



**Transport for London**

**ENFIELD**  
Council  
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**STATEMENT OF COMMON GROUND**

**BETWEEN**

**ENFIELD COUNCIL**

**AND**

**TRANSPORT FOR LONDON**

In respect of Enfield Council’s Edmonton Leaside Area Action Plan (2017) (ELAAP)

This Statement of Common Ground has been prepared to identify areas of agreement and disagreement between Enfield Council and Transport for London on matters relating to the Council’s Submission Edmonton Leaside Area Action Plan (2017).

Transport for London’s representation was submitted as an Appendix to the Mayor of London’s Representation.

<b>Issue (Document Order)</b>	<b>Representation Ref. No</b>
Healthy Streets	27K
Chapter 14 table 14.1	27 L
Chapter 14 table 14.1	27 M
Chapter 1, paragraph 1.1.4	27 N
Chapter 1, paragraph 1.1.4; Chapter 1 Objective 3 (Connectivity); Chapter 5, paragraphs 5.8.16; Chapter 10, paragraph 10.1.3; Chapter 11, paragraph 11.5.2;	27O

Issue (Document Order)	Representation Ref. No
Chapter 14, Table 14.1;	
Freight and SIL	27P
Policy EL24	27Q
Chapter 1, paragraph 1.1.5	27R
Chapter 1, Objective 1	27S
Chapter 5, paragraph 5.4.19	27T
Policy EL6	27U
Policy EL7	27V
Chapter 5, paragraph 5.8.17	27W
Chapter 11, Section 11.3	27X
Policy EL23	27Y
Table 14.1	27Z
Maps	27AA
Transport Review	27BB

**Notes on agreed amendments:**

1. **Bold underlined text indicates an addition to the ELAAP text**
2. ~~Strikethrough text indicates a deletion to the ELAAP text~~

**Areas of Agreement:**

Healthy Streets	27K
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Both parties agree that two references to the Mayor's Healthy Streets approach will be added as follows:

Chapter 5, Paragraph 5.7.8:

*Regeneration and change, in particular at Meridian Water, provides the opportunity to address broad healthy lifestyle issues. The delivery of community and social infrastructure will enable residents to live healthy and active lifestyles. This will mean, for example encouraging the use of active and sustainable modes of transport such as walking and cycling, providing new open and play space to facilitate active and passive recreation opportunities, and ensuring access to healthy food. **This is in line with the Mayor’s Healthy Streets approach which prioritises walking, cycling and public transport to help create a vibrant, successful city where people can live active, healthy lives.** Existing health inequalities will also be addressed by increasing access to education and employment opportunities. Community facilities which encourage these behaviours will be supported within Meridian Water.*

Policy EL22: Proposed Route - Improvement Principles, paragraph 2 will have an additional bullet added:

- **Reference to the principals of the Mayor’s Healthy Streets approach, in particular taking account of the 10 Healthy Streets indicators.**

Chapter 14, table 14.1	27L, 27M
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LBE proposes the following amendment to the relevant row in table 14.1, in line with TfL’s comments:

<i>Project Description</i>	<i>Meridian Water Development Zone</i>	<i>Lead Agencies</i>	<i>Outcome</i>
<i>Removal of access ramp from Argon Road to North Circular Road</i>	3	<i>LBE / TfL / Private Sector</i>	<i>Enables Argon Road extension to Meridian Way and unlocking of land for alternative development.</i> <b><u>Technical approval is required in advance of works.</u></b>

Both parties agree that TfL and LBE will need to work together on any proposals within, over, under or adjacent to the A406 to improve connectivity and the quality of the environment, taking into account the existing nature of this road and the functions it will continue to perform.

Both parties agree that significant investment is needed in bus services to deliver the homes at Meridian Water, as supported through policies EL7, EL22 and EL23.

Both parties agree that the ELAAP establishes levels of housing based on urban design principles and levels of housing need; achieving the delivery of 10,000 homes as planned for in ELAAP will require a step-change in PTAL which will require improvements to rail service at the new Meridian Water station but is not necessarily predicated on the delivery of Crossrail2

The following additions are suggested for Table 14.1 in line with TfL comments:

<i>Project Description</i>	<i>Meridian Water Development Zone</i>	<i>Lead Agencies</i>	<i>Outcome</i>
<i>Borough-wide improvement of bus services focussed on the Lee Valley Corridor and orbital Links</i>	<i>All</i>	<i>TfL / Developer contributions</i>	<i>Improved bus access implementing the findings of the Bus Service Review and supporting new development. <b><u>Bus services improvements required for Meridian Water should be considered early, alongside the Meridian Water Highway Infrastructure Study and borough-wide service review, as well as through individual sites and through the emerging Meridian Water Masterplan.</u></b></i>
<b><u>Upper Lea Valley transport modelling and bus priority study</u></b>	<b><u>All</u></b>	<b><u>TfL / Enfield / Haringey</u></b>	<b><u>This study was completed summer 2017, further work has paused</u></b>
<i>Meridian Water to Edmonton Green direct</i>	<i>All</i>	<i>LBE / TfL</i>	<i>Improved bus access; <b><u>Outcomes should</u></b></i>

bus link			<u>define bus infrastructure design and how this fits into the wider bus network.</u>
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Chapter 1, paragraph 1.1.4	27 N
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*Connectivity*

*The creation of a more frequent, resilient and flexible rail service will enable significant development and regeneration within the entire Lee Valley, resulting in huge transformation at Edmonton Leaside. A new station, Meridian Water (formerly Angel Road) will operate a **three to** four-train per-hour service, rising later to an **six to** eight train- per-hour rail service **as a result of further investment and delivery of an interim four track solution between Meridian Water and Tottenham Hale. Longer term** the expected **full** 4-tracking **of the full WAML (between Tottenham Hale and Broxbourne)**, and **to an even greater extent** Crossrail 2 schemes, will provide additional capacity to support further growth and regeneration. This increased service will result in improved accessibility and attractiveness of the area as a place to live, work and visit. **Crossrail 2 particularly has the potential to lead to further opportunity for development beyond the number of homes currently identified in the AAP.***

Chapter 1, paragraph 1.1.4; Chapter 1, Objective 3 (Connectivity); Chapter 5, paragraph 5.8.16; Chapter 10, paragraph 10.1.3; Chapter 11, paragraph 11.5.2; Chapter 14, Table 14.1;	27O
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The following additional wording is proposed for paragraph 10.1.3:

*‘To take advantage of step-change improvements to transportation links in the area, including an increase in services between Meridian Water and Stratford.’*

Both parties support the uplift of PTAL, which is an aim of the ELAAP, to bring the area to a PTAL of 4-6 and 'Urban character' from a low baseline.

Both parties agree that Enfield Council will continue to work with the GLA, TfL, Network Rail, Greater Anglia and the Department of Transport to increase the service frequency in the ELAAP area.

Both parties agree that the high level transport assessment work undertaken as part of the ELAAP preparation, as well as for the emerging Meridian Water Masterplan and associated planning applications, is proportionate and appropriate to support the level of development planned for by the ELAAP. TfL approve LBE's strategy for sustainable transport in the ELAAP and confirm that this is realistic, appropriate and in line with relevant policy and guidance.

Both parties agree that the ELAAP aligns with adopted Mayor's Transport Strategy to see a significant mode shift away from car-based travel across London. This fits with wider policy aspirations of TfL and the Council in terms of urban design, active travel and Healthy Streets for this area. TfL sees the transport benefits of creating new employment and residential development alongside each other i.e. internal trip making and balance inward and outward trip movements.

Both parties agree that the ELAAP provides a good policy basis from the outset for significant investment in public transport in the medium and longer term. In the medium term, this can be achieved through investment in the bus network (infrastructure and services) and rail investments in services and infrastructure. This includes bus, trains and active travel, as creates a pattern of travel that supports Crossrail 2 investment in the longer term.

In medium term to support this mode shift in this area and sustainable regeneration, the ELAAP is best delivered by supporting car parking restraint, guided by policies within the emerging new London Plan. Both parties are agreed establishing sustainable travel choice from the outset is essential to create this new neighbourhood.

Freight and SIL	27P
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Both parties agree that freight is an essential user of the road network, required to serve London. Strategic Industrial Locations (SIL) retained in Enfield continues to be a suitable location for all uses designated as appropriate for SIL, including freight activity.

Water freight Policy EL24	27Q
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Both parties agree on the benefits of water freight and agree that this should be promoted in line with Policy EL24. Any future proposal for increased water freight are subject to consultation with the statutory bodies.

Chapter 1, paragraph 1.1.5	27R
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Both parties agree that improvements to bus services will be critical to the delivery of Meridian Water, particularly in providing east-west connectivity and in linking the site to Edmonton.

The following new paragraph is inserted, following paragraph 1.1.5:

**Improved bus services will provide greatly enhanced connectivity with Edmonton Leaside and to the wider area, in particular supporting east-west linkages and access to Edmonton Green.**

Chapter 1, Objective 1	27S
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Both parties agree to update Objective 1, 7<sup>th</sup> bullet point as follows:

*‘Provide well-connected, well-designed pedestrian and cycle routes that encourage people to choose active travel modes **along with excellent access to public transport options.***

Chapter 5, paragraph 5.4.19	27T
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Both parties recognise the importance of the Arriva bus depot and agree that, prior to any redevelopment and loss of the Arriva bus depot site on the Harbet Road Industrial Estate, a suitable replacement site must be provided and operational in a seamless transfer. The replacement site must be accessible and close to the bus routes to minimise empty running costs.

Both parties agree that the bus depot needs to remain operational (7 days per week, 24 hours per day) at all stages of development planned in the Area Action Plan, and in accordance with the London Plan Agent of Change principle, that the design of the development should take account of the bus depot’s current operation, particularly buses leaving the depot overnight.

Both parties agree that it is better to identify the new location for the bus depot at the earliest stage practicable to reduce uncertainty for Arriva, TfL, and the Council. This will help safeguard jobs, grow jobs locally and allow investment at the new site by Arriva in new technology, particular the conversion of the bus fleet to electric vehicles, as envisaged in the Mayor’s Transport Strategy.

Both parties recognise that residential and employment growth associated with the Meridian Water development, and other development nearby, will require an increased public transport offering, which in turn requires more capacity for increased vehicle servicing and storage.

Both parties also recognise that Edmonton Bus Garage provides a source of employment for local people. Links to local training and educational institutes are encouraged. Arriva has stated that the capacity of the bus depot is 200 buses, each bus generates 3.2 jobs, therefore potential employment associated with the bus depot is around 640 jobs. This accords with TfL understanding of bus garages/ depots across London.

The Council commits to continued engagement with TfL and Arriva in finding a viable alternative site for the Arriva bus depot at Harbet Road.

The upcoming Meridian Water Masterplan will further identify more detailed locations for individual land uses.

The above points have also been agreed in a signed Statement of Common Ground between the Council and Arriva.

Policy EL6	27U
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Both parties agree to change the wording of Policy EL6, paragraph 3, bullet point 9 as follows:

- *Prioritise pedestrian, ~~and~~ cycle **and public transport** users, wherever practical and feasible;*

Policy EL7	27V
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Both parties agree to update the text at Policy EL7, 3<sup>rd</sup> bullet as follows:

- *‘Improved bus interchange **and bus standing** connecting Meridian Water to...’*

Chapter 5, paragraph 5.8.17	27W
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Both parties agree to update paragraph 5.8.17 as follows:

*'A new bus interchange **and associated bus standing** will be provided, creating a transport hub and connecting bus services to the station.'*

Chapter 11, Section 11.3	27X
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Both parties agree to update paragraph 11.3.2:

*'Sustainable transport will be supported through high quality public realm **and a modal shift towards public transport**. Greater rates...'*

Maps	27AA
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Both parties agree that the label for 'Ponders End Station' will be moved south to the correct location in all maps in the ELAAP, as per the Schedule of Minor Amendments, item 63.

Policy EL23	27Y
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Both parties agree that no additional change is required to address this point.

Table 14.1	27Z
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Both parties agree that improvements in bus services are crucial for the delivery of Meridian Water and the ELAAP, especially in the early stages of implementation. The Upper Lee Valley transport modelling and bus priority study, undertaken by Arup on behalf of TfL, will identify specific infrastructure needed to deliver growth in the ULV, including Edmonton Leaside.

The Council commits to continued working with TfL and bus operators in assessing future connectivity needs and how these can be met strategically, as part of improvements to the efficiency of the wider bus network.

The study has also been included in table 14.1 as per reference number 27L and 27M above.

Transport Review	27BB
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Both parties agree that the Transport Review is a high-level assessment of the evidence in relation to the transport implications of the ELAAP. Further detailed studies will be provided to support individual development proposals and as part of the upcoming Meridian Water Masterplan.

**General Note:**

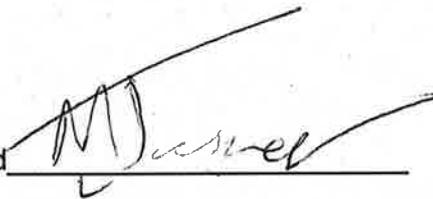
Both parties agree that this Statement of Common Ground only deals with transport matters and not with matters of general conformity or other strategic planning issues. The latter are addressed separately in a Statement of Common Ground between the Council and the GLA.

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**Signed on behalf of Enfield Council**

**Signed on behalf of Transport for London**

Signed 

Signed 

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