



Our Ref: SOC/T337/Stage2/0710

Consultation and Engagement Centre
Surface Transport Communications
Transport for London

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Dear Stakeholder

Routes 153, 299, W4, W5, W6 & W10

We have now reviewed routes 153, 299, W4, W5, W6, and W10 and would like to hear your views on our proposals.

Our review took account of passenger usage, reliability issues, timetables, vehicle type, area served and passenger and stakeholder feedback. As with all reviews this was done in a network context, including consideration of parallel services.

We are grateful to those who have already responded with comments. These have been carefully considered and this letter includes our analysis of the main points raised.

We are currently inviting tender bids from operators for routes 299, W4, W5, W6 and W10 for contracts starting in February 2011. The contract for route 153 will be extended by two years from February 2011.

Route 153 (Finsbury Park Station – Liverpool Street Station)

We are not proposing any permanent changes to the current structure of this route or to the frequency.

From August 2010, we are proposing that buses on route 153 will be diverted to serve Chiswell Street and Finsbury Pavement in the City of London in both directions for approximately two years. New stops would be provided on Chiswell Street in both directions and on Finsbury Pavement towards Liverpool Street Station (eastbound). The diversion is required because Silk Street and Milton Street will become one way westbound in connection with the Heron Tower development meaning buses cannot serve them.

We will be writing separately to stakeholders as plans develop for the construction of the new Crossrail station at Liverpool Street, which will effect how buses get to and from the bus station. Works are scheduled to start in November 2010.

The existing vehicles will continue to be used for the length of the extended contract. A number of stakeholders commented that they would like to see hybrid (diesel/electric) single deck buses operating on the route. Vehicles for route 153 will be considered as part of tendering in 2013.

Route 299 (Muswell Hill – Cockfosters)

We are not proposing any changes to this route.

Route W4 (Ferry Lane Estate – Oakthorpe Park)

We are not proposing any changes to this route.

Haringey Council asked for the route to be diverted to better serve Woodside High School. We investigated this however the route already passes within reasonable walking distance of the school and provides enough capacity for the current demand. A diversion would mean longer journeys for about 2,500 passengers per day.

Enfield Primary Care Trust and London TravelWatch requested that route W4 be extended from its current terminus at Oakthorpe Park to North Middlesex Hospital. We recognise the changes taking place to health care provision at North Middlesex and other hospitals in the boroughs of Haringey, Enfield and Barnet. We have investigated extending the route to North Middlesex Hospital however this would cost over £250,000 per year and would not be justified by the predicted passenger numbers. Extending route W4 would not create many new links (point to point journeys not able to be made on another route). Access to the hospital is already achievable using route 444 from Wood Green or route 318 from Tottenham.

Route W5 (Harringay Green Lanes – Archway)

We are not proposing any changes to this route.

The current terminus of this route at Harringay Green Lanes is adjacent to a supermarket and other shops. Revisions to the car park layout have affected reliability of the route as buses have had difficulty leaving the car park when it is busy. Transport for London will continue to monitor the situation and have made requests to Haringey Council to see if it can be improved. We have also investigated whether route W5 could be extended to the Ashfield Road area, to the east of the shopping park. However, there would not be enough passengers using this extension to justify the cost of about £160,000 per year, so we will not be pursuing this proposal any further.

Haringey Council requested additional services be provided to the new health centre on Park Road near Crouch End. A loop working would be required and would add about 10 minutes to the journey time for over 1,150 passengers per day. The additional costs for such a scheme, about £300,000 per year, and the impact on through passengers means that this proposal would not be worthwhile.

Route W6 (Southgate – Edmonton Green)

We are not proposing any changes to this route.

Parts of route W6 operate on a hail and ride basis. We have in the past looked at whether it is feasible to install stops, in particular along Hedge Lane and Haselbury Road for Latymer School. However, to do so would require changes to parking arrangements. We will continue to work with Enfield Council to see if proposals can be developed.

Following comments from stakeholders about crowding, we have investigated the capacity of the route to ensure it is meeting current demand. Buses currently run every 10 minutes during the day. At peak times the frequency is enhanced to cater for additional passengers travelling to and from school. Overall, we believe that capacity is matching demand. However, we note that at times poor reliability has led to crowding on buses. We are working closely with the operator to ensure the route is reliable.

Enfield Primary Care Trust, through their Transport Working Group, and London TravelWatch requested that route W6 be diverted to serve North Middlesex Hospital. To achieve this, a double run from Haselbury Road to the hospital and back to Silver Street would be required. This would add about 10 minutes journey time for over 3,000 passengers per day. The additional costs for such a scheme, about £190,000 per year, and the impact on through passengers means that this would not be worthwhile.

W10 (Enfield – Crews Hill [Rosebury Avenue])

We are not proposing any changes to this route.

Please let us know if you would like any further information about any aspect of this consultation, including more feedback about comments you made at the previous stages. This letter is part of the process which fulfils the requirement for TfL to consult under Section 183 of the Greater London Authority Act 1999.

Please send comments and suggestions regarding these proposals by **Friday 20 August 2010**.

Yours sincerely

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