investigation.
4	Review of Southgate circus for potential changes to markings or other short term improvements, eg keep clear / box markings / enforcement. Subject to further	TBC	LBE had received a draft report from Red Wilson Associates (RWA) which reviewed available data from March 2020 and Nov 2021 at the gyratory. The draft plan shared at the meeting is attached. Some short term and longer term

	review to be carried out in January.		interventions had been identified by RWA and these were discussed. It was agreed that LBE would progress the short term measures and review before progressing with any long term measures. Other specific comments: • ST2 – It was noted that typically near town centres such as this ped delay is minimised. TfL requires confirmation from LBE that we would be willing to accept a reduction in ped priority in order to provide the improvement for motor traffic. An increase of less than the 10s proposed was not supported by TfL as it was thought this would not sufficiently worth it for the effort involved. • LT2 – Gordon advised this was unlikely to be good value for money as the benefits would be limited due to the gyratory not having signals to be coordinated with • The bus operator has suggested to Dave Hooker that a box junction would be helpful at the exit/entry to Station Parade. Discussion that this may lead to a disbenefit for buses if their tail gets stuck within the box junction. Agreed this option needs further consideration and that the strengthening of the existing keep clears as proposal should be reviewed first • TfL buses expressed a desire for Station Parade to be restricted to buses only, and suggested Crown Lane could be used for pickup and drop off with the use of the lane between the two areas to provide access. LBE provided support to review this in principle. To be considered alongside any consideration to LT3. Agreement to work together to review.
5	Review of signals at key junctions in the area	TBC	Not discussed – **Gordon Sheppard** can you please provide comment on the potential scope & likelihood of TfL carrying this out

- **David Field** can you please advise what you need to see here.
- With the above in mind, TfL does not object to the Fox Lane Area QN becoming permanent. Ongoing review and monitoring will be carried out as communicated by LBE, and Peter Horah expressed his support via his role and regular engagement between LBE & TfL.

Kind regards,

[redacted] | Project Manager
Healthy Streets | London Borough of Enfield
Mobile: [redacted]

Classification: OFFICIAL

Follow us on Facebook Twitter www.enfield.gov.uk

Jacob Gemma

From: [redacted]@enfield.gov.uk>
Sent: 02 February 2022 09:55
To: Field David (ST); Roojee Sideeck; Horah Peter; Hooker David; Sheppard Gordon
Cc: [redacted] Salt Robert
Subject: RE: Fox Lane Area QN [SEC=OFFICIAL]

Classification: OFFICIAL

Hi All,

Thanks all for your responses. With limited availability and the LBE Sponsor meeting tomorrow, we won't hold this specific meeting tomorrow. Once we have an RSPG date we can look to arrange if necessary.

Kind regards,

[redacted] | Project Manager
Healthy Streets | London Borough of Enfield
Mobile: [redacted]

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From: Field David (ST) [redacted]@tfl.gov.uk>
Sent: 31 January 2022 09:50
To: Roojee Sideeck <[redacted]@tube.tfl.gov.uk>; [redacted]@enfield.gov.uk>; Horah Peter [redacted]@tfl.gov.uk>; Hooker David [redacted]@tfl.gov.uk>; Sheppard Gordon <[redacted]@tfl.gov.uk>
Cc: [redacted]@enfield.gov.uk>; Salt Robert [redacted]@tfl.gov.uk>
Subject: RE: Fox Lane Area QN [SEC=OFFICIAL]

Hi [redacted]

[redacted]

Kind regards
David

From: Roojee Sideeck <[redacted]@tube.tfl.gov.uk>
Sent: 28 January 2022 16:44
To: [redacted]@enfield.gov.uk>; Horah Peter [redacted]@tfl.gov.uk>; Hooker David [redacted]@tfl.gov.uk>; Field David (ST) [redacted]@tfl.gov.uk>; Sheppard Gordon [redacted]@tfl.gov.uk>
Cc: [redacted]@enfield.gov.uk>; Salt Robert <[redacted]@tfl.gov.uk>
Subject: RE: Fox Lane Area QN [SEC=OFFICIAL]

Hi [redacted]

[redacted]

Regards
Sideeck

From: [redacted]@enfield.gov.uk>
Sent: 28 January 2022 11:27

To: Roojee Sideeck [redacted]@tube.tfl.gov.uk>; Horah Peter <[redacted]@tfl.gov.uk>; Hooker David [redacted]@tfl.gov.uk>; Field David (ST) [redacted]@tfl.gov.uk>; Sheppard Gordon <[redacted]@tfl.gov.uk>
Cc: [redacted]@enfield.gov.uk>; Salt Robert <[redacted]@tfl.gov.uk>
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[redacted] | Project Manager
Healthy Streets | London Borough of Enfield
Mobile: [redacted]

From [redacted]
Sent: 20 January 2022 09:01
To: Roojee Sideeck <[redacted]@tube.tfl.gov.uk>; [redacted]@tfl.gov.uk; Hooker David [redacted]@tfl.gov.uk>; [redacted]@tfl.gov.uk; Sheppard Gordon [redacted]@tfl.gov.uk>; Richard Eason <[redacted]Enfield.gov.uk>; [redacted]@enfield.gov.uk>; [redacted]@enfield.gov.uk>
Cc: [redacted]@tfl.gov.uk; [redacted]@tfl.gov.uk
Subject: Fox Lane Area QN 18 Jan 22 meeting [SEC=OFFICIAL]

Classification: OFFICIAL

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Kind regards,

[redacted] | Project Manager
Healthy Streets | London Borough of Enfield
Mobile: [redacted]

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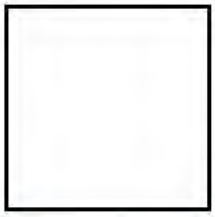

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Jacob Gemma

From: Richard Eason <[redacted]Enfield.gov.uk>
Sent: 20 January 2022 09:14
To: [redacted]Roojee Sideeck; Horah Peter; Hooker David; Field David (ST); Sheppard Gordon; [redacted]
Cc: Khan Harun (ST); Futcher John
Subject: Re: Fox Lane Area QN 18 Jan 22 meeting [SEC=OFFICIAL]

Thanks to everyone for working together on this, particularly with the time pressures associated. Much appreciated.

Richard Eason | Programme Director
Healthy Streets | London Borough of Enfield

Office: [redacted]
Mobile: [redacted]

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From: [redacted]@enfield.gov.uk>
Sent: 20 January 2022 09:00
To: Roojee Sideeck [redacted]@tube.tfl.gov.uk>; [redacted]@tfl.gov.uk [redacted]@tfl.gov.uk>; Hooker David [redacted]@tfl.gov.uk>; [redacted]@tfl.gov.uk <[redacted]@tfl.gov.uk>; Sheppard Gordon <[redacted]@tfl.gov.uk>; Richard Eason <[redacted]Enfield.gov.uk>; [redacted]@enfield.gov.uk>; [redacted]@enfield.gov.uk>
Cc: [redacted]@tfl.gov.uk [redacted]n@tfl.gov.uk>; [redacted]@tfl.gov.uk [redacted]@tfl.gov.uk>
Subject: Fox Lane Area QN 18 Jan 22 meeting [SEC=OFFICIAL]

Classification: OFFICIAL
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Below are notes from the TfL / LBE meeting on the Fox Lane area QN held on Tues 18th at 12.30-1pm. I have highlighted two actions below. Please advise if any corrections or amendments are required to these notes.

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LBE: Richard Eason, [redacted]

- The purpose of the meeting was to seek clarity on TfL's position with respect to the Fox Lane Area QN, following the presentation of data analysis to TfL on December 17 2021 and [redacted]ollow up email on Jan 7 2022 with proposals for bus priority measures in the area
- Below is a table summarising the previously provided details, along with the outcome of the meeting's discussion on each point

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1	Parking restrictions on Cannon Hill & Aldermans Hill to fill in gaps in DYLs and provide parking on one side only where required.	121, 299, W6	Support from TfL to progress

	Carry out site investigations to confirm locations. Subject to consultation. Refer to attached for further details.		
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5	Review of signals at key junctions in the area	TBC	Not discussed – **Gordon Sheppard** can you please provide comment on the potential scope & likelihood of TfL carrying this out

- David Field would like to see impacts of the proposals and costs. **David Field** can you please advise what you need to see here.
- With the above in mind, TfL does not object to the Fox Lane Area QN becoming permanent. Ongoing review and monitoring will be carried out as communicated by LBE, and Peter Horah expressed his support via his role and regular engagement between LBE & TfL.

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PRELIMINARY ISSUE

LT1. Investigate ways in which "friction" can be reduced on Chase Side. For example parking and loading review, reduction in pinch points, minor carrigway widening etc.

ST2. Pedestrian crossing maximum vehicle time to be increased to 30 seconds (currently 20)

LT2. Existing pedestrian crossings to be put onto UTC control

ST1. Keep Clear markings to be introduced

ST3. Double yellow lines and double blips to be introduced on circulatory and on approaches / exits

ST4. Right turn pocket to be lengthened and island removed

ST5. Keep clear markings to be introduced

LT3. Consideration to be given to introducing measures on Crown Lane and Burleigh Gardens to discourage vehicles "rat running" attempting to avoid Chase Side

RED WILSON ASSOCIATES

CLIENT

ENFIELD Council

NOTE: DO NOT SCALE OFF THIS DRAWING.

CLIENT	London Borough of Enfield
PROJECT	Southgate Congestion Study

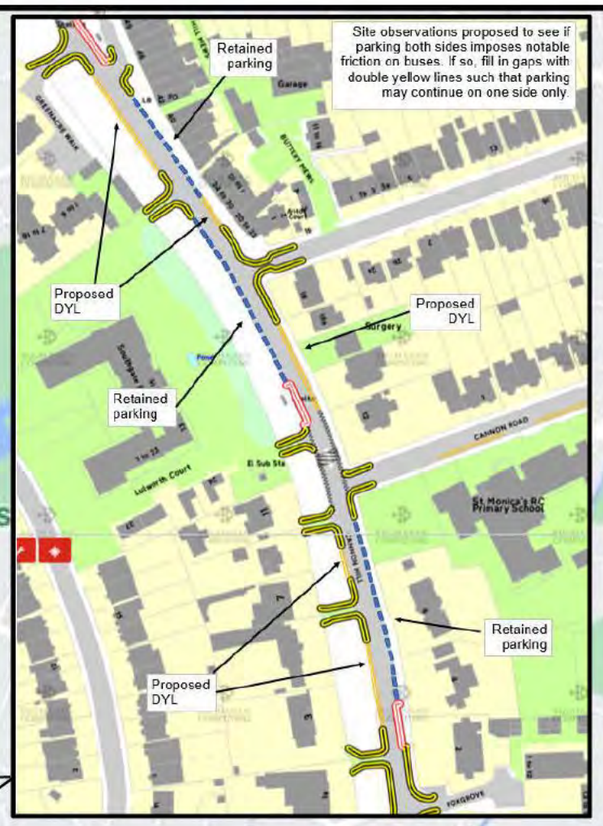
DESIGNED	CHECKED	REVIEWED	APPROVED
DS	PEG	PEG	XXX
DATE JAN 22	DATE JAN 22	DATE JAN 22	DATE XXX

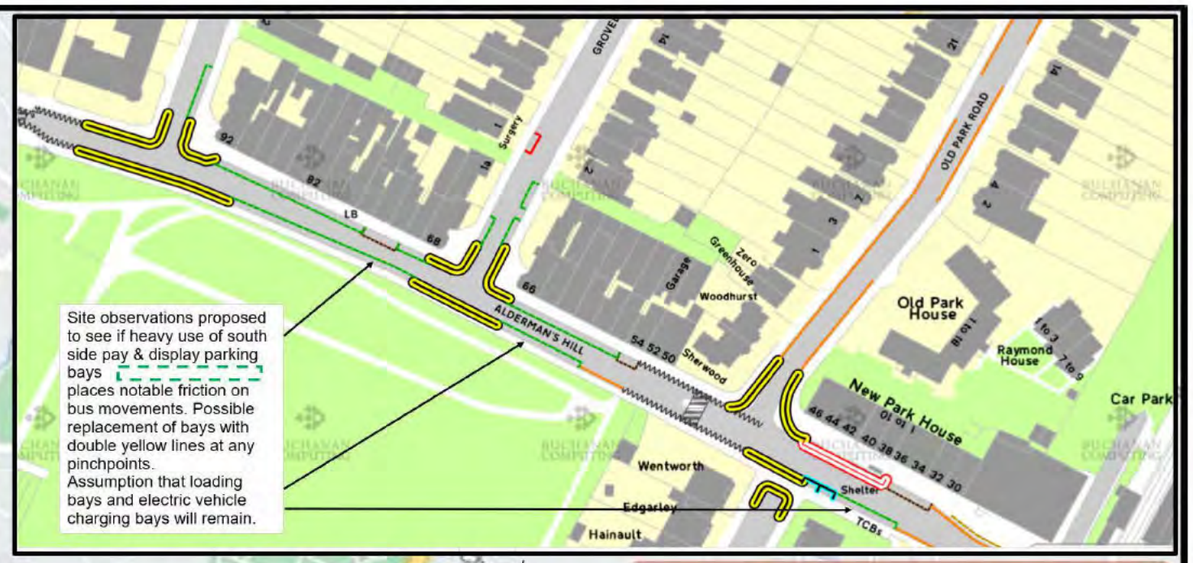
TITLE
SOUTHGATE CONGESTION INTERVENTIONS

SCALE	DRAWING No	REV
1:500 @ A1	RWA-21-22-199-GA	0

C:\Users\peter\Dropbox\New File Structure (1)\PROJECTS\Enfield\Direct Award\Southgate\Southgate Interventions.dwg - 17/01/2022 17:01:52 - Layout1 - ######

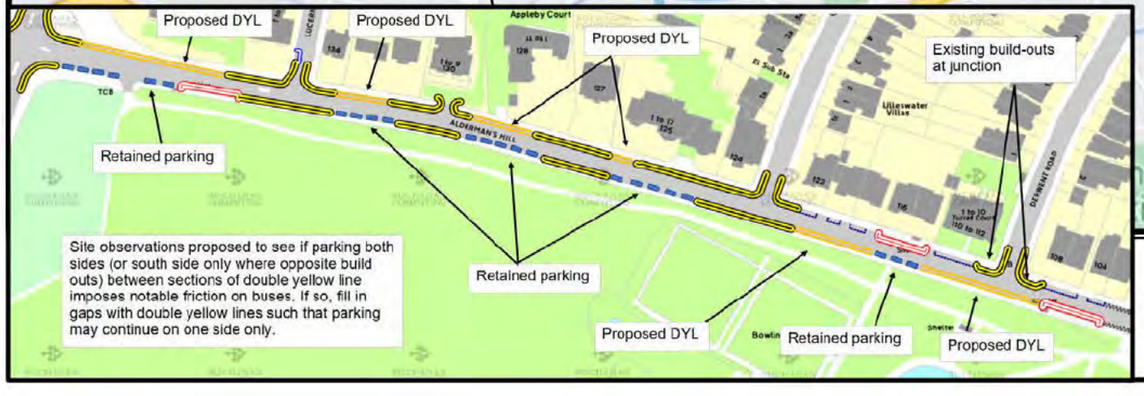
R121: 5+ buses/hr Wood Green to Enfield Island Village





Fixed stop system could be extended NW on Hedge Lane with additional pairs near Huxley Place and New River

W6: 5+ buses/hr Southgate to Edmonton Green



Site observations proposed to identify pinch points on Silver Street

Examination of Potential Pinchpoints on W6 and 121 Bus Routes

Jacob Gemma

From: Sheppard Gordon
Sent: 20 January 2022 10:08
To: [redacted] Roojee Sideeck; Horah Peter; Hooker David; Field David (ST); Richard Eason; [redacted]
Cc: Khan Harun (ST); Futcher John; Griffiths Mark (ST)
Subject: RE: Fox Lane Area QN 18 Jan 22 meeting [SEC=OFFICIAL]

Hi [redacted]

I will review the operation of the signal timings at the junctions & pedestrian crossings shown in the below map. These signal timing reviews will be added to our 2022/23 Timing Review Programme so will be completed from April onwards.

Kind regards

Gordon

Gordon Sheppard

Principal Network Manager - A11, Tower Hamlets & Enfield (North East)
Network Performance - Delivery
TRANSPORT FOR LONDON
Surface Transport | Network Management Directorate
Palestra House | 3rd floor - Zone 3B | 197 Blackfriars Road | London SE1 8NJ
Tel: [redacted] | Ext [redacted] | Mobile: [redacted] | E: [redacted]@tfl.gov.uk

EVERY JOURNEY MATTERS

From: [redacted]@enfield.gov.uk>
Sent: 20 January 2022 09:01
To: Roojee Sideeck <[redacted]@tube.tfl.gov.uk>; Horah Peter [redacted]@tfl.gov.uk>; Hooker David <D[redacted]@tfl.gov.uk>; Field David (ST) [redacted]@tfl.gov.uk>; Sheppard Gordon [redacted]@tfl.gov.uk>; Richard Eason <[redacted]Enfield.gov.uk>; [redacted]@enfield.gov.uk>; [redacted]@enfield.gov.uk>
Cc: Khan Harun (ST) [redacted]@tfl.gov.uk>; Futcher John [redacted]@tfl.gov.uk>
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