

Public Document Pack



OVERVIEW & SCRUTINY COMMITTEE

Thursday, 24 November 2022 at 7.00 pm
Conference Room, Civic Centre, Silver
Street, Enfield, EN1 3XA

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Councillors: Margaret Greer (Chair), Bektas Ozer (Vice-Chair), Maria Alexandrou, Nawshad Ali, Elif Erbil, James Hockney, Mohammad Islam and Michael Rye OBE

Education Statutory Co-optees: 1 vacancy (Church of England diocese representative), vacancy (other faiths/denominations representative), vacancy (Catholic diocese representative), Alicia Meniru & 1 vacancy (Parent Governor Representative).

Enfield Youth Parliament Co-optees (2)
Support Officer – Marie Lowe (Governance & Scrutiny Officer)

AGENDA – PART 1

1. WELCOME & APOLOGIES

2. DECLARATIONS OF INTEREST

Members of the Council are invited to identify any disclosable pecuniary, other pecuniary or non-pecuniary interests relevant to the items on the agenda.

3. MINUTES OF PREVIOUS MEETING (Pages 1 - 4)

To agree the minutes of the Overview and Scrutiny Committee meeting held on 11 October 2022.

4. CALL-IN - KD 5512 - AMENDMENTS TO EXISTING PERMANENT QUIETER NEIGHBOURHOODS (Pages 5 - 8)

To review the decision of the Leader of the Council taken on 28 October 2022 as a result of the matter having been called-in.

5. REASONS FOR CALL-IN (Pages 9 - 14)

The reasons for call-in received from eight members of the Council.

6. RESPONSE TO REASONS FOR CALL-IN (Pages 15 - 88)

The response to the reasons for call-in.

7. ORIGINAL DECISION (Pages 89 - 200)

The original decision documents.

8. DATES OF FUTURE MEETINGS

To note that the date of the next business meeting is at 7pm on Monday, 16 January 2023.

OVERVIEW & SCRUTINY COMMITTEE - 11.10.2022

**MINUTES OF THE MEETING OF THE OVERVIEW & SCRUTINY COMMITTEE
HELD ON TUESDAY, 11 OCTOBER 2022**

COUNCILLORS

PRESENT Margaret Greer (Chair), Bektas Ozer, Maria Alexandrou, Nawshad Ali, Hannah Dyson, James Hockney and Mohammad Amirul Islam

ABSENT Elif Erbil and Michael Rye OBE

STATUTORY CO-OPTES: *1 vacancy (Church of England diocese representative), vacancy (other faiths/denominations representative), vacancy (Catholic diocese representative), Alicia Meniru & 1 vacancy (Parent Governor representative) - Italics Denotes absence*

OFFICERS: Joanne Drew (Acting Executive Director – Place), Peter George (Director of Development - Place), David Childs (Head of Strategic Development - Strategic Property Services), James Hall (Senior Development Surveyor - Place), Marie Lowe (Secretary)

Also Attending: Councillor Tim Leaver – Finance and Procurement Cabinet Member

Councillors Alessandro Georgiou, Tom O'Halloran
Press Representative

7**WELCOME & APOLOGIES**

Councillor Margaret Greer (Chair) welcomed everyone to the meeting.

Apologies for absence were received from Councillors Elif Erbil and Michael Rye.

Councillor Hannah Dyson substituted for Councillor Michael Rye.

The Chair explained the purpose of the meeting was to review the decision of the Cabinet Member for Finance and Procurement taken on 13 September 2022 regarding Key Decision 5271 - the Proposed Acquisition of Land and Buildings on Park Avenue, Potters Bar, EN6 5EW as a result of the matter having been called-in.

8**DECLARATIONS OF INTEREST**

There were no declarations of interest made at the meeting.

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OVERVIEW & SCRUTINY COMMITTEE - 11.10.2022

CALL-IN - KEY DECISION 5271 - THE PROPOSED ACQUISITION OF LAND AND BUILDINGS ON PARK AVENUE, POTTERS BAR, EN6 5EW

In accordance with the Council's Constitution, the Overview and Scrutiny Committee considered the report of Officers which detailed the call-in submitted in relation to the decision taken by the Cabinet Member for Finance and Procurement regarding Key Decision 5271 - the Proposed Acquisition of Land and Buildings on Park Avenue, Potters Bar, EN6 5EW 2022).

Details of the decision taken and issued on 13 September 2022, had been included on Publication of Decision List No.17/22-23. The report also set out officer responses to the reasons for call-in.

The decision had been called-in for review by seven members of the Council: Councillors Lee Chamberlain (Lead), Alessandro Georgiou, Adrian Grumi, Paul Pratt, Ruby Sampson, Edward Smith and Andrew Thorp.

As the item contained exempt information as defined in Paragraph 3 (information relating to the financial or business affairs of any particular person – including the authority holding that information) there would be further, confidential discussion when the meeting moved into the private part of the meeting.

The reasons for the call-in were presented by Councillor Lee Chamberlain as the Lead Member for the call-in.

The Cabinet Member for Finance and Procurement, responding to the reasons for call-in, stated that the rationale for the proposed acquisition was to protect and secure access to the Council's asset for a modest amount of money, which in light of the current economic climate and increasing interest rates was considered to be good value and prudent. The proposed purchase had been fully costed and risk assessed. Building development in the Borough of Enfield should be contained in its Local Plan and not be achieved by speculative developments.

The Cabinet Member for Finance and Procurement explained that the proposal was not to build on the green belt but to provide access to the Council's land to mitigate any risks should the land be included in Hertsmere Local Plan. Hertsmere Borough Council, with whom Enfield Council was working with, had called out for potential plots to be included in Hertsmere's Local Plan. The proposal would be considered by Full Council.

Enfield Council was focused on delivering homes to residents for their benefit and to meet the government targets to build the required number of homes every year.

Officers, in response to questions from Members, clarified that an out-of-date Local Plan would allow for more speculative development within the borough. This applied to all Local Authorities. Without a Local Plan, green belt sites were vulnerable to such speculative development which would contribute

OVERVIEW & SCRUTINY COMMITTEE - 11.10.2022

towards the government housing targets, which otherwise would not be met. Enfield Council was currently in discussion with Hertsmere Borough Council regarding both Local Plans and had a duty to cooperate.

In response to further questions from Members, Officers reiterated that there were insufficient brownfield sites both within the Borough and beyond, including Hertsmere Borough Council.

Officers went on to clarify that the decision was for the purchase of one single residential property, which, due to the width of the plot, would allow access to the Enfield Council land behind. Rental lettings would provide an income in the short term to help cover some of the finance costs.

Officers, stated categorically, that the decision was not purchase a green belt site nor to develop in the green belt. The land, which belonged to Enfield Council was a strip of land which ran parallel to the M25.

The Call-In Lead, Cllr Lee Chamberlain ~~Member~~ summarised the points made during the discussion as follows.

The value of the property, which was based on the open source, was modest, not speculative, good value and prudent. The proposal would protect the Council's asset. The proposed acquisition related to an individual residential property and not the purchase or development of a site in the green belt. However, he believed that the statements regarding the decision was not about the green belt were misleading and he was very concerned that the reasons were inexplicably tied to the decision made.

The Overview and Scrutiny Committee considered the reasons provided for the call-in and responses provided set out in the Officer's report. Having considered the verbal responses and information presented by the Cabinet Member, Finance and Procurement and Officers, the Committee **AGREED** to confirm the original decision made by the Cabinet Member, Finance and Procurement.

10 DATES OF FUTURE MEETINGS

NOTED that the next business meeting of the Overview and Scrutiny Committee was scheduled to take place at 7pm on 10 November 2022 in the Civic Centre, Enfield.

11 EXCLUSION OF THE PRESS AND PUBLIC

The representative of the Press left the room when the Committee **AGREED** that the meeting be moved into Part Two at this point to facilitate discussion.

OVERVIEW & SCRUTINY COMMITTEE - 11.10.2022

RESOLVED that under Section 100(A) of the Local Government Act 1972 the press and public be excluded from the meeting for the items listed as part 2 on the agenda on the ground that they involve disclosure of exempt information as defined in those paragraphs of Part 1 of Schedule 12A to the Act (as amended by the Local Government (Access to Information) (Variation) Order 2006).

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CALL-IN - KEY DECISION 5271 - THE PROPOSED ACQUISITION OF LAND AND BUILDINGS ON PARK AVENUE, POTTERS BAR, EN6 5EW

Following the Part Two discussion the confidential report and responses were **NOTED**.

The meeting moved into the public part of the meeting, where the representative of the Press returned to hear the summary of debate and the vote.

London Borough of Enfield**Overview & Scrutiny Committee****Meeting Date: 24 November 2022**

Subject: Call in – Amendments to existing permanent Quieter Neighbourhoods**Cabinet Member: N/A****Key Decision: KD 5512**

Purpose of Report

1. This report details a call-in submitted in relation to the following decision:

The Leader of the Council (taken on 28 October 2022). This has been “Called In” by 8 members of the Council; Councillors Maria Alexandrou (Lead), Chris Joannides, Lee Chamberlain, Paul Pratt, Tom O’Halloran, Andrew Thorp, Alex Georgiou and Chris Dey.

Details of this decision were included on Publication of Decision List No.22/22-23 issued on 28 October 2022.

In accordance with the Council’s Constitution, Overview and Scrutiny Committee is asked to consider the decision that has been called-in for review.

Proposal(s)

2. That Overview and Scrutiny Committee considers the called-in decision and either:
 - (a) Refers the decision back to the decision-making person or body for reconsideration setting out in writing the nature of its concerns. The decision-making person or body then has 14 working days in which to reconsider the decision; or
 - (b) Refer the matter to full Council; or
 - (c) Confirm the original decision.
3. Once the Committee has considered the called-in decision and makes one of the recommendations listed at (a), (b) or (c) above, the call-in process is completed. A decision cannot be called in more than once.
4. If a decision is referred back to the decision-making person or body; the implementation of that decision shall be suspended until such time as the decision-making person or body reconsiders and either amends or confirms the decision, but the outcome on the decision should be reached within 14 working

days of the reference back. The Committee will subsequently be informed of the outcome of any such decision

Relevance to the Council's Plan

5. The council's values are upheld through open and transparent decision making and holding decision makers to account.

Background

6. The request received on 1 November 2022 to "call-in" the decision of the Leader of the Council taken on 28 October 2022 was submitted under rule 18 of the Scrutiny Procedure Rules. It was considered by the Monitoring Officer.
7. The Call-in request fulfilled the required criteria and the decision is referred to the Overview & Scrutiny Committee in order to consider the actions stated under 2 in the report.
8. Implementation of the Portfolio decision related to this report will be suspended whilst the "Call-in" is considered.

Reasons and alternative course of action proposed for the "Call in"

9. Please see the reasons for call in under item 5 and officer responses at item

Proposed course of action is for referral back to the Deputy Leader.

10. Having met the "Call-in" request criteria, the matter is referred to the Overview and Scrutiny Committee in order to determine the "Call-in" and decide which action listed under section 2 that they will take.

The following procedure is to be followed for consideration of the "Call-in":

- i. The Chair explains the purpose of the meeting and the decisions which the Committee is able to take.
- ii. The Call-in lead presents their case, outlining the reasons for call in.
- iii. The Cabinet Member/ Decision maker and officers respond to the points made.
- iv. General debate during which Committee members may ask questions of both parties with a view to helping them make up their mind.
- v. The Call in Lead sums up their case.
- vi. The Chair identifies the key issues arising out of the debate and calls for a vote after which the call in is concluded. If there are equal numbers of votes for and against, the Chair will have a second or casting vote.
- vii. It is open to the Committee to either;
 - a. take no further action and therefore confirm the original decision
 - b. to refer the matter back to Cabinet -with issues (to be detailed in the minute) for Cabinet to consider before taking its final decision.
 - c. to refer the matter to full Council for a wider debate (NB: full Council may decide either to take no further action or to refer the

matter back to Cabinet with specific recommendations for them to consider prior to decision taking).

Main Considerations for the Council

11. To comply with the requirements of the Council's Constitution, scrutiny is essential to good governance, and enables the voice and concerns of residents and communities to be heard and provides positive challenge and accountability.

Safeguarding Implications

12. There are no safeguarding implications.

Public Health Implications

13. There are no public health implications.

Equalities Impact of the Proposal

14. There are no equality implications.

Environmental and Climate Change Considerations

15. There are no environmental and climate change considerations.

Risks that may arise if the proposed decision and related work is not taken

16. There are no key risks associated with this report.

Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks

17. There are no key risks associated with this report.

Financial Implications

18. There are no financial implications.

Legal Implications

19. S 21, S 21A-21C Local Government Act 2000, s.19 Police and Justice Act 2006 and regulations made under s.21E Local Government Act 2000 define the functions of the Overview and Scrutiny committee. The functions of the committee include the ability to consider, under the call-in process, decisions of Cabinet, Cabinet Sub-Committees, individual Cabinet Members or of officers under delegated authority.
20. Part 4, Section 18 of the Council's Constitution sets out the procedure for call-in. Overview and Scrutiny Committee, having considered the decision may: refer it back to the decision-making person or body for reconsideration; refer to full Council or confirm the original decision.

21. The Constitution also sets out at section 18.2, decisions that are exceptions to the call-in process.

Workforce Implications

22. There are no workforce implications.

Property Implications

23. There are no property implications.

Other Implications

24. There are no other implications.

Options Considered

25. Under the terms of the call-in procedure within the Council's Constitution, Overview & Scrutiny Committee is required to consider any eligible decision called-in for review. The alternative options available to Overview & Scrutiny Committee under the Council's Constitution, when considering any call-in, have been detailed in section 2 above.

Conclusions

26. The Committee following debate at the meeting will resolve to take one of the actions listed under section 2 and the item will then be concluded.

Report Author: Marie Lowe
Governance & Scrutiny Officer
Email: marie.lowe@enfield.gov.uk
Tel No. 020 8132 1558

Date of report: 14 November 2022

Appendices

Portfolio Report including appendices
Response to Call in reasons

Background Papers

No documents have been relied on in the preparation of this report.

CALL-IN OF DECISION

TITLE OF DECISION: Amendments to existing permanent Quieter Neighbourhoods

DECISION OF:

DATE OF DECISION LIST PUBLICATION: Issued on 28 October 2022.

LIST NO: Publication of Decision List No.22/22-23

A decision can be called in if it is a cabinet or portfolio decision made by either Cabinet or one of its sub-committees, or a key decision made by an officer with delegated authority from the Executive.

(a) COUNCILLORS CALLING-IN (The Council’s constitution requires seven signatures or more from Councillors to call a decision in).

Call in Lead

(1) Signature:..... **Print Name:** Maria Alexandrou

(2) Signature: **Print Name:** Chris Joannides

(3) Signature: **Print Name:** Lee Chamberlain

(4) Signature: **Print Name:** Paul Pratt

(5) Signature: **Print Name:** Tom O’Halloran

(6) Signature: **Print Name:** Andrew Thorp

(7) Signature: **Print Name:** Alex Georgiou

(8) Signature: **Print Name:** Chris Dey

For Governance Use Only:

Checked by Monitoring Officer for validation

Name of Monitoring Officer: Terry Osborne Date: 4 November 2022

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Call in Fox Lane and Surrounding Streets Quieter Neighbourhood Meadway Filter Survey and Bowes Survey

1. Inadequate and sham Consultation

A text box for comments and suggestions was not available with the online survey. Online surveys disadvantage the elderly and the vulnerable.

Not all the responses for the Meadway survey were analysed, only 746 out of 816 that were submitted online through the council website.

73% of those responding supported opening up the Meadway to all traffic, 23% were not in favour. The council went with the 23%. The petition from Wynchgate residents was ignored.

The council's explanations for not opening up the Meadway are nonsense:

- A) it is contrary to the aims of the Quieter Neighbourhood- yet Bourne Hill and other boundary roads are clear evidence of the non-quieter roads created, bearing the brutal catastrophic traffic jams from the overspill of these failed schemes
- B) HGVs would travel through this road- signage can prevent that
- C) Negatively affect the locals- the residents declared the opposite is true
- D) People would revert from cycling to driving- residents never opted for cycling
- E) Other councils removed LTNs due to residents' fierce opposition to them (Wandsworth, Harrow, Ealing, Redbridge)

62% of respondents to the Bowes survey prefer to see access from the south. Currently access is from the north. Yet the council refuses to make these alterations. Conclusion is the council is rejecting the residents' views so it is a wonder why they bother asking.

2. The scheme's failures and lack of support from residents

The residents are better placed to understand the impact.

1. Quieter Neighbourhood Schemes have not achieved their key objectives and traffic has not reduced.
2. Many emergency services have been delayed impeding life/death situations, specifically impacts the vulnerable.
3. Cars parked in front planters blocking bollards for emergency services.

4. Longer journey times have increased pollution and displaced cars onto traffic choking congestion.
5. No proper risk assessment on the economic impact on local shops. The council ignore the fact that many businesses rely on road transport.
6. Residents on surrounding roads struggle to sell their houses as potential buyers pull out once they witness the long traffic queues. The administration should visit these residents who are stuck in hell.
7. No assessment on the impact of crime- Quiet streets make people feel unsafe from no passing traffic which acts as natural surveillance.
8. Failed to carry out ongoing speed surveys.
9. Failed to address the daily impact for ALL disabled people.
10. Does not explain why specific roads will have cameras and others will not. eg Old Park Road, Grovelands Road, Derwent Road. What explanation is there to choose Maidstone Road, Selbourne Road, Oakfield Road and The Mall? What study was done?
11. Council refuse to consider crime, air quality, congestion, traffic displacement and signage as relevant to the proposed amendments.

3. Council propose more inadequate traffic counts

The traffic surveys carried out by Enfield post LTN applied a filter which did not count vehicles moving less than 10km per hour.

The traffic report did not show a single vehicle on any road doing less than 10km per hour. This is impossible as traffic now crawls through Green Lanes causing gridlock.

The Council deliberately under-reported traffic increases to make these unpopular schemes permanent as their data was false and inaccurate.

These low figures were used to generate pollution data. The problem is these pollution tubes are recommended for free-flowing traffic.

Therefore, the road closures were implemented based on lies.

4. Cameras Revenue earner

The camera enforced roads have struck gold for the council, raking in over £4.5m to date, with over £2m on the Meadway alone.

This explains the real reason for wanting to add more cameras on other roads like Selbourne Road, Maidstone Road, Oakfield and The Mall.

More financial hardship for residents.

5. 10,000 Blue Badge Holders disadvantaged

Public travel is not a realistic option for most residents with disabilities.

Only special exemptions for blue badge holders living within the Fox Lane area, namely 200, will benefit from this proposal and 250 living in the Bowes area. They will only be allowed a permit for one nominated vehicle, so carers and family of the disabled are not considered.

There are over 10,500 blue badge holders in Enfield.

Many struggle to attend hospital visits and make essential journeys.

6. No impact equality assessments carried out for these proposals

No impact assessments carried out on those living directly outside the Quieter Neighbourhood Schemes that are mostly affected

Parents with disabled children are specifically impacted causing a tremendous strain on their lives.

It is also affecting women much more as they tend to be the main carers.

Social injustice has been created by pushing traffic and the traffic fumes from affluent areas onto poorer areas. These proposals will continue to deepen the social economic divide.

7. Failed on Climate Change Agenda

Failed to reduce pollution. The council admits that there are now concentrated levels of pollutants on Alderman's Hill, Bourne Hill, Cannon Hill, High Street and Green Lanes.

Failed to introduce wide scale electric charging points.

Failed to promote green alternative modes of transport, ie bike hire.

Failed to make cycle lanes safer.

Failed to fix uneven pavements.

Failed to add more pedestrian crossings to encourage walking.

8. No Alternative Solutions

Road humps and street rain gardens to reduce speeding

Speed cameras/ speed reducing signage

9. Cost of proposals

The cost of the Bowes LTN was £371,263 and Fox Lane LTN was £387,454, way above the original costings.

The new proposals amount to £444,000, of which £156,000 represents Bowes and £288,000 for Winchmore Hill. TFL will fund £159,000 of this and the other £285,000 will come from the council's capital expenditure. A waste of money for unwanted schemes.

Overview and Scrutiny Committee - 29 September 2022

Officer Response: Conservative Group Call-in by Cllr Maria Alexandrou of Key Decision KD 5512, Fox Lane and Surrounding Streets Quieter Neighbourhood Meadway Filter Survey and Bowes Survey (Decision List 22/22-23)

The arguments to the reasons for call-in set out under item 5 are detailed below:

Reason for call-in
1. Inadequate and sham Consultation
Officer response
The additional engagement that took place was intended to identify some additional resident insights, following significant previous engagement and consultation on both the Bowes and Fox Lane Quieter Neighborhood (QN) projects. This engagement was not intended to be a further opportunity to comment on the broader nature of the projects but rather to gather views on specific options. The Council's reasons for not recommending further changes to the layout of the projects are contained within the report at paragraphs 27 and 28 for Fox Lane QN and paragraphs 31 and 32 for Bowes QN. 746 responses to the survey were received online and all responses were reviewed.

Reason for call-in
2. The scheme's failures and lack of support from residents
Officer response
The decision to make the Bowes and Fox Lane QNs permanent was made separately to this decision, which makes amendments only. This report is following up on recommendations made in two previous KD Portfolio Reports (KD 5512 & KD 5513), which also presented the Quieter Neighbourhood's benefits and disbenefits. Both of these decisions were made and then scrutinised at Overview and Scrutiny Committee on 20 January 2021 and 28 February, respectively. Those previous detailed reports address the issues raised above. The particular locations for the introduction of additional ANPR have been identified by mapping the locations of previous reports where the LAS have reported delays and introducing ANPR at the most common points. It is however important to note that in almost all cases of reported delays, the navigational methods used have been the digital mapping within the LAS vehicle. The Council have suggested that the LAS explore this issue further, as the Council have ensured that the QN modal filters have been reflected on prominent mapping software.

Reason for call-in
3. Council propose more inadequate traffic counts
Officer response
The Council's evaluations of the Bowes and Fox Lane QN trials were informed by a number of different aspects, including monitoring of data collected during the trial, as detailed within previous Portfolio Reports KD 5512 (Bowes QN) and KD 5513 (Fox

Lane QN). The monitoring approach was published earlier in the trial phase within a Monitoring and Evaluation Plan for each project.

Monitoring of the project during the trial phase was reported within the Portfolio Reports and provided details on:

- Traffic volumes
- Vehicle speeds
- Bus journey times
- Pedestrians
- Cycling
- Emergency services
- Crime and anti-social behaviour
- Noise
- Air Quality
- Road collisions
- Healthy Streets Indicators

Details for each area of monitoring was reviewed alongside resident and stakeholder feedback prior to making the scheme permanent. A recommendation was made at the time that further high-level monitoring be carried out.

The purpose of the high-level monitoring proposed within this report is not to re-evaluate the impacts of the QN. Benefits and disbenefits have previously been identified. The purpose of the proposed high-level monitoring is to collect traffic data on boundary and several surrounding roads. This data will be used to consider how and where future efforts could focus for prioritisation of funding submissions and allocations for future interventions.

Automatic Traffic Counts (ATCs) are a relatively affordable survey technique and can therefore provide traffic data in a large number of locations. They are typically used to inform a 'picture' of the traffic environment in the area. Where appropriate, these surveys can be supplemented with other survey techniques. Other survey techniques may be identified in advance, such as during the trial period when the Council monitored bus journey times, this data was able to provide insight into journey times on the network. Previously, the Council recommended that further high-level monitoring be carried out, and the survey methodology is selected in light of this. The Council must take an approach when proposing traffic surveys that balances the level of detail required against the cost of the surveys.

The normal convention for analysis of ATC data is that very slow moving traffic is excluded as it can result in data inaccuracies. ATCs involve placing roadside units at each survey location by an external contractor. The data collected at the roadside units is processed into excel data files and then sent to the Council.

The Bowes QN pre and post implementation ATC data, collected in July 2020 and September 2021, and supplied to the Council excluded vehicles travelling less than

10kph (6.2mph), therefore consistent data was compared in the subsequent analysis and presented alongside bus journey time data.

The Fox Lane QN post implementation ATC data, collected in September 2021, and supplied to the Council excluded vehicles travelling less than 10kph (6.2mph). However, the pre implementation data, collected in March 2019 and supplied to the Council did not exclude vehicles travelling at speeds less than 10kph (6.2mph). This was due to a default setting being changed in the software within the survey units and was not known to the Council until October 2022. The inconsistency has been investigated and the Council carried out a review of the traffic data, noise assessment and air quality assessment. The conclusions of the Statutory Review, published along with these responses to the call-in of this decision (Appendix A), did not result in any changes to the recommendations previously made. The suggestion by those Councillors calling in this decision that the Council have sought to deliberately mislead and subsequently lied is simply untrue.

Reason for call-in

4. Cameras Revenue earner

Officer response

The purpose for converting selected fixed (bollard) modal filters to camera enforced is to increase permeability for emergency services, and other vehicles proposed to be exempt, such as Dial-a-Ride and Blue Badge holders living within the area. The figures quoted do not take into the account the costs associated with the processing of penalty notices, which are only issued to motorists who fail to comply with the road traffic regulations and the law ignoring signs which are clearly displayed.
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Reason for call-in

5. 10,000 Blue Badge Holders disadvantaged
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Officer response

The published Equality Impact Assessments for the Quieter Neighbourhood projects have considered the impacts on people who share one of the nine protected characteristics. A decision has already been implemented to introduce permits for Blue Badge holders living within the Bowes Quieter Neighbourhood area and permits have been issued. A further decision, currently subject to the 'call in' process, has also been made to introduce permits for Blue Badge Holders living within the Fox Lane Area Quieter Neighbourhood area. There are no current plans to provide a blanket exemption for all Blue Badge holders in the Borough from traffic enforcement cameras. However, further work is ongoing to consider a potential expansion of the permitting approach to enable increased access to exemptions. This work will be published following the implementation of the initial Blue Badge exemptions for those living in the Fox Lane area, if this decision is maintained.
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Reason for call-in
6. No impact equality assessments carried out for these proposals
Officer response
<p>The Council is required to abide by the Public Sector Equality Duty under section 149 of the Equality Act 2010 and has done so in this case. An Equalities Impact Assessment for this decision was included at Appendix 6 of the portfolio report. This EqIA considers the impacts of the proposals being recommended. The changes which are likely to impact people are primarily the introduction of permits for Blue Badge holders living within the Fox Lane QN, and increasing permeability to the Bowes and Fox Lane area for exempted vehicles. These are considered to be positive changes.</p> <p>Equalities Impact Assessments for the Bowes QN and Fox Lane QNs assessed the impacts of the Quieter Neighbourhood. The latest versions were published in the previous Portfolio Reports KD5512 & KD5513 and scrutinised at Overview and Scrutiny Committee on 20 January 2021 and 28 February, respectively, and included as references at Appendix 4 and 5 of this portfolio report.</p>

Reason for call-in
7. Failed on Climate Change Agenda
Officer response
<p>The decision to make the Bowes and Fox Lane QNs permanent was made separately to this decision, which makes amendments only. This report is following up on recommendations made in two previous KD Portfolio Reports (KD 5512 & KD 5513), which also presented the Quieter Neighbourhood's benefits and disbenefits. Both of these decisions were made and scrutinised at Overview and Scrutiny Committee on 20 January 2021 and 28 February, respectively.</p>

Reason for call-in
8. No Alternative Solutions
Officer response
<p>The interpretation of this point is that it is referring to alternative solutions to a QN due to the suggestions provided.</p> <p>A number of options were considered as an alternative to making the Bowes QN and Fox Lane QN permanent as reported within the two previous KD Portfolio Reports (KD 5512 & KD 5513). The decision to make the schemes permanent and note the alternative options considered was made and then scrutinised at Overview and Scrutiny Committee on 20 January 2021 and 28 February, respectively.</p> <p>If the call-in is referring to alternative options to the recommendations made within the portfolio report to which this call-in refers, these are described at paragraph 54 of the portfolio report.</p>

Reason for call-in
9. Cost of proposals
Officer response
Since the advance publication of the portfolio report, the Council has been successful in securing further funding from TfL for the implementation of these amendments. Therefore, the cost previously reported to be financed from capital expenditure will now be funded externally via TfL.

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Briefing Note: Fox Lane Quieter Neighbourhoods

FOR THE ATTENTION OF:

Leader of the Council, Cllr Nesil Caliskan

Officer Contact Details: Richard Eason, Healthy Streets Programme Director

Department: Environment & Operations, Place

Telephone: 020 8132 0698

E-mail: richard.eason@enfield.gov.uk

Date: 18th October 2022

Reason for this briefing note

As part of the Statutory Review for the Fox Lane Quieter Neighbourhood project, the Claimant has submitted information about a discrepancy between baseline and post implementation traffic monitoring data. The Council have reviewed the issue raised and note that there is a discrepancy. The purpose of this briefing note is to provide further information on the issue raised, the Council's subsequent review and to then conclude on the extent to which this issue would impact the recommendations of the Officer Report.

The Background

Enfield Council Officers published a report on 26 January 2022 ("Officer Report") at the end of the trial period of the Fox Lane Area Quieter Neighbourhood (Fox Lane QN) and provided a recommendation to make the measures of the Fox Lane QN permanent by means of permanent traffic orders.

The Officer Report sets out how the project is a part of the Council's range of interventions to encourage active travel and meet long term goals set out in the wider policy context and frameworks within which the project sits. The Council prepared and published a monitoring plan in May 2021 which set out the various areas of monitoring. In addition to monitoring, the Officer Report also presents details of engagement, consultation, objections to the traffic order, equalities, and other considerations.

Monitoring of the project during the trial phase was reported within the Officer Report and provided details on:

- Traffic volumes
- Vehicle speeds

- Bus journey times
- Pedestrians
- Cycling
- Emergency services
- Crime and anti-social behaviour
- Noise
- Air Quality
- Road collisions
- Healthy Streets Indicators

Appendix 1 to the Officer Report presents traffic volumes, vehicle speeds, bus journey times, cycle flow analysis and pedestrian data and is based on different types of data as inputs to the analysis.

The issue

The analysis of traffic volumes, vehicle speeds and cycle flows presents pre and post-implementation figures based on traffic surveys conducted with Automatic Traffic Counters (ATCs).

ATCs involve placing roadside units at each survey location by an external contractor. The data collected at the roadside units is processed into excel data files and then sent to the Council. The data files were then sent to the Council's traffic consultant for their analysis.

The March 2019 data files included vehicles travelling below 10 kph (6.2mph), and the September 2021 data files did not include vehicles travelling at speeds less than 10kph (6.2mph). This is due to a default setting being changed in the software and was not known to the Council (or the contractor) until October 2022 when raised via a newly submitted witness statement of the Claimant behind a Statutory Review of making the Fox Lane QN permanent. The Contractor has explained that:

*"Following a review of the 2019 set ups versus the 2021 for the fox lane surveys, we have managed to ascertain that the reason for the 0-6mph 2019 inclusion. It appears to be linked to the MTE Exex software version which was being used in 2019 for setting up the ATCs. TSS was not made aware that a software change or version update would change or alter the settings. The settings within the software were such that they included slow moving traffic traveling between 0-6mph. A further software update to a more recent version meant that the factory profile was updated to **'Include vehicles with speeds between 6mph and 100mph'**. This explains why the 2019 fox lane locations included the slow-moving traffic below 6mph which can impact accuracy and significantly affect the calculated wheelbase and class. The system software version setting is something the site engineers would not have been aware of as they do not have access to change such settings."*

The normal convention is that very slow moving traffic is excluded from the analysis of ATC data as it can result in data inaccuracies. The manufacturer of the ATCs used in this instance explains that:

"Having the default minimum speed in the software is mainly to do with accuracy. The slower a vehicle the more likely it can significantly change its speed within the length of the vehicle, which could significantly affect the calculated wheelbase and class".

In light of this, a review of September 2021 data has been completed and is attached to this briefing note. The September 2021 data was an input to the noise assessment, air quality assessment and Healthy Streets Indicators within the Officer Report and a review of each of these has also been undertaken and are attached to this briefing note.

Our approach to traffic monitoring

ATC surveys were conducted at 48 locations for the post implementation surveys in September 2021. ATCs are a relatively affordable survey technique and therefore can provide traffic data in a large number of locations and be used to inform a 'picture' of the traffic environment in an area.

In addition to ATCs, the Council also selected to monitor bus journey times to help inform traffic conditions before and after the QN's implementation. Bus journey time data is presented based on data provided by TfL referred to as iBus data, which records the time it takes for bus services to travel between stops. By nature, the bus journey time data is impacted by vehicles traveling at speeds below 10kph (6.2mph) both before and after the QN implementation. Bus journey time data includes routes along all of the boundary roads and many surrounding roads which were surveyed via ATCs. The results of the ATC analysis within the Officer Report were consistent with the bus journey time data. The revised boundary road results remain consistent with the bus journey time data – they do not provide additional material insights to the journey times along boundary and surrounding roads.

The Council carried out Manual Classified Counts (MCCs) at certain locations as part of the suite of data collected before and after the scheme was implemented. The primary reason for collecting the MCCs prior to implementation of the scheme was to help develop the estimated traffic reassignment. MCCs were carried out post implementation so they could be used to undertake further investigation. The traffic environment at Southgate Circus, which is primarily fed by five roads, was reported within the Officer Report at Appendix 2. The data input to the analysis was via traffic surveys using MCCs and therefore is not impacted by and changes in ATC data.

Review of ATC data

September 2021 data for the boundary and surrounding roads has been reanalysed and attached at Appendix 1. It shows the difference in boundary and surrounding roads' volume and speed had the analysis been completed using September 2021 data with vehicles travelling below 10kph (6.2mph). The review concludes that there is no material change to the comments and conclusions that were previously reported.

Appendix 1 also advises the updated traffic flows did not impact the Healthy Streets scores (included within the Officer Report at Appendix 7), and provides additional commentary on the comparison between MCCs and ATCs included within the witness statement SB3, concluding that it is not considered appropriate to directly compare the data between the MCC and the ATC data and draw conclusions from any disparity.

Updated September 2021 traffic data has been reviewed by the external consultants who prepared the noise and air quality assessments within the Officer Report (at Appendices 3 and 4). Technical notes describing the updated results are included at Appendix 2 and Appendix 3 to this briefing note. As with the initial noise and air assessments in the original Officer Report, there are uncertainties associated with the modelling assessments which are described within the Technical Notes at Appendix 2 and 3.

The noise assessment technical note at Appendix 2 identifies that the inclusion of additional vehicles leads to slightly larger changes in absolute noise levels, however, the impact in road noise level as summarised within the assessment in the original assessment remain unchanged.

The air quality assessment technical note at Appendix 3 identifies that the inclusions of the additional vehicles leads to slightly larger changes in absolute concentrations, however, the impact descriptors, determined using industry standard guidance, remain the same at all locations except for one where an additional slight adverse impact has been predicted on Green Lanes.

Conclusions

This issue has arisen from an incorrect default setting applied to the Contractor's equipment when the baseline data was collected in 2019. To enable a like for like comparison, as part of this review this nonstandard setting has been retrospectively applied to the 2021 post implementation data.

The analyses included within the appendices shows that when including data of those vehicles below 10kph (6.2mph), there is uplift in the overall volume of traffic, although this is not considered material. Even with the increases in volume on these roads as reported within the technical note at Appendix 1 by taking this nonstandard industry approach, the increase in traffic volumes on the reported boundary and surrounding roads, the Council remains of the opinion, as set out in the original Officer Report, that the traffic data does not suggest that the trial should not be made permanent.

Furthermore, iBus data provides a further reference point for increases in journey time as a result of additional motor traffic reassigned to boundary roads from unclassified roads. The Officer Report sets out these increases in bus journey times, which are not influenced by ATC data.

The subsequent review of the updated traffic data on the air quality assessment concluded that the results of the updated assessment are not considered to represent a significant effect on local air quality and the conclusions of the original Officer Report remain valid. It is noted that out of 117 modelled receptors, each of the sites remain as having an impact described as negligible, with the exception of one site which has now changed to slight adverse. Two of the 117 sites were previously identified as having a slight adverse impact and remain so. The three locations are all on Green Lanes. Likewise, the updated noise assessment concluded that results of the assessment are not considered to represent a significant impact on local noise exposure, and the original conclusions remain valid.

An increase of traffic on boundary roads was expected following the scheme's implementation. This was demonstrated in a report published¹ in July 2020 prior to the implementation of the trial, which presented an estimate of traffic reassignment and potential traffic volumes on the boundary roads post implementation. The assessment, completed based on traffic data surveyed in October 2019, estimated that traffic volumes on boundary roads could, in a worse case scenario, increase by 20 - 30%. Increases to this extent have not been seen with the monitoring to date.

The Officer Report stated (at paragraph 4) that

"it is considered the factors in favour of making the experimental traffic orders permanent outweigh the disbenefits and/or disadvantages of removing the trial".

Considering the range of traffic data presented within the Officer Report, the scale of change presented in the attached technical note, and the wider context within the Officer Report, this review does not result in any changes to the recommendations within the Officer Report.

Attachments

- Appendix 1: Traffic data briefing note
- Appendix 2: Noise assessment technical note
- Appendix 3: Air quality technical note

ⁱ “Plan for Fox Lane Area Quieter Neighbourhood slides (July 2020)” accessed from the Document Library at <https://letstalk.enfield.gov.uk/foxlaneQN>

FOX LANE AREA QUIETER NEIGHBOURHOOD

TRAFFIC DATA BRIEFING NOTE

ENFIELD COUNCIL



QA RECORD:

DOCUMENT REF	7120BN01	Rev	2.0
DRAFTED BY	██████████	Date	17 October 2022
CHECKED BY	██████████	Date	18 October 2022
APPROVED BY	██████████	Date	18 October 2022

1 TRAFFIC DATA BRIEFING NOTE

1.1 Introduction

1.1.1 Post-scheme monitoring was undertaken for the Fox Lane Area Quieter Neighbourhood, which included analysis of the following:

- Traffic flows based on Automatic Traffic Count (ATC) data collected in March 2019 for pre-scheme data and September 2021 for post-scheme data.
- Traffic speeds which were also based on the ATC data collected in March 2019 for pre-scheme data and September 2021 for post-scheme data.
- Cycle flows, based on the same ATC surveys as the traffic flows and speeds.
- Bus journey time analysis, for all routes in the local area of the Quieter Neighbourhood, using data supplied by Transport for London from September 2019 to February 2020 for pre-scheme data and September to October 2021 for post-scheme data.
- Pedestrian data based on camera footage in July 2021.

1.1.2 The post-scheme monitoring analysis can be found in the '*Fox Lane Quieter Neighbourhood Post-Scheme Monitoring Data Analysis*' report published in January 2022.

1.1.3 The ATC data for September 2021, used to undertake the post-scheme monitoring of traffic flows, traffic speeds and cycle flows, for the Fox Lane Area Quieter Neighbourhood did not include vehicles travelling at speeds less than 10kph (6.2mph). Vehicles travelling below 10kph (6.2mph) were recorded and included in the March 2019 data used in the post-scheme monitoring assessment. The discrepancy between the March 2019 data and the September 2021 data was due to a default survey setting being incorrectly applied, which was not known about until October 2022. September 2021 survey data for the roads outside the Quieter Neighbourhood has been revised to include vehicles travelling at speeds below 10kph (6.2mph). A review based on the revised traffic flow values has been carried out on the boundary roads of the Quieter Neighbourhood and the roads on the wider network outside the Quieter Neighbourhood, namely:

Boundary Roads

- High Street
- The Bourne
- Aldermans Hill
- Green Lanes (north of Park Avenue)

Wider Network Roads

- Avenue Road
- Chase Side
- Chase Road
- Waterfall Road
- Morton Way
- Powys Lane
- Hedge Lane
- Green Lanes (south of Eaton Park Road)

- Station Road
- Winchmore Hill Road
- Broomfield Lane
- Green Lanes (south of Oakthorpe Road)
- Ashridge Gardens

1.1.4 Figure 1-1 shows the location of the ATC survey sites analysed.

Figure 1-1: ATC locations



1.2 Traffic Flow Data Analysis

1.2.1 Tables 1-1 to 1-3 provide a summary of the consequent changes in traffic flows for the 24-hour period, the AM peak hour (8:00-9:00hrs) and the PM peak hour (17:00-18:00hrs), comparing the motor vehicle traffic flow reported in the 'Fox Lane Quieter Neighbourhood-Post Scheme Monitoring' report and the revised September 2021 traffic flows including all motor vehicles.

Table 1-1: Comparison of 24-hour motor vehicle traffic flows

ATC Location		Results published in Fox Lane QN Monitoring report issued Jan 2022		Revised Results	
		Post-scheme 24hr vehicle flows (veh)	% Difference from Pre-Scheme Data	Post-scheme 24hr vehicle flows (veh)	% Difference from Pre-Scheme Data
Boundary Roads	High Street	19402	11%	20065	15%
	The Bourne	19114	6%	19351	7%
	Aldermans Hill	13305	3%	13528	4%
	Green Lanes	17705	3%	18114	5%
Wider Network Road	Avenue Road	10758	3%	10763	3%
	Chase Side	19028	-5%	19321	-4%
	Chase Road	8903	-6%	8907	-6%
	Waterfall Road	7883	-29%	7892	-29%
	Morton Way	7250	7%	7253	7%
	Powys Lane	12791	-16%	12795	-16%
	Hedge Lane	19220	-2%	19248	-2%
	Green Lanes (south of Eaton Park Rd)	15926	-4%	15942	-4%
	Station Road	7022	-26%	7030	-26%
	Winchmore Hill Road	13221	10%	13240	10%
	Broomfield Lane	10020	11%	10172	13%
	Green Lanes (south of Oakthorpe Rd)	15680	3%	15779	3%
	Ashridge Gardens	1375	49%	1382	50%

Table 1-2: Comparison of AM Peak hour motor vehicle traffic flows

ATC Location		Results published in Fox Lane QN Monitoring report issued Jan 2022		Revised Results	
		Post-scheme AM peak vehicle flows (veh)	% Difference from Pre-Scheme Data	Post-scheme AM peak vehicle flows (veh)	% Difference from Pre-Scheme Data
Boundary Roads	High Street	1391	17%	1392	17%
	The Bourne	713	-41%	812	-33%
	Aldermans Hill	1055	6%	1061	7%
	Green Lanes	896	-19%	1000	-10%
Wider Network Road	Avenue Road	903	0%	903	0%
	Chase Side	1096	-7%	1125	-4%
	Chase Road	654	-12%	654	-12%
	Waterfall Road	552	-33%	553	-33%
	Morton Way	616	28%	616	28%
	Powys Lane	701	-18%	701	-18%
	Hedge Lane	1167	-9%	1172	-9%
	Green Lanes (south of Eaton Park Rd)	951	-18%	953	-18%
	Station Road	545	-24%	545	-24%
	Winchmore Hill Road	865	-5%	879	-3%
	Broomfield Lane	789	17%	791	17%
	Green Lanes (south of Oakthorpe Rd)	878	8%	890	9%
	Ashridge Gardens	133	2%	134	2%

Table 1-3: Comparison of PM Peak hour motor vehicle traffic flows

ATC Location		Results published in Fox Lane QN Monitoring report issued Jan 2022		Revised Results	
		Post-scheme PM peak vehicle flows (veh)	% Difference from Pre-Scheme Data	Post-scheme PM peak vehicle flows (veh)	% Difference from Pre-Scheme Data
Boundary Roads	High Street	1061	-9%	1179	2%
	The Bourne	1300	4%	1302	4%
	Aldermans Hill	814	-16%	853	-12%
	Green Lanes	1145	0%	1184	4%
Wider Network Road	Avenue Road	895	2%	896	2%
	Chase Side	1103	-11%	1149	-7%
	Chase Road	619	-11%	619	-11%
	Waterfall Road	564	-40%	565	-40%
	Morton Way	613	25%	613	25%
	Powys Lane	818	-26%	818	-26%
	Hedge Lane	1185	-10%	1186	-10%
	Green Lanes (south of Eaton Park Rd)	1068	-4%	1069	-4%
	Station Road	597	-23%	597	-23%
	Winchmore Hill Road	973	8%	973	8%
	Broomfield Lane	619	11%	647	16%
	Green Lanes (south of Oakthorpe Rd)	909	-2%	913	-2%
	Ashridge Gardens	111	79%	111	79%

1.3 Traffic Flow Comments and Conclusions

1.3.1 Below shows a review of the comments and conclusions for the roads outside the Quieter Neighbourhood stated in the 'Fox Lane Quieter Neighbourhood-Post Scheme Monitoring' report published in January 2022 and identifies the recommended changes to the previous statements, in light of the revised data.

- Reported comment – *[24-hour] traffic volumes on the Quieter Neighbourhood boundary roads have increased by 6% on average, with the largest increase on High Street.*
 - Revised comment – 24-hour traffic volumes on the Quieter Neighbourhood boundary roads have increased by **8%** on average, with the largest increase on High Street.
- Reported comment – *[24-hour] traffic volumes on the wider network have reduced by 5% on average.*
 - Revised comment – 24-hour traffic volumes on the wider network have reduced by **4%** on average.
- Reported comment – *[Over 24-hours] 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%).*
 - Revised comment – Over 24 hours, some roads on the wider network have seen an increase including Avenue Road (3%), Morton Way (7%), Winchmore Hill Road (10%), Broomfield Lane (**13%**), Green Lanes (south of Oakthorpe Road) 3% and Ashridge Gardens (**50%**).
- Reported comment – *[In the AM Peak,] 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 [of the Fox Lane QN Monitoring Report]) 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.*

- This statement remains unchanged, and acknowledges that there was congestion on The Bourne, with a recommendation made by officers included in the 'Fox Lane Area Quieter Neighbourhood Officer Report' published in January 2022, that short term mitigation should be considered at Southgate Circus, as well as longer-term options for town centre improvements.
- Reported comment – *[In the AM Peak,] 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).*
 - Revised comment – In the AM Peak, traffic volumes on the wider network have reduced by **7%** on average with increases reported on Morton Way, Broomfield Lane, and Green Lanes (south of Oakthorpe Road) **and Ashridge Gardens.**
- Reported comment – *[In the PM Peak], 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 [of the Fox Lane QN Monitoring Report]) 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.*
 - Revised comment – In the PM Peak, on the boundary roads of the Quieter Neighbourhood increases are recorded on The Bourne, **High Street and Green Lane. Based on the reported traffic speeds for High Street (shown on page 28 [of the Fox Lane QN Monitoring Report]) there is likely to be northbound queueing from the Southgate Circus junction reducing the number of vehicles recorded in the peak hour.**
- Reported comment – *[In the PM Peak], 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.*
 - Revised comment – In the PM Peak, Traffic volumes on the wider network have generally reduced by **8%** on average, with increases observed on Avenue Road, Morton Way, Winchmore Hill Road, Broomfield Lane, and Ashridge Gardens.
- Reported comment – *Over a 24-hour period, traffic volumes 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%).*
 - Revised comment – Over a 24-hour period, traffic volumes on the boundary roads of the Quieter Neighbourhood have all increased by an average of **8%**. 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 (**15%**).
- Reported comment – *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.*
 - Revised comment – Traffic on the wider network has decreased by **4%** 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.
- Reported comment – *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.*
 - This comment remains unchanged.

1.4 Traffic Speed Analysis

- 1.4.1 Table 1-4 shows the difference in motor traffic speeds on the boundary roads, for the September 2021 motor traffic flows, between the results reported in 'Fox Lane Quieter Neighbourhood-Post Scheme Monitoring Report' published in January 2022 and the revised data which includes vehicles travelling between 0 and 10kph (6.2mph).

Table 1-4: Difference in September 2021 motor traffic speeds (mph)

Location	Direction	Difference in September 2021 speeds (mph)		
		24hr	AM Peak (8-9am)	PM Peak (5-6pm)
High Street	NB	-1	0	-1
	SB	0	0	0
The Bourne	NB	0	-3	0
	SB	0	0	0
Aldermans Hill	NB	0	0	0
	SB	0	0	-2
Green Lanes	NB	0	0	0
	SB	-1	-1	-1

1.5 Traffic Speeds Comments and Conclusions

- 1.5.1 Below shows a review of the comments and conclusions for the roads outside the Quieter Neighbourhood stated in the 'Fox Lane Quieter Neighbourhood-Post Scheme Monitoring' report published in January 2022 and identifies the recommended changes to the previous statements in light of the revised data.

- Reported statement – *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.*
 - Revised statement - Traffic speeds on the boundary roads to the Quieter Neighbourhood reduced from an average of 25 mph to an average of **22 mph** over a 24-hour period.
- Reported statement - *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.*
 - This statement remains unchanged.
- Reported comment - *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).*
 - Revised statement for the boundary roads analysed - **On the boundary roads 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) in the southbound direction (18 mph). Roads which experience average speeds of less than 20 mph in the AM or PM peak include High Street, The Bourne, Aldermans Hill, and Green Lanes (north of Park Avenue).**

- Reported statement - *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.*
- Revised statement - *Reductions in speeds of **15 mph** on The Bourne in the AM peak and of **11 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.*

1.6 Cycle flows

- 1.6.1 Cycle flows were reported based on the ATC data. Cycle volumes for September 2021 will have been under reported in the *'Fox Lane Quieter Neighbourhood-Post Scheme Monitoring'* report because some cyclists will have been travelling at less than 10kph (6.2mph) and so not counted.

1.7 Journey time Data

- 1.7.1 Assessing journey times is a key and robust method of measuring road traffic congestion. Bus journey time data for before and after the scheme was implemented was supplied by Transport for London, with bus routes operating on all the boundary roads surrounding the Quieter Neighbourhood. The pre-scheme data used was from September 2019 to February 2020 and the post scheme data and September to October 2021 for post scheme data. The analysis reported in the *'Fox Lane Quieter Neighbourhood-Post Scheme Monitoring'* report did not rely on ATC data and therefore the comments and conclusions associated with the bus journey time analysis remain unchanged.

1.8 Healthy Streets Assessments

- 1.8.1 A review based on the revised ATC data has been undertaken on the Healthy Streets scores for the external roads presented in the *'Fox Lane Quieter Neighbourhood Healthy Street Review Summary'* published in January 2022, namely:
- High Street
 - The Bourne
 - Green Lanes
 - Winchmore Hill Road

- 1.8.2 The Healthy Street scores presented for all four sites remain the same.

1.9 Manual Classified Counts

- 1.9.1 Manual Classified Counts (MCCs) were undertaken at locations shown in Figure 1-2 as part of the suite of data collected before and after the scheme was implemented.

Figure 1-2: Location of MCC surveys



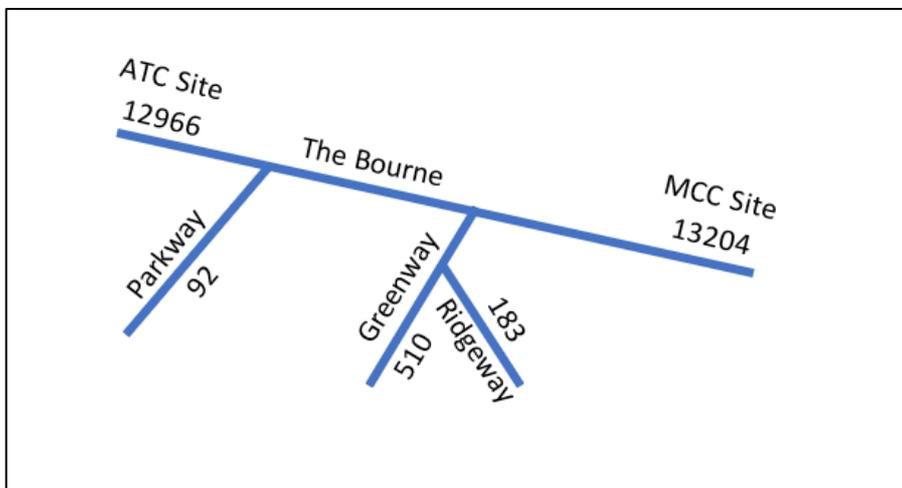
- 1.9.2 The primary reason for collecting the MCCs prior to the implementation of the scheme was to help develop the estimated traffic reassignment.
- 1.9.3 The decision was taken to undertake MCCs following the implementation so that, should the monitoring analysis using ATCs and journey times and/or consultation feedback highlight an issue at junctions surrounding the study area, the MCCs could be used to undertake further investigation. This proved to be the case at Southgate Circus, where site visits undertaken by officers and feedback from the consultation highlighted an issue and this was subsequently supported by the analysis of the ATC data and journey times as part of the monitoring. Officers took the decision to undertake a study at Southgate Circus, to investigate mitigation measures and the MCCs were used as part of that further, more detailed investigation, as reported in the *'Fox Lane Area Quieter Neighbourhood Officer Report'* published in January 2022.
- 1.9.4 Whilst it is acknowledged that MCCs are more accurate than ATCs, the cost and low additional benefit of undertaking MCCs across all the sites would be significant, and therefore ATC surveys are considered more appropriate to understand the general impacts across a wider area (48 sites for the Fox Lane Quieter Neighbourhood).

1.10 MCC and ATC comparison

- 1.10.1 In the supplied witness statement SB3, an assessment has been carried out comparing ATC surveys and MCC surveys undertaken in July 2021. Whilst it is accepted that the surveys were undertaken on the same day and on the same roads, the surveys were not undertaken at the same locations, so an accurate comparison between the two forms of traffic count cannot be made for all the sites.

- 1.10.2 In the case of the comparison of the traffic flows on The Bourne/Bourne Hill, the MCC was located at the junction with Fox Lane and the ATC was located over 300m west, with the side roads of Greenway (leading to Ridgeway) and Parkway between the MCC and ATC site locations. The assessment made in the witness statement was based over a 12-hour period (7:00-19:00hrs) with a reported value of 14276 from the MCC and 13788 from the ATC (a difference of 488 vehicles). However, a difference of 250 vehicles was reported in a single hour, 8:00hrs, which is the same period the assessment using the ATC surveys reported congestion within the *'Fox Lane Quieter Neighbourhood-Post Scheme Monitoring'* report.
- 1.10.3 If the value for 8:00hrs is removed, the difference over the remaining 11 hours is just 238 vehicles (equivalent to 1.8%), with 12966 recorded at the ATC location and 13204 at the MCC location. This is not considered to be a significant disparity. There are three ATC sites located on the side roads that are between the MCC and ATC survey locations, Parkway, Ridgeway, and Greenway. When the July 2021 surveys are assessed for those sites, over the same 11-hour period there is over 780 vehicles recorded on the side roads, as shown in Figure 1-3, which is over three times the difference between the ATC and MCC survey locations.
- 1.10.4 Therefore, because of the levels of traffic that leave or enter the network, it is not considered appropriate to directly compare the data between the MCC and the ATC and draw conclusions from any disparity.

Figure 1-3: Traffic flow comparison on The Bourne/Bourne Hill



- 1.10.5 A similar situation occurs at the second site presented, Aldermans Hill, where the survey sites are located over 450m apart with 4 sides road (Devonshire Road, Old Park Road, Groveland Road, and Lakeside Road), as well as a supermarket and station car park in between. The reported difference between the MCC and ATC over the 12-hour period is 842 vehicles, but over the same time period the recorded flows on the side roads was over 1500 vehicles. This is significantly more than the reported difference between the two sites, and again, because of the effect of traffic leaving, or entering the network, it is not considered appropriate to directly compare the data between the MCC and ATC and draw conclusions from any disparity.

1.12 Conclusions

- 1.12.1 Analysis of the additional data for motor vehicles travelling at speeds between 0-10kph (6.2mph) on the roads outside the Quieter Neighbourhood indicates that there is no material change to the comments and conclusions that were reported in the '*Fox Lane Quieter Neighbourhood Post-Scheme Monitoring*' report.
- 1.12.2 Journey time information can more accurately establish where and to what extent traffic congestion occurs, and this has been assessed as part of the monitoring and did not rely on the ATC data. Therefore, the comments and conclusions associated with the bus journey time analysis remain unchanged.

Noise Technical Note:
Fox Lane Quieter
Neighbourhood, Enfield

October 2022

Experts in noise and vibration
assessment and management

Document Control

Client	Enfield London Borough Council	Principal Contact	██████████
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Job Number	J10/12034J/20
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Report Prepared By:	██████████ (Consultant)
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Document Status and Review Schedule

Report No.	Date	Status	Reviewed by
J10/12034J/20 A/1/F1	18 October 2022	Final	██████████ (Managing Director)

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1 Introduction

- 1.1 This technical note describes the potential noise impacts associated with the Quieter Neighbourhood Scheme at Fox Lane (the 'scheme') in Enfield. The technical note has been prepared by Noise Consultants Ltd (NCL) on behalf of the London Borough of Enfield (LBE).
- 1.2 NCL completed an assessment of the potential noise impacts in January 2022 (report reference J10/12034F/20, dated 25th January 2022), referred to as the 'original assessment' (Noise Consultants Ltd., 2021).
- 1.3 The original assessment utilised CNOSSOS-EU method to predict the effect of changes in traffic, brought about by the scheme on noise impact. The original assessment concluded that the implementation of the Quieter Neighbourhood Scheme led to broadly beneficial significant changes in road traffic noise exposure on internal roads and streets. On the surrounding road network, the assessment identified largely '*negligible*' changes in road traffic noise despite the change in traffic arising from the scheme.
- 1.4 Since the original assessment was completed, it has been identified that there was an inconsistent setting applied in the 'post-scheme implementation' traffic data collection process, which resulted in vehicles travelling under 10 kph being omitted from the traffic counts. This setting was not applied in the 'pre-scheme implementation' data collection. The omission of these vehicles will have affected the traffic data underpinning the noise assessment in two ways:
 - The post-implementation traffic total flows (as an annual average daily traffic (AADT) flow) may have been underpredicted; and
 - The average speed applied within the noise assessment may have been overpredicted.
- 1.5 NRP Limited, the transport consultants for the scheme, have reviewed the raw 'post-scheme implementation' traffic count and speed data for key external roads. Since the collection process only affects the counting of data on congested roads, data for the internal roads, which carry lower traffic volumes and are less susceptible to queuing and congestion, have not been adjusted.
- 1.6 This technical note presents the updated noise model results, based on revised traffic and speed data, at receptors located adjacent to the key external roads to determine whether the conclusions of the original assessment still apply. The modelling methodology is the same as that followed in the original assessment; thus, for conciseness, the technical note should be read in conjunction with the original assessment report (Noise Consultants Ltd., 2021).
- 1.7 Section 2 presents the updated Scheme Impact Assessment as well as a discussion relating to the uncertainty in the updated traffic data, with Appendix A1 Updated Traffic Data Summary presenting the updated data summary. Appendix A2 Modelling Results presents the full updated modelling results alongside those reported in the original assessment.

2 Scheme Impact Assessment

- 2.1 This section discusses the predicted changes of noise exposure in terms of $L_{Aeq,16hr}$, and $L_{night,8hr}$ representing daytime and night-time road traffic noise exposure in 2021 as a result of the scheme at receptors adjacent to the key external, surrounding roads. Appendix A2 Modelling Results presents the calculated noise exposure level from the original report alongside the revised level using the latest traffic data to provide a detailed comparison.
- 2.2 The tables below present summaries of the revised range of noise exposure at receptors before and after scheme along the key external roads, with the general change in noise exposure in terms of $L_{Aeq,16hr}$, and $L_{night,8hr}$ representing daytime and night-time road traffic noise exposure respectively.
- 2.3 Beneficial changes in exposure are represented by '-' and shaded green where these are considered 'significant beneficial' whilst adverse changes are represented by '+' and shaded red where these are considered 'significant adverse' followed by the criteria threshold in dB.

Table 1: Summary of Changes in Daytime Road Noise Exposure (in dB), $L_{Aeq,16hr}$

Road Name	ATC ID	Range of Noise Exposure for Receptors on Road before Scheme	Revised Range of Noise Exposure for Receptors on Road after Scheme	General Change in Exposure at Receptors	Magnitude of Change
Surrounding Roads					
Avenue Road	14	61-62	62-63	1	Negligible
Chase Road	15	61-65	61-65	0	Negligible
Chase Side	16	61-68	61-67	0	Negligible
Winchmore Hill Road	17	62-65	63-66	0	Negligible
The Bourne	28	63-67	63-67	0	Negligible
High Street	29	58-67	57-67	0	Negligible
Waterfall Road	30	62-64	59-61	-2	Minor beneficial
Morton Way	31	59-60	59-60	0	Negligible
Powys Lane	37	64-64	63-63	-1	Negligible
Aldermans Hill	38	61-66	61-66	0	Negligible
G Lanes (South of Oakthorpe Road)	42	61-65	61-65	0	Negligible
G Lanes at Park Avenue	43	63-67	62-66	0	Negligible
G Lanes at River Avenue	44	60-65	60-65	0	Negligible
Hedge Lane	45	65-67	65-67	0	Negligible

Table 2: Summary of Changes in Night-time Road Noise Exposure (in dB), L_{night}

Road Name	ATC ID	Range of Noise Exposure for Receptors on Road before Scheme	Range of Noise Exposure for Receptors on Road after Scheme	General Change in Exposure at Receptors	Magnitude of Change
Surrounding Roads					
Avenue Road	14	52-53	52-53	0	Negligible
Chase Road	15	54-58	54-58	0	Negligible
Chase Side	16	55-62	55-62	-1	Negligible
Winchmore Hill Road	17	54-58	55-58	0	Negligible
The Bourne	28	57-61	57-61	0	Negligible
High Street	29	48-58	48-58	0	Negligible
Waterfall Road	30	52-54	51-53	-1	Negligible
Morton Way	31	50-51	50-51	1	Negligible
Powys Lane	37	58-58	57-57	-1	Negligible
Aldermans Hill	38	55-60	55-60	0	Negligible
G Lanes (South of Oakthorpe Road)	42	57-60	57-60	0	Negligible
G Lanes at Park Avenue	43	56-61	56-61	0	Negligible
G Lanes at River Avenue	44	54-59	54-59	0	Negligible
Hedge Lane	45	60-61	60-61	0	Negligible

- 2.4 The revised modelled data as provided in Appendix A2 Modelling Results show that the implementation of the Quieter Neighbourhood Scheme led to both slight decreases and increases in noise exposure at receptors adjacent to the external roads, ranging between -2 dB and +1.3 dB.
- 2.5 The absolute changes in noise levels are marginally higher (for example, -2.6 dB was the greatest beneficial change for Waterfall Road in the original assessment, compared to -2.0 dB in the updated assessment), however, the impact descriptors remain unchanged at the majority of receptors adjacent to the key external roads.
- 2.6 On the surrounding roads, the calculated changes in road traffic are broadly negligible at most roads with the exception of Waterfall Road, where minor beneficial impacts are predicted. There are no significant changes in road traffic noise on the surrounding roads.
- 2.7 Overall, whilst the scheme leads to changes in noise levels, the scale of these changes in relation to total predicted levels are sufficiently small to lead to no significant effect, neither beneficial nor adverse for the surrounding roads.
- 2.8 The conclusions of the original assessment continue to apply, and the noise impact of the scheme remains 'not significant' for the surrounding roads.

Uncertainty

- 2.9 There are many components that contribute to the uncertainty of modelling predictions, which have been outlined in Paragraphs 3.22 to 3.23 of the original assessment. The same uncertainties will apply to the modelling undertaken in this update.
- 2.10 In addition to the inherent uncertainties in the modelling, it should be noted that this update has not taken account of the changes to diurnal profiles, which is an input to the model to allow for hourly variations in traffic flow specific to each modelled road. This allows for the potential capture of the scheme's impact on daily flow variation to be taken account of, as profiles specific to the pre- and post- scheme conditions were used. Data were not available in the timeframe available to update these diurnal profiles. This noise assessment, however, is primarily a relative study focused on the changes in noise levels associated with the scheme, which will not be significantly impacted by the changes to diurnal profiles. In this sense, the study is considering primarily the significance of changes in road traffic noise.
- 2.11 In addition, data from every road were not updated, and although only results from receptors close to the boundary roads are presented, some will have a minor contribution from nearby roads with less traffic flow, and this contribution may have been underestimated. In practice, any effect is likely to be extremely small and thus unlikely to alter the conclusions.

3 Summary and Conclusions

- 3.1 The assessment has been updated to account for traffic travelling at low (<10 kph) speeds on the key external roads that were omitted from the original noise assessment.
- 3.2 The updated assessment has identified that the inclusion of the additional vehicles leads to slightly larger changes in absolute noise levels, however, the impact in road noise level as summarised in **Table 5** and presented in full in **Table 8** in the original assessment, remain unchanged.
- 3.3 Overall, taking into consideration the increases and decreases in noise levels, the results of this assessment are not considered to represent a significant impact on local noise exposure, and the original conclusions remain valid.
- 3.4 There continue to be inherent uncertainties within the modelling, including the traffic data as primary input, and as such, the results should not be considered exact, but represent the best possible estimates, using the best available data at the time this modelling study was undertaken.

4 References

Noise Consultant Ltd. (2021). *J12034F1 Enfield Fox Lane Quieter Neighbourhood Noise Report*.

5 Appendices

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A1 Updated Traffic Data Summary

Explanation

A1.1 The Automatic Traffic Count (ATC) data for September 2021, used to calculate the 'post scheme' AADT flow and traffic speed values that were utilised within the model did not include vehicles travelling at speeds less than 10 kph. Upon reviewing the data, NRP Limited has provided the following explanation relating to the omission, and subsequent analysis of the traffic data:

- *“Vehicles travelling below 10 kph were recorded and had been included in the March 2019 data applied to the ‘pre-scheme’ model”. As such, these data, which, as described in Paragraph 3.12 of the original assessment were also considered appropriate to use as the ‘2021 without scheme’ data, have not been revised.*
- *“The discrepancy between the March 2019 data and the September 2021 data was due to a default survey setting being incorrectly applied, which was not known about until October 2022”. As such, the AADT flows for the ‘post scheme implementation’ scenario were revised to account for vehicles travelling at speeds below 10 kph by NRP Limited.*
- *“Traffic speeds recorded for September 2021 have also been revised to include motor vehicles travelling at speeds less than 10 kph. To determine the effect of these vehicles with reduced speeds, the four boundary roads of the Quieter Neighbourhood (High Street, The Bourne, Aldermans Hill and Green Lanes north of Park Avenue) were analysed. The changes in average AM and PM peak speeds at these four sites were then applied, by NRP Limited, to the 2021 With Scheme data, for each of the road links. The average speed of the motor vehicles recorded travelling less than 10 kph on the four boundary roads has been applied to the total motor vehicles recorded travelling less than 10 kph, to establish estimated average AM and PM peak speeds across the wider external boundary roads (as listed in Table A1.1)”. These speeds for the post implementation scenario have been provided by NRP Limited for use within the air quality model.*

Updated Traffic Data

A1.2 The updated 2021 With Scheme traffic data for key external roads used in this assessment, including vehicles travelling at speeds below 10 kph, are summarised in Table A1.1. Data for 2019 and 2021 Without Scheme have not changed and are therefore not included; similarly, data for the internal roads have not been presented. NRP Limited has advised that it is unlikely that the vehicle fleet composition will have changed, thus the percentage of Heavy Good Vehicles has not changed. For comparison, Table A1.1 also presents the original 2021 With Scheme data. Table A1.1 also provides the 2021 ID.

Table A1.1: Summary of Annualised Traffic Data used in the Assessment (AADT Flows)

Road Name	ATC ID	2021 With Scheme – Original Data		2021 With Scheme – Updated Data	
		AADT	%HGV ^a	AADT	%HGV ^a
Avenue Road	1	10,757	7.5	10,762	7.5
Chase Road	3	19,027	8.0	19,320	8.0
Chase Side	2	8,902	8.6	8,907	8.6
Winchmore Hill Road	14	13,220	7.6	13,239	7.6
Station Road	13	7,021	5.3	7,030	5.3
The Bourne	5	19,113	8.2	19,350	8.2
High Street	4	19,401	8.3	20,064	8.3
Waterfall Road	6	7,882	8.1	7,891	8.1
Morton Way	7	7,250	8.6	7,252	8.6
Powys Lane	8	12,790	8.1	12,794	8.1
Aldermans Hill	9	13,304	8.1	13,527	8.1
A105	45	15,679	6.7	15,778	6.7
Green Lanes at Park Avenue	10	17,705	8.1	18,113	8.1
Green Lanes at River Avenue	12	15,926	8.7	15,941	8.7
Hedge Lane	11	19,219	9.5	19,247	9.5

^a Data have been rounded. Percentages used within the model were calculated to more significant figures.

Assessment Methodology

- A1.3 The assessment approach and methodology remain consistent with that described in the original assessment, in Section 3 and Appendix A2.

A2 Modelling Results

A1.4 This section sets out the original and updated 2021 'Without Scheme' and 'With Scheme' results for L_{day} , L_{eve} , L_{night} and $L_{Aeq,16h}$ for receptors adjacent to the key external roads. The predicted impacts at each receptor are also described using the impact descriptors set out in Table A2.1 of the original assessment. Receptor locations and IDs are set out in Figure A3.1 to Figure A3.4 of the original assessment.

Table A2.1: Updated Absolute Noise Levels in 2021 for L_{day} . Comparison with Original Assessment

Road Name	Receptor Name	2019_before Scheme	2021_After Scheme	2021 Updated	Absolute Change	Increase/ Decrease
		L_{day}	L_{day}	L_{day}	L_{day}	
A105	21	64.6	64.6	64.5	-0.1	-
	22	61.3	61.2	61.1	-0.2	-
	23	61.4	61.3	61.3	-0.1	-
	24	63.2	63.1	63.0	-0.2	-
Aldermans Hill	25	64.4	64.2	64.1	-0.3	-
	26	63.4	63.3	63.1	-0.3	-
	27	64.7	64.6	64.4	-0.3	-
	29	66.5	66.4	66.2	-0.3	-
	31	65.0	64.9	64.7	-0.3	-
	32	64.9	64.7	64.6	-0.3	-
	33	63.6	63.4	63.2	-0.4	-
	34	62.2	61.8	61.6	-0.6	-
	35	61.7	61.6	61.4	-0.3	-
	37	61.5	61.4	61.2	-0.3	-
	38	61.5	61.4	61.2	-0.3	-
231	64.8	64.6	64.4	-0.4	-	
Avenue Road	72	62.9	63.3	63.2	0.3	+
	73	62.9	63.4	63.2	0.3	+
	74	62.1	62.6	62.4	0.3	+
	75	61.9	62.4	62.2	0.3	+
Chase Road	76	60.9	60.7	60.6	-0.3	-
	77	61.5	61.3	61.3	-0.2	-
	78	61.4	61.2	61.1	-0.3	-
	79	62.1	61.9	61.9	-0.2	-
	80	63.7	63.5	63.5	-0.2	-
	81	63.5	63.3	63.3	-0.2	-
83	65.0	65.3	65.0	0.0	N/A	
Chase Side	66	65.3	64.9	64.7	-0.6	-
	67	67.5	67.1	66.8	-0.7	-

Road Name	Receptor Name	2019_before Scheme	2021_After Scheme	2021 Updated	Absolute Change	Increase/Decrease
		L _{day}	L _{day}	L _{day}	L _{day}	
	68	66.3	65.9	65.6	-0.7	-
	69	65.8	65.4	65.1	-0.7	-
	70	66.4	66.0	65.7	-0.7	-
	71	63.5	63.1	62.8	-0.7	-
	82	63.9	63.6	63.4	-0.5	-
	88	61.4	61.1	61.0	-0.4	-
Green Lanes at Park Avenue	11	66.5	66.1	66.0	-0.5	-
	12	62.3	62.0	61.8	-0.5	-
	13	64.8	64.4	64.3	-0.5	-
	14	65.6	64.7	64.5	-1.1	-
	15	64.9	64.3	64.1	-0.8	-
	16	66.1	65.7	65.5	-0.6	-
	17	65.3	64.9	64.7	-0.6	-
	18	66.6	66.2	66.0	-0.6	-
	19	65.2	64.9	64.7	-0.5	-
20	64.7	64.5	64.3	-0.4	-	
Green Lanes at River Avenue	1	63.7	63.5	63.5	-0.2	-
	2	64.4	64.2	64.2	-0.2	-
	3	62.9	62.7	62.7	-0.2	-
	4	60.7	60.5	60.5	-0.2	-
	5	65.1	64.9	64.9	-0.2	-
	6	64.4	64.1	64.1	-0.3	-
	7	63.4	63.2	63.2	-0.2	-
Hedge Lane	8	67.1	66.9	66.8	-0.3	-
	9	66.1	66.2	66.0	-0.1	-
	10	65.4	65.5	65.3	-0.1	-
High Street	39	58.6	58.3	59.2	0.6	+
	40	63.2	62.8	63.7	0.5	+
	41	66.3	65.9	66.8	0.5	+
	57	58.9	57.6	58.4	-0.5	-
	58	62.6	62.3	63.1	0.5	+
	59	65.1	64.8	65.6	0.5	+
	60	67.5	66.9	67.7	0.2	+
	61	65.5	64.0	64.9	-0.6	-
	62	68.1	67.7	68.6	0.5	+
	63	64.0	63.7	64.6	0.6	+
	64	65.9	65.6	66.5	0.6	+
	65	64.8	64.5	65.2	0.4	+
Morton Way	48	60.3	60.1	60.3	0.0	N/A
	49	59.5	59.4	59.5	0.0	N/A
	50	60.3	60.2	60.3	0.0	N/A

Road Name	Receptor Name	2019_before Scheme	2021_After Scheme	2021 Updated	Absolute Change	Increase/Decrease
		L _{day}	L _{day}	L _{day}	L _{day}	
	51	60.8	60.6	60.8	0.0	N/A
	52	60.6	60.5	60.6	0.0	N/A
	53	60.1	59.9	60.1	0.0	N/A
	54	60.9	60.7	60.9	0.0	N/A
	55	60.9	60.8	60.9	0.0	N/A
Powys Lane	56	63.5	62.7	62.7	-0.8	-
The Bourne	89	64.6	64.2	64.4	-0.2	-
	90	65.9	65.5	65.5	-0.4	-
	91	64.1	63.7	63.7	-0.4	-
	92	63.1	62.6	62.7	-0.4	-
	96	65.3	64.7	64.7	-0.6	-
	98	67.4	66.9	67.0	-0.4	-
	100	64.2	63.6	63.7	-0.5	-
	102	64.0	63.5	63.5	-0.5	-
	103	64.2	63.7	63.8	-0.4	-
	105	63.9	63.4	63.4	-0.5	-
	107	64.2	63.8	63.9	-0.3	-
	108	65.3	64.8	64.9	-0.4	-
	110	64.7	64.2	64.3	-0.4	-
	112	64.5	64.0	64.1	-0.4	-
	114	64.8	64.3	64.4	-0.4	-
116	65.8	65.3	65.4	-0.4	-	
117	66.0	65.5	65.6	-0.4	-	
118	63.4	63.0	63.0	-0.4	-	
Waterfall Road	45	62.2	59.6	60.2	-2.0	-
	46	64.0	61.4	62.0	-2.0	-
	47	62.5	59.9	60.5	-2.0	-
Winchmore Hill Road	84	64.5	64.9	64.6	0.1	+
	85	62.3	62.8	62.4	0.1	+
	86	62.8	63.3	62.9	0.1	+
	87	64.7	65.1	64.8	0.1	+
	10000	65.8	66.1	65.8	0.0	N/A

^a A notion (plus / minus) has not been assigned where the change in noise levels, when rounded, is zero.

Table A2.2: Updated Absolute Noise Levels in 2021 for L_{eve}. Comparison with Original Assessment

Road Name	Receptor Name	2019_before Scheme	2021_After Scheme	2021 Updated	Absolute Change	Increase/Decrease
		L _{eve}	L _{eve}	L _{eve}	L _{eve}	
A105	21	64.9	64.9	64.9	0.0	N/A

Road Name	Receptor Name	2019_before Scheme	2021_After Scheme	2021 Updated	Absolute Change	Increase/Decrease
		Leve	Leve	Leve	Leve	
	22	61.6	61.6	61.6	0.0	N/A
	23	62.0	62.0	62.0	0.0	N/A
	24	63.7	63.6	63.7	0.0	N/A
Aldermans Hill	25	64.5	64.4	64.4	-0.1	-
	26	63.2	63.1	63.2	0.0	N/A
	27	64.3	64.2	64.3	0.0	N/A
	29	65.9	65.7	65.8	-0.1	-
	31	64.4	64.3	64.4	0.0	N/A
	32	64.3	64.1	64.2	-0.1	-
	33	63.0	62.8	62.9	-0.1	-
	34	61.7	61.3	61.4	-0.3	-
	35	61.3	61.1	61.2	-0.1	-
	37	61.1	60.9	61.0	-0.1	-
	38	61.0	60.9	61.0	0.0	N/A
231	64.2	64.0	64.1	-0.1	-	
Avenue Road	72	61.3	61.9	61.7	0.4	+
	73	61.7	62.2	62.1	0.4	+
	74	60.6	61.2	61.0	0.4	+
	75	60.4	60.9	60.8	0.4	+
Chase Road	76	60.7	60.6	60.5	-0.2	-
	77	61.4	61.2	61.2	-0.2	-
	78	61.6	61.4	61.3	-0.3	-
	79	62.3	62.1	62.1	-0.2	-
	80	63.5	63.3	63.3	-0.2	-
	81	63.3	63.1	63.0	-0.3	-
Chase Side	83	64.8	65.0	64.7	-0.1	-
	66	65.3	64.9	64.9	-0.4	-
	67	67.9	67.5	67.5	-0.4	-
	68	66.3	65.9	65.9	-0.4	-
	69	65.7	65.3	65.3	-0.4	-
	70	66.8	66.4	66.4	-0.4	-
	71	63.5	63.1	63.1	-0.4	-
	82	63.8	63.5	63.5	-0.3	-
88	61.5	61.1	61.2	-0.3	-	
Green Lanes at Park Avenue	11	66.4	66.0	66.1	-0.3	-
	12	62.7	62.2	62.4	-0.3	-
	13	64.9	64.4	64.6	-0.3	-
	14	65.5	64.6	64.8	-0.7	-
	15	64.9	64.2	64.4	-0.5	-
	16	66.1	65.7	65.8	-0.3	-
	17	65.7	65.3	65.4	-0.3	-

Road Name	Receptor Name	2019_before Scheme	2021_After Scheme	2021 Updated	Absolute Change	Increase/ Decrease
		Leve	Leve	Leve	Leve	
	18	67.1	66.7	66.8	-0.3	-
	19	65.2	64.8	65.0	-0.2	-
	20	64.8	64.5	64.6	-0.2	-
Green Lanes at River Avenue	1	63.5	63.2	63.2	-0.3	-
	2	63.9	63.7	63.7	-0.2	-
	3	62.7	62.4	62.4	-0.3	-
	4	60.2	59.9	59.9	-0.3	-
	5	64.9	64.7	64.7	-0.2	-
	6	63.9	63.6	63.6	-0.3	-
	7	62.9	62.7	62.7	-0.2	-
Hedge Lane	8	66.7	66.6	66.5	-0.2	-
	9	65.3	65.3	65.1	-0.2	-
	10	64.9	65.0	64.7	-0.2	-
High Street	39	57.4	57.1	58.0	0.6	+
	40	62.0	61.6	62.5	0.5	+
	41	65.2	64.8	65.7	0.5	+
	57	57.7	56.3	57.2	-0.5	-
	58	61.4	61.0	61.9	0.5	+
	59	63.7	63.2	64.2	0.5	+
	60	66.0	65.3	66.2	0.2	+
	61	64.4	62.8	63.7	-0.7	-
	62	66.5	66.1	67.0	0.5	+
	63	62.6	62.2	63.1	0.5	+
	64	64.4	64.0	65.0	0.6	+
Morton Way	65	63.9	63.5	64.3	0.4	+
	48	58.8	58.6	58.7	-0.1	-
	49	57.8	57.6	57.7	-0.1	-
	50	58.5	58.3	58.5	0.0	N/A
	51	59.3	59.1	59.3	0.0	N/A
	52	59.2	58.9	59.1	-0.1	-
	53	58.3	58.1	58.3	0.0	N/A
	54	59.4	59.2	59.3	-0.1	-
Powys Lane	55	59.1	58.9	59.1	0.0	N/A
The Bourne	56	63.9	63.2	63.2	-0.7	-
	89	64.2	63.7	63.8	-0.4	-
	90	65.9	65.3	65.4	-0.5	-
	91	63.8	63.2	63.3	-0.5	-
	92	63.0	62.4	62.5	-0.5	-
	96	64.9	64.2	64.3	-0.6	-
	98	66.9	66.4	66.4	-0.5	-
	100	63.8	63.2	63.3	-0.5	-

Road Name	Receptor Name	2019_before Scheme	2021_After Scheme	2021 Updated	Absolute Change	Increase/ Decrease
		Leve	Leve	Leve	Leve	
	102	63.7	63.0	63.1	-0.6	-
	103	63.9	63.3	63.4	-0.5	-
	105	63.5	63.0	63.0	-0.5	-
	107	63.9	63.4	63.5	-0.4	-
	108	65.2	64.7	64.8	-0.4	-
	110	64.3	63.8	63.8	-0.5	-
	112	64.1	63.6	63.6	-0.5	-
	114	64.8	64.2	64.3	-0.5	-
	116	65.7	65.2	65.3	-0.4	-
	117	65.6	65.1	65.1	-0.5	-
	118	63.1	62.6	62.7	-0.4	-
Waterfall Road	45	61.1	58.4	59.1	-2.0	-
	46	63.2	60.5	61.2	-2.0	-
	47	61.4	58.7	59.4	-2.0	-
Winchmore Hill Road	84	64.1	64.5	64.2	0.1	+
	85	61.9	62.3	62.0	0.1	+
	86	62.1	62.6	62.2	0.1	+
	87	63.9	64.4	64.0	0.1	+
	10000	65.1	65.5	65.1	0.0	N/A

^a A notion (plus / minus) has not been assigned where the change in noise levels, when rounded, is zero.

Table A2.3: Updated Absolute Noise Levels in 2021 for L_{night}. Comparison with Original Assessment

Road Name	Receptor Name	2019_before Scheme	2021_After Scheme	2021 Updated	Absolute Change	Increase/ Decrease
		L _{night}	L _{night}	L _{night}	L _{night}	
A105	21	60.1	60.2	59.7	-0.4	-
	22	56.8	57.0	56.5	-0.3	-
	23	56.9	57.1	56.6	-0.3	-
	24	58.4	58.5	58.0	-0.4	-
Aldermans Hill	25	58.4	58.5	58.0	-0.4	-
	26	57.0	57.1	56.7	-0.3	-
	27	58.0	58.1	57.8	-0.2	-
	29	59.6	59.8	59.4	-0.2	-
	31	58.1	58.3	57.9	-0.2	-
	32	58.0	58.1	57.8	-0.2	-
	33	56.7	56.7	56.4	-0.3	-
	34	55.1	55.1	54.8	-0.3	-
	35	54.9	55.0	54.7	-0.2	-
37	54.7	54.8	54.5	-0.2	-	

Road Name	Receptor Name	2019_before Scheme	2021_After Scheme	2021 Updated	Absolute Change	Increase/ Decrease
		L _{night}	L _{night}	L _{night}	L _{night}	
	38	54.6	54.7	54.4	-0.2	-
	231	57.9	58.0	57.7	-0.2	-
Avenue Road	72	52.8	52.9	52.7	-0.1	-
	73	52.9	53.0	52.8	-0.1	-
	74	52.0	52.2	52.0	0.0	N/A
	75	51.9	52.0	51.8	-0.1	-
Chase Road	76	53.8	53.5	53.5	-0.3	-
	77	54.4	54.2	54.1	-0.3	-
	78	54.3	54.0	54.0	-0.3	-
	79	55.1	54.8	54.7	-0.4	-
	80	56.6	56.4	56.3	-0.3	-
	81	56.4	56.2	56.1	-0.3	-
Chase Side	83	57.7	57.8	57.5	-0.2	-
	66	59.7	59.5	59.0	-0.7	-
	67	61.9	61.7	61.2	-0.7	-
	68	60.7	60.5	60.0	-0.7	-
	69	60.1	59.9	59.4	-0.7	-
	70	60.7	60.5	60.0	-0.7	-
	71	57.8	57.6	57.1	-0.7	-
Green Lanes at Park Avenue	82	57.6	57.5	57.1	-0.5	-
	88	55.1	55.0	54.7	-0.4	-
	11	60.4	60.5	60.1	-0.3	-
	12	56.3	56.5	55.8	-0.5	-
	13	58.8	59.0	58.3	-0.5	-
	14	59.2	59.1	58.4	-0.8	-
	15	58.7	58.8	58.1	-0.6	-
	16	60.1	60.2	59.5	-0.6	-
	17	59.3	59.4	58.7	-0.6	-
	18	60.6	60.7	60.0	-0.6	-
Green Lanes at River Avenue	19	59.2	59.3	58.7	-0.5	-
	20	58.9	59.0	58.4	-0.5	-
	1	57.5	57.4	57.4	-0.1	-
	2	58.2	58.1	58.1	-0.1	-
	3	56.7	56.5	56.5	-0.2	-
	4	54.5	54.3	54.3	-0.2	-
	5	58.9	58.8	58.8	-0.1	-
Hedge Lane	6	58.2	58.0	58.0	-0.2	-
	7	57.3	57.1	57.1	-0.2	-
	8	61.4	61.3	61.2	-0.2	-
	9	60.8	60.7	60.5	-0.3	-
	10	60.1	60.0	59.8	-0.3	-

Road Name	Receptor Name	2019_before Scheme	2021_After Scheme	2021 Updated	Absolute Change	Increase/ Decrease
		L _{night}	L _{night}	L _{night}	L _{night}	
High Street	39	48.1	48.5	49.4	1.3	+
	40	52.6	53.1	53.9	1.3	+
	41	55.7	56.1	57.0	1.3	+
	57	48.6	48.2	49.0	0.4	+
	58	52.0	52.5	53.4	1.4	+
	59	54.6	55.0	55.9	1.3	+
	60	56.9	57.1	58.0	1.1	+
	61	54.8	54.2	55.1	0.3	+
	62	57.5	58.0	58.8	1.3	+
	63	53.5	53.9	54.8	1.3	+
	64	55.4	55.8	56.7	1.3	+
	65	55.5	55.8	56.4	0.9	+
Morton Way	48	50.4	50.8	50.9	0.5	+
	49	49.7	50.0	50.2	0.5	+
	50	50.5	50.8	51.0	0.5	+
	51	50.9	51.3	51.4	0.5	+
	52	50.8	51.1	51.3	0.5	+
	53	50.2	50.6	50.7	0.5	+
	54	51.0	51.4	51.5	0.5	+
	55	51.1	51.4	51.6	0.5	+
Powys Lane	56	57.7	56.9	57.0	-0.7	-
The Bourne	89	58.0	58.2	58.3	0.3	+
	90	59.4	59.7	59.7	0.3	+
	91	57.7	57.9	58.0	0.3	+
	92	56.6	56.9	56.9	0.3	+
	96	58.7	58.9	58.9	0.2	+
	98	60.9	61.1	61.2	0.3	+
	100	57.7	57.9	57.9	0.2	+
	102	57.5	57.7	57.7	0.2	+
	103	57.7	58.0	58.0	0.3	+
	105	57.4	57.6	57.7	0.3	+
	107	57.8	58.0	58.1	0.3	+
	108	58.8	59.1	59.1	0.3	+
	110	58.2	58.4	58.5	0.3	+
	112	58.0	58.2	58.3	0.3	+
	114	58.3	58.6	58.6	0.3	+
116	59.3	59.5	59.6	0.3	+	
117	59.5	59.8	59.8	0.3	+	
118	57.0	57.2	57.2	0.2	+	
Waterfall Road	45	52.4	50.9	51.5	-0.9	-
	46	54.1	52.7	53.2	-0.9	-

Road Name	Receptor Name	2019_before Scheme	2021_After Scheme	2021 Updated	Absolute Change	Increase/ Decrease
		L _{night}	L _{night}	L _{night}	L _{night}	
	47	52.6	51.2	51.7	-0.9	-
Winchmore Hill Road	84	56.6	57.0	56.6	0.0	N/A
	85	54.3	54.7	54.4	0.1	+
	86	54.8	55.2	54.9	0.1	+
	87	56.7	57.1	56.8	0.1	+
	10000	58.0	58.3	58.0	0.0	N/A

^a A notion (plus / minus) has not been assigned where the change in noise levels, when rounded, is zero.

Table A2.4: Updated Absolute Noise Levels in 2021 for L_{Aeq,16hr}- Comparison with Original Assessment

Road Name	Receptor Name	2019_before Scheme	2021_After Scheme	2021 Updated	Absolute Change	Increase/ Decrease
		L _{Aeq,16hr}	L _{Aeq,16hr}	L _{Aeq,16hr}	L _{Aeq,16hr}	
A105	21	64.8	64.7	64.7	-0.1	-
	22	61.5	61.4	61.4	-0.1	-
	23	61.7	61.7	61.7	0.0	N/A
	24	63.5	63.4	63.4	-0.1	-
Aldermans Hill	25	64.5	64.3	64.3	-0.2	-
	26	63.3	63.2	63.2	-0.1	-
	27	64.5	64.4	64.3	-0.2	-
	29	66.2	66.1	66.0	-0.2	-
	31	64.7	64.6	64.5	-0.2	-
	32	64.6	64.5	64.4	-0.2	-
	33	63.3	63.1	63.1	-0.2	-
	34	62.0	61.6	61.5	-0.5	-
	35	61.5	61.3	61.3	-0.2	-
	37	61.3	61.2	61.1	-0.2	-
	38	61.3	61.1	61.1	-0.2	-
Avenue Road	231	64.5	64.3	64.3	-0.2	-
	72	62.2	62.7	62.5	0.3	+
	73	62.4	62.9	62.7	0.3	+
	74	61.4	61.9	61.8	0.4	+
Chase Road	75	61.3	61.7	61.6	0.3	+
	76	60.8	60.6	60.6	-0.2	-
	77	61.5	61.3	61.2	-0.3	-
	78	61.5	61.3	61.2	-0.3	-
	79	62.2	62.0	62.0	-0.2	-
	80	63.6	63.4	63.4	-0.2	-
	81	63.4	63.2	63.2	-0.2	-
83	64.9	65.1	64.9	0.0	N/A	

Road Name	Receptor Name	2019_before Scheme	2021_After Scheme	2021 Updated	Absolute Change	Increase/ Decrease
		L _{Aeq,16hr}	L _{Aeq,16hr}	L _{Aeq,16hr}	L _{Aeq,16hr}	
Chase Side	66	65.3	64.9	64.7	-0.5	-
	67	67.7	67.3	61.4	-0.5	-
	68	66.3	65.9	61.7	-0.6	-
	69	65.8	65.3	63.4	-0.6	-
	70	66.6	66.2	64.3	-0.6	-
	71	63.5	63.1	63.2	-0.6	-
	82	63.8	63.6	64.3	-0.4	-
	88	61.4	61.1	66.0	-0.3	-
Green Lanes at Park Avenue	11	66.5	66.1	64.5	-0.5	-
	12	62.5	62.1	64.4	-0.4	-
	13	64.8	64.4	63.1	-0.4	-
	14	65.6	64.6	61.5	-1.0	-
	15	64.9	64.3	61.3	-0.6	-
	16	66.1	65.7	61.1	-0.4	-
	17	65.5	65.1	61.1	-0.4	-
	18	66.8	66.5	64.3	-0.4	-
	19	65.2	64.9	62.5	-0.3	-
	20	64.8	64.5	62.7	-0.3	-
Green Lanes at River Avenue	1	63.6	63.4	61.8	-0.2	-
	2	64.2	63.9	61.6	-0.3	-
	3	62.8	62.5	60.6	-0.2	-
	4	60.4	60.2	61.2	-0.2	-
	5	65.0	64.8	61.2	-0.2	-
	6	64.1	63.9	62.0	-0.2	-
	7	63.2	62.9	63.4	-0.3	-
Hedge Lane	8	66.9	66.8	63.2	-0.2	-
	9	65.7	65.8	64.9	-0.1	-
	10	65.2	65.2	64.8	-0.2	-
High Street	39	58.1	57.7	67.2	0.5	+
	40	62.6	62.3	65.7	0.6	+
	41	65.7	65.4	65.2	0.6	+
	57	58.3	57.0	66.0	-0.5	-
	58	62.0	61.7	62.9	0.6	+
	59	64.5	64.1	63.4	0.5	+
	60	66.8	66.2	61.1	0.2	+
	61	65.0	63.4	66.0	-0.7	-
	62	67.3	67.0	62.1	0.6	+
	63	63.4	63.0	64.4	0.5	+
	64	65.2	64.9	64.6	0.6	+
65	64.4	64.0	64.3	0.4	+	
Morton Way	48	59.6	59.4	65.7	0.0	N/A

Road Name	Receptor Name	2019_before Scheme	2021_After Scheme	2021 Updated	Absolute Change	Increase/ Decrease
		L _{Aeq,16hr}	L _{Aeq,16hr}	L _{Aeq,16hr}	L _{Aeq,16hr}	
	49	58.7	58.6	65.1	0.0	N/A
	50	59.5	59.3	66.4	0.0	N/A
	51	60.1	59.9	64.9	0.0	N/A
	52	60.0	59.8	64.5	0.0	N/A
	53	59.3	59.1	63.4	0.0	N/A
	54	60.2	60.0	63.9	0.0	N/A
	55	60.1	59.9	62.6	0.0	N/A
Powys Lane	56	63.7	62.9	60.2	-0.8	-
The Bourne	89	64.4	64.0	64.8	-0.3	-
	90	65.9	65.4	63.9	-0.4	-
	91	64.0	63.5	62.9	-0.5	-
	92	63.0	62.5	66.7	-0.4	-
	96	65.1	64.5	65.6	-0.6	-
	98	67.2	66.6	65.0	-0.5	-
	100	64.0	63.4	58.6	-0.5	-
	102	63.9	63.3	63.2	-0.6	-
	103	64.0	63.5	66.3	-0.4	-
	105	63.7	63.2	57.8	-0.5	-
	107	64.1	63.6	62.6	-0.4	-
	108	65.3	64.8	65.0	-0.5	-
	110	64.5	64.0	67.0	-0.4	-
	112	64.3	63.8	64.3	-0.4	-
	114	64.8	64.3	67.9	-0.5	-
	116	65.8	65.2	63.9	-0.5	-
117	65.8	65.3	65.8	-0.4	-	
118	63.2	62.8	64.8	-0.4	-	
Waterfall Road	45	61.7	59.1	59.6	-2.0	-
	46	63.6	61.0	58.7	-2.0	-
	47	62.0	59.4	59.5	-2.0	-
Winchmore Hill Road	84	64.3	64.7	60.1	0.1	+
	85	62.1	62.5	60.0	0.1	+
	86	62.5	62.9	59.3	0.1	+
	87	64.3	64.7	60.2	0.1	+
	10000	65.4	65.8	60.1	0.1	+

^a A notion (plus / minus) has not been assigned where the change in noise levels, when rounded, is zero.

A3 Professional Experience

██████████, BSc (Hons) MIOA MEnvSc

██████████ is the Managing Director at NCL. He holds a First-Class Bachelor of Science degree in Acoustics from Salford University and is a Full Corporate Member of the Institute of Acoustics and a Member of the Institution of Environmental Sciences. He has over 17 years' experience working exclusively in the field of environmental noise delivering high profile projects in both the public and private sector. His experience includes technical leadership roles, policy and research work, and delivery of strategic noise mapping and action planning projects and major EIA. He has been involved in noise mapping projects since 2003 and contributed to some of the earliest UK feasibility studies for the deliver of Directive 2002/49/EC. He has developed techniques, coding solutions, QA procedures and systems to allow the scalability of noise calculations.

██████████, MIOA MSc

██████████ is a Consultant with NCL, having joined the company in September 2021. Prior to joining, he completed an MSc degree in Environmental and Architectural Acoustic Engineering from Polytechnic University of Madrid, Spain. Prior to joining NCL she worked for more than 3 years at Ineco, SA. She is experienced in airport noise assessment and consultancy work for Strategic Noise Mapping, Action Plans and Airspace Change, and has also supported aircraft noise modelling and GIS modelling and air quality assessment.



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**Air Quality Technical
Note:**
Fox Lane Quieter
Neighbourhood, Enfield

October 2022

Document Control

Client	London Borough of Enfield	Principal Contact	██████████
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Job Number	J10/12034J/10
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Report Prepared By:	██
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Document Status and Review Schedule

Report No.	Date	Status	Reviewed by
J10/12034J/10/1/F1	18 October 2022	Final	██████████ (Director – Air Quality Modelling & Assessment)

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1 Introduction

- 1.1 This technical note describes the potential air quality impacts associated with the Quieter Neighbourhood Scheme at Fox Lane (the 'scheme') in Enfield using updated traffic data. The technical note has been prepared by Air Quality Consultants Ltd (AQC) on behalf of the London Borough of Enfield (LBE).
- 1.2 AQC completed an assessment of the potential air quality impacts of the scheme in January 2022 (report reference J10/120341/10/1/F2, dated 24th January 2022), referred to as the 'original assessment'. The original assessment utilised dispersion modelling to predict the effect of changes in traffic, brought about by the scheme, on local air quality. The original assessment concluded that for the majority of assessed receptors and pollutants (nitrogen dioxide (NO₂), and particulate matter, (PM₁₀ and PM_{2.5})) the impacts would be described as '*negligible*'. The exception was for two locations along Green Lanes, at the boundary of the scheme, where '*slight adverse*' impacts were predicted, and at the junctions of Meadway/High Street and Fox Lane/Amberley Road, where '*slight beneficial*' impacts were predicted. Overall, it was concluded that the scheme lead to no significant effect on air quality.
- 1.3 Since the original assessment was completed, it has been identified that there was an inconsistent setting applied in the 'post-scheme implementation' traffic data collection process which resulted in vehicles travelling under 10 kph being omitted from the traffic counts. This setting was not applied in the 'pre-scheme implementation' data collection. The omission of these vehicles will have affected the traffic data underpinning the air quality assessment in two ways:
- The total post-implementation flows may have been underpredicted; and
 - The average post-implementation speed applied within the air quality assessment may have been overpredicted.
- 1.4 NRP Limited, the transport consultants for the scheme, have reviewed the raw 'post-scheme implementation' traffic count and speed data for key external roads.
- 1.5 This technical note presents the updated dispersion model results, based on revised traffic and speed data, at receptors located adjacent to the key external roads to determine whether the conclusions of the original assessment still apply. The modelling methodology is the same as that followed in the original assessment; thus, for conciseness, the technical note should be read in conjunction with the original assessment. Section 2 presents the updated Scheme Impact Assessment as well as a discussion relating to the uncertainty in the updated traffic data, whilst Appendix A1 presents the updated traffic data summary, and Appendix A2 presents the full modelling results.

2 Scheme Impact Assessment

- 2.1 This section discusses the predicted changes in 2021 annual mean pollutant concentrations as a result of the scheme at receptors adjacent to the key external roads. The full suite of results for the receptors adjacent to key external roads, including total concentrations, percentage changes and associated impact descriptors, compared to the original assessment, are presented in Appendix A2.
- 2.2 The modelled data show that the implementation of the Quieter Neighbourhood Scheme led to both slight decreases and increases in annual mean NO₂ concentrations at receptors adjacent to the external roads, ranging between -2.8 µg/m³ and +2.0 µg/m³. Such changes correspond to -7.0 % and +5.0 % of the annual mean objective value (40 µg/m³), at most¹. These absolute changes in concentrations are marginally higher than presented in the original assessment (for example, +1.7 µg/m³ was the greatest change in the original assessment).
- 2.3 While NO₂ concentrations are heavily influenced by local vehicle emissions, PM concentrations are influenced by a wider range of sources, and thus are less influenced by local vehicular emissions. Therefore, changes in PM₁₀ and PM_{2.5} concentrations follow a similar pattern to those of NO₂, but the changes are smaller, with predicted changes in concentrations at receptors adjacent to the external roads ranging between -0.5 and +0.4 µg/m³ for PM₁₀, and between -0.3 and +0.2 µg/m³ for PM_{2.5}. Such changes correspond to -1.6 % and +1.1% of the annual mean PM₁₀ criterion (32 µg/m³²), and -1.2 % and +0.8 % of the PM_{2.5} objective value (25 µg/m³). As for NO₂, these absolute changes in concentrations are marginally higher than presented in the original assessment (for example, +0.3 µg/m³ was the greatest change in PM₁₀ concentrations the original assessment).
- 2.4 Using industry standard guidance (Moorcroft and Barrowcliffe et al, 2017), absolute changes in pollutant concentrations are considered in conjunction with the associated predicted long-term concentrations (see Paragraph 2.33 of the original assessment). The full results are presented in Appendix A2, and show that in 2021, the predicted changes in annual mean PM₁₀ and PM_{2.5} pollutant concentrations result in '*negligible*' impacts at all receptors adjacent to the boundary roads. These impact descriptors are the same as presented in the original assessment.
- 2.5 With regards to annual mean NO₂ concentrations, impacts are described as '*negligible*' at most receptors, with the exception of three receptors (Receptors 17, 18 and 19, located along Green Lanes, to the southeast of the scheme, close to the junction with Aldermans Hill) where '*slight adverse*' impacts are predicted and at one receptor (Receptor 61, located at the junction of Meadway/High Street), where a '*slight beneficial*' impact is predicted. These impact descriptors

¹ Calculated by dividing the change in NO₂ concentration by the annual mean objective value of 40 µg/m³; e.g. (2.8 / 40) x 100 = 7.0% (when rounded).

² While the annual mean PM₁₀ objective is 40 µg/m³, 32 µg/m³ is the annual mean concentration above which an exceedance of the 24-hour mean PM₁₀ objective is possible, as outlined in LAQM.TG22 (Defra, 2022). A value of 32 µg/m³ is thus used as a proxy to determine the likelihood of exceedance of the 24-hour mean PM₁₀ objective, as recommended in EPUK & IAQM guidance (Moorcroft and Barrowcliffe et al, 2017).

remain broadly consistent with the original assessment, albeit an additional *slight adverse* receptor is predicted in the updated assessment on Green Lanes, which is located in close proximity to other receptors previously identified as '*slight adverse*'. The extent of the slight adverse impacts therefore continues to affect only a small number of receptors.

- 2.6 Whilst the scheme leads to changes in pollutant concentrations, the scale of these changes is not materially different to those presented in the original assessment. In relation to total predicted concentrations, the changes remain sufficiently small to lead to no significant effect, thus the conclusions of the original assessment continue to apply, and the air quality effect of the scheme remains 'not significant'.

Uncertainty

- 2.7 There are many components that contribute to the uncertainty of modelling predictions, which have been outlined in the original assessment in Paragraphs 3.15 to 3.20. The same uncertainties will apply to the modelling undertaken in this update.
- 2.8 In addition to the inherent uncertainties in the predictions, it should be noted that the relative diurnal flow profiles have not been updated from those calculated previously, meaning that these relative profiles remain based on the previous data. In general, emissions released during night-time have a greater effect on concentrations than those released during the day. This is because the atmospheric boundary layer is lower at night, limiting dispersion. Conversely, average vehicle speeds tend to be higher at night, meaning that average emissions are lower. On balance, using diurnal flow profiles derived from the previous traffic dataset make it most likely that the effect of the scheme has been overstated, albeit marginally³. This approach will not, therefore, have affected the conclusions of no significant effect.
- 2.9 In addition, data from every road were not updated, and although only results from receptors close to the boundary roads are presented (which are largely dependent on emissions from the closest road link), some will have a minor contribution from nearby internal roads for which the traffic data may be lower than in reality, and this contribution to emissions may have been underestimated. In practice, any effect is likely to be extremely small and thus unlikely to alter the conclusions.
- 2.10 Further, the analysis of the omitted vehicles has not included a review of the fleet mix. NRP Limited has advised that there is no reason to believe that the fleet mix of the omitted vehicles were in different proportions to the fleet mix of vehicles that were counted originally and the ATC supplier has stated that the slower moving vehicles are more likely to change their speed within the length of the vehicle, which could have a greater effect on the calculated wheelbase and class, increasing uncertainty in the classification of vehicles and thus no changes were made to the percentage of Heavy Duty Vehicles applied within the dispersion model. Whilst it is possible that there were

³ i.e. previously-omitted vehicles are most likely to have been recorded during the day time, but are assumed to have occurred equally during both day and night, thus exaggerating their effect on concentrations.

variations in the fleet mix, since the omitted vehicles were a small proportion of the total AADT flows, it is unlikely that the overall conclusions would be affected.

3 Summary and Conclusions

- 3.1 The assessment has been updated to account for traffic travelling at low (<10 kph) speeds on the key external roads that were omitted from the original air quality assessment.
- 3.2 The updated assessment has identified that the inclusion of the additional vehicles leads to slightly larger changes in absolute concentrations. The scale of the changes to pollutant concentrations are described by industry standard guidance as *negligible* at all receptors adjacent to the key external roads for PM₁₀ and PM_{2.5} concentrations, and at most receptors for NO₂ concentrations. The exceptions for NO₂ are three locations along Green Lanes where *slight adverse* impacts are predicted, and at the junction of Meadway/High Street, where a *slight beneficial* impact continues to be predicted. These conclusions are broadly similar to those reached in the original assessment.
- 3.3 Overall, taking into consideration the increases and decreases in concentrations relative to the original assessment, the results of the updated assessment are not considered to represent a significant effect on local air quality. The original conclusions thus remain valid.
- 3.4 There continue to be inherent uncertainties within the modelling, including the traffic data as primary input, and as such, the results should not be considered exact, but represent best estimates using data available at the time this modelling update was undertaken.

4 References

Defra (2022) *Review & Assessment: Technical Guidance LAQM.TG22 August 2022 Version*, [Online].

Moorcroft and Barrowcliffe et al (2017) *Land-Use Planning & Development Control: Planning For Air Quality v1.2*, IAQM, London, Available: <http://iaqm.co.uk/guidance/>.

5 Appendices

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A1 Updated Traffic Data Summary

Explanation

A1.1 The Automatic Traffic Count (ATC) data for September 2021, used to calculate the 'post scheme' AADT flow and traffic speed values that were utilised within the model did not include vehicles travelling at speeds less than 10 kph. Upon reviewing the data, NRP Limited has provided the following explanation relating to the omission, and subsequent analysis of the traffic data:

- *“Vehicles travelling below 10 kph were recorded and had been included in the March 2019 data applied to the ‘pre-scheme’ model”. As such, these data, which, as described in Paragraph 3.7 of the original assessment were also considered appropriate to use as the ‘2021 without scheme’ data, have not been revised.*
- *“The discrepancy between the March 2019 data and the September 2021 data was due to a default survey setting being incorrectly applied, which was not known about until October 2022”. As such, the AADT flows for the ‘post scheme implementation’ scenario were revised to account for vehicles travelling at speeds below 10 kph by NRP Limited.*
- *“Traffic speeds recorded for September 2021 have also been revised to include motor vehicles travelling at speeds less than 10 kph. To determine the effect of these vehicles with reduced speeds, the four boundary roads of the Quieter Neighbourhood (High Street, The Bourne, Aldermans Hill and Green Lanes north of Park Avenue) were analysed. The changes in average AM and PM peak speeds at these four sites were then applied, by NRP Limited, to the 2021 With Scheme data, for each of the road links. The average speed of the motor vehicles recorded travelling less than 10 kph on the four boundary roads has been applied to the total motor vehicles recorded travelling less than 10 kph, to establish estimated average AM and PM peak speeds across the wider external boundary roads (as listed in Table A1.1)”. These speeds for the post implementation scenario have been provided by NRP Limited for use within the air quality model.*

Updated Traffic Data

A1.2 The updated 2021 With Scheme traffic data for key external roads used in this assessment, including vehicles travelling at speeds below 10 kph, are summarised in Table A1.1. Data for 2019 and 2021 Without Scheme have not changed and are therefore not included; similarly, data for the internal roads have not been presented. NRP Limited has advised that it is unlikely that the vehicle fleet composition will have changed, thus the percentage of Heavy Duty Vehicles has not changed. For comparison, Table A1.1 also presents the original 2021 With Scheme data. Table A1.1 also provides the 2021 ATC ID.

Table A1.1: Summary of Annualised Traffic Data used in the Assessment (AADT Flows)

Road Name	ATC ID	2021 With Scheme – Original Data		2021 With Scheme – Updated Data	
		AADT	%HDV ^a	AADT	%HDV ^a
Avenue Road	1	10,757	7.5	10,762	7.5
Chase Road	3	19,027	8.0	19,320	8.0
Chase Side	2	8,902	8.6	8,907	8.6
Winchmore Hill Road	14	13,220	7.6	13,239	7.6
Station Road	13	7,021	5.3	7,030	5.3
The Bourne	5	19,113	8.2	19,350	8.2
High Street	4	19,401	8.3	20,064	8.3
Waterfall Road	6	7,882	8.1	7,891	8.1
Morton Way	7	7,250	8.6	7,252	8.6
Powys Lane	8	12,790	8.1	12,794	8.1
Aldermans Hill	9	13,304	8.1	13,527	8.1
A105	45	15,679	6.7	15,778	6.7
Green Lanes at Park Avenue	10	17,705	8.1	18,113	8.1
Green Lanes at River Avenue	12	15,926	8.7	15,941	8.7
Hedge Lane	11	19,219	9.5	19,247	9.5

^a Data have been rounded. Percentages used within the model were calculated to more significant figures.

Assessment Methodology

A1.3 The assessment approach and methodology remain consistent with that described in the original assessment, in Section 3 and Appendix A4, and should therefore be reviewed alongside this technical note.

A2 Modelling Results

A2.1 This section sets out the original and updated 2021 'Without Scheme' and 'With Scheme' results for NO₂, PM₁₀ and PM_{2.5} for receptors adjacent to the key external roads. The predicted impacts at each receptor are also described using the impact descriptors set out in Table A2.1 of the original assessment. Receptor locations and IDs are set out in Figure A5.1 to Figure A5.4 of the original assessment.

Table A2.1: Updated Predicted Impacts on 2021 Annual Mean NO₂ Concentrations and Comparison with Original Assessment

Receptor ID	Original			Updated				
	Without Scheme Concentration (µg/m ³)	With Scheme Concentration (µg/m ³)	Impact Descriptor	With Scheme Concentration (µg/m ³)	Absolute Change in Concentration (µg/m ³)	Change (% of AQAL) ^a	Increase/ Decrease ^b	Impact Descriptor
1	19.5	18.9	Negligible	18.9	-0.5	-1	-	Negligible
2	19.8	20.0	Negligible	20.0	0.1	0	N/A	Negligible
3	19.2	19.3	Negligible	19.3	0.1	0	N/A	Negligible
4	21.1	21.3	Negligible	21.3	0.2	0	N/A	Negligible
5	23.1	23.4	Negligible	23.4	0.3	1	+	Negligible
6	22.4	22.7	Negligible	22.7	0.3	1	+	Negligible
7	22.8	23.3	Negligible	23.4	0.5	1	+	Negligible
8	25.6	26.9	Negligible	26.9	1.3	3	+	Negligible
9	23.8	24.3	Negligible	24.3	0.5	1	+	Negligible
10	24.3	24.8	Negligible	24.8	0.5	1	+	Negligible
11	25.4	26.3	Negligible	26.5	1.1	3	+	Negligible
12	21.7	22.2	Negligible	22.4	0.7	2	+	Negligible
13	23.3	24.2	Negligible	24.4	1.1	3	+	Negligible
14	26.8	27.6	Negligible	27.7	0.9	2	+	Negligible
15	25.9	26.7	Negligible	26.9	1.0	3	+	Negligible
16	25.5	26.8	Negligible	27.1	1.6	4	+	Negligible
17	28.9	30.2	Negligible	30.4	1.5	4	+	Slight Adverse
18	32.3	34.1	Slight Adverse	34.4	2.0	5	+	Slight Adverse
19	30.2	31.7	Slight Adverse	31.9	1.7	4	+	Slight Adverse
20	21.1	21.2	Negligible	21.3	0.2	1	+	Negligible

Receptor ID	Original			Updated				
	Without Scheme Concentration ($\mu\text{g}/\text{m}^3$)	With Scheme Concentration ($\mu\text{g}/\text{m}^3$)	Impact Descriptor	With Scheme Concentration ($\mu\text{g}/\text{m}^3$)	Absolute Change in Concentration ($\mu\text{g}/\text{m}^3$)	Change (% of AQAL) ^a	Increase/Decrease ^b	Impact Descriptor
21	25.5	26.1	Negligible	26.2	0.7	2	+	Negligible
22	22.9	23.3	Negligible	23.3	0.4	1	+	Negligible
23	22.5	22.7	Negligible	22.8	0.3	1	+	Negligible
24	25.9	26.6	Negligible	26.6	0.7	2	+	Negligible
25	23.5	24.1	Negligible	24.2	0.7	2	+	Negligible
26	23.8	24.5	Negligible	24.6	0.8	2	+	Negligible
27	25.3	26.3	Negligible	26.5	1.1	3	+	Negligible
28	24.8	25.7	Negligible	25.9	1.0	3	+	Negligible
29	25.1	26.0	Negligible	26.1	1.1	3	+	Negligible
30	21.1	20.7	Negligible	20.7	-0.4	-1	-	Negligible
31	23.3	23.8	Negligible	24.0	0.7	2	+	Negligible
32	22.7	23.2	Negligible	23.3	0.7	2	+	Negligible
33	20.8	21.0	Negligible	21.0	0.2	0	N/A	Negligible
34	20.7	20.8	Negligible	20.8	0.1	0	N/A	Negligible
35	21.1	21.4	Negligible	21.5	0.4	1	+	Negligible
36	20.7	20.9	Negligible	21.0	0.3	1	+	Negligible
37	20.8	21.0	Negligible	21.1	0.4	1	+	Negligible
38	20.9	21.2	Negligible	21.2	0.4	1	+	Negligible
39	20.6	21.2	Negligible	21.3	0.7	2	+	Negligible
40	20.9	21.6	Negligible	21.7	0.8	2	+	Negligible
41	22.5	23.5	Negligible	23.8	1.3	3	+	Negligible
44	21.5	21.5	Negligible	21.7	0.2	1	+	Negligible
45	19.6	19.3	Negligible	19.3	-0.2	-1	-	Negligible
46	20.4	20.1	Negligible	20.1	-0.3	-1	-	Negligible
47	19.7	19.4	Negligible	19.4	-0.2	-1	-	Negligible
48	18.5	18.6	Negligible	18.6	0.1	0	N/A	Negligible
49	19.4	19.7	Negligible	19.7	0.3	1	+	Negligible
50	20.5	21.0	Negligible	21.0	0.5	1	+	Negligible
51	20.1	20.5	Negligible	20.5	0.4	1	+	Negligible
52	20.1	20.5	Negligible	20.5	0.4	1	+	Negligible
53	20.5	21.0	Negligible	21.0	0.5	1	+	Negligible

Receptor ID	Original			Updated				
	Without Scheme Concentration ($\mu\text{g}/\text{m}^3$)	With Scheme Concentration ($\mu\text{g}/\text{m}^3$)	Impact Descriptor	With Scheme Concentration ($\mu\text{g}/\text{m}^3$)	Absolute Change in Concentration ($\mu\text{g}/\text{m}^3$)	Change (% of AQAL) ^a	Increase/Decrease ^b	Impact Descriptor
54	19.8	20.0	Negligible	20.0	0.3	1	+	Negligible
55	20.3	20.6	Negligible	20.6	0.3	1	+	Negligible
56	22.5	22.4	Negligible	22.4	-0.1	0	N/A	Negligible
57	19.0	19.0	Negligible	19.1	0.1	0	N/A	Negligible
58	19.1	19.4	Negligible	19.5	0.4	1	+	Negligible
59	20.7	21.4	Negligible	21.6	0.9	2	+	Negligible
60	24.8	26.3	Negligible	26.7	1.9	5	+	Negligible
61	22.5	19.6	Slight Beneficial	19.8	-2.8	-7	-	Slight Beneficial
62	23.0	24.4	Negligible	24.7	1.7	4	+	Negligible
63	19.8	20.5	Negligible	20.6	0.9	2	+	Negligible
64	21.9	23.2	Negligible	23.5	1.6	4	+	Negligible
65	22.5	23.6	Negligible	24.0	1.3	3	+	Negligible
66	21.6	21.8	Negligible	26.3	0.6	2	+	Negligible
67	23.2	23.5	Negligible	29.9	0.7	2	+	Negligible
68	21.2	21.4	Negligible	26.3	0.5	1	+	Negligible
69	19.7	19.8	Negligible	23.4	0.4	1	+	Negligible
70	20.3	20.4	Negligible	24.6	0.4	1	+	Negligible
71	18.0	18.1	Negligible	20.3	0.3	1	+	Negligible
72	18.4	18.7	Negligible	18.8	0.2	1	+	Negligible
73	17.9	18.1	Negligible	18.1	0.2	0	N/A	Negligible
74	17.3	17.4	Negligible	17.4	0.1	0	N/A	Negligible
75	17.4	17.6	Negligible	17.5	0.2	0	N/A	Negligible
76	19.3	19.4	Negligible	17.4	0.0	0	N/A	Negligible
77	19.3	19.3	Negligible	17.5	0.0	0	N/A	Negligible
78	20.9	21.0	Negligible	18.4	0.1	0	N/A	Negligible
79	22.5	22.6	Negligible	19.6	0.1	0	N/A	Negligible
80	20.5	20.5	Negligible	18.5	0.0	0	N/A	Negligible
81	21.3	21.2	Negligible	19.1	0.0	0	N/A	Negligible
82	19.3	19.6	Negligible	19.9	0.4	1	+	Negligible
83	20.8	21.4	Negligible	21.0	0.6	1	+	Negligible

Receptor ID	Original			Updated				
	Without Scheme Concentration ($\mu\text{g}/\text{m}^3$)	With Scheme Concentration ($\mu\text{g}/\text{m}^3$)	Impact Descriptor	With Scheme Concentration ($\mu\text{g}/\text{m}^3$)	Absolute Change in Concentration ($\mu\text{g}/\text{m}^3$)	Change (% of AQAL) ^a	Increase/Decrease ^b	Impact Descriptor
84	21.8	22.8	Negligible	22.8	1.0	3	+	Negligible
85	17.7	18.0	Negligible	18.0	0.3	1	+	Negligible
86	18.2	18.4	Negligible	18.4	0.3	1	+	Negligible
87	23.1	24.3	Negligible	24.4	1.3	3	+	Negligible
88	24.0	25.2	Negligible	26.2	1.4	3	+	Negligible
89	23.8	25.0	Negligible	25.6	1.4	4	+	Negligible
90	26.4	28.1	Negligible	28.4	1.9	5	+	Negligible
91	19.1	19.7	Negligible	19.8	0.6	2	+	Negligible
92	18.4	18.8	Negligible	18.9	0.4	1	+	Negligible
93	18.4	18.4	Negligible	18.4	0.0	0	N/A	Negligible
94	18.9	18.9	Negligible	19.0	0.1	0	N/A	Negligible
95	18.9	18.9	Negligible	19.0	0.1	0	N/A	Negligible
96	19.0	19.1	Negligible	19.2	0.3	1	+	Negligible
97	18.6	18.4	Negligible	18.5	-0.1	0	N/A	Negligible
98	21.5	22.3	Negligible	22.5	1.0	2	+	Negligible
100	20.1	20.5	Negligible	20.7	0.5	1	+	Negligible
101	19.8	18.8	Negligible	18.8	-1.0	-2	-	Negligible
102	20.4	20.8	Negligible	21.0	0.5	1	+	Negligible
103	21.0	21.6	Negligible	21.7	0.7	2	+	Negligible
104	19.2	19.0	Negligible	19.1	-0.1	0	N/A	Negligible
105	18.9	19.0	Negligible	19.1	0.2	0	N/A	Negligible
106	19.2	19.0	Negligible	19.1	-0.2	0	N/A	Negligible
107	20.9	21.5	Negligible	21.6	0.8	2	+	Negligible
108	22.2	23.1	Negligible	23.2	1.1	3	+	Negligible
109	22.0	22.8	Negligible	23.0	1.0	3	+	Negligible
110	21.1	21.7	Negligible	21.9	0.8	2	+	Negligible
111	19.1	19.2	Negligible	19.3	0.1	0	N/A	Negligible
112	21.1	21.8	Negligible	21.9	0.8	2	+	Negligible
113	19.5	19.5	Negligible	19.5	0.1	0	N/A	Negligible
114	22.7	23.6	Negligible	23.8	1.1	3	+	Negligible
115	20.3	20.1	Negligible	20.2	-0.2	0	N/A	Negligible

Receptor ID	Original			Updated				
	Without Scheme Concentration ($\mu\text{g}/\text{m}^3$)	With Scheme Concentration ($\mu\text{g}/\text{m}^3$)	Impact Descriptor	With Scheme Concentration ($\mu\text{g}/\text{m}^3$)	Absolute Change in Concentration ($\mu\text{g}/\text{m}^3$)	Change (% of AQAL) ^a	Increase/ Decrease ^b	Impact Descriptor
116	21.6	22.2	Negligible	22.4	0.8	2	+	Negligible
117	21.9	22.7	Negligible	22.8	0.9	2	+	Negligible
118	22.5	23.2	Negligible	23.3	0.9	2	+	Negligible
184	18.7	18.5	Negligible	18.6	-0.2	0	N/A	Negligible
231	23.2	23.6	Negligible	23.7	0.5	1	+	Negligible
Objective	40		-	40	-			

^a % changes are relative to the objective and have been rounded to the nearest whole number.

^b A notion (plus / minus) has not been assigned where the percentage change in concentration, when rounded, is zero.

Table A2.2: Updated Predicted Impacts on 2021 Annual Mean PM₁₀ Concentrations and Comparison with Original Assessment

Receptor ID	Original			Updated				
	Without Scheme Concentration ($\mu\text{g}/\text{m}^3$)	With Scheme Concentration ($\mu\text{g}/\text{m}^3$)	Impact Descriptor	With Scheme Concentration ($\mu\text{g}/\text{m}^3$)	Absolute Change in Concentration ($\mu\text{g}/\text{m}^3$)	Change (% of AQAL) ^a	Increase/ Decrease ^b	Impact Descriptor
1	17.0	16.9	Negligible	16.9	-0.1	0	-	Negligible
2	17.2	17.3	Negligible	17.3	0.0	0	N/A	Negligible
3	17.1	17.2	Negligible	17.2	0.0	0	N/A	Negligible
4	17.7	17.7	Negligible	17.7	0.1	0	N/A	Negligible
5	18.3	18.4	Negligible	18.4	0.1	0	N/A	Negligible
6	18.2	18.3	Negligible	18.3	0.1	0	N/A	Negligible
7	18.1	18.2	Negligible	18.2	0.1	0	N/A	Negligible
8	18.7	18.8	Negligible	18.8	0.2	1	+	Negligible
9	18.6	18.8	Negligible	18.8	0.2	0	N/A	Negligible
10	18.8	19.0	Negligible	19.0	0.2	1	+	Negligible
11	18.6	18.7	Negligible	18.8	0.2	1	+	Negligible

Receptor ID	Original			Updated				
	Without Scheme Concentration ($\mu\text{g}/\text{m}^3$)	With Scheme Concentration ($\mu\text{g}/\text{m}^3$)	Impact Descriptor	With Scheme Concentration ($\mu\text{g}/\text{m}^3$)	Absolute Change in Concentration ($\mu\text{g}/\text{m}^3$)	Change (% of AQAL) ^a	Increase/ Decrease ^b	Impact Descriptor
12	18.0	18.1	Negligible	18.1	0.1	0	N/A	Negligible
13	18.4	18.5	Negligible	18.5	0.1	0	N/A	Negligible
14	19.0	19.1	Negligible	19.2	0.1	0	N/A	Negligible
15	18.9	19.0	Negligible	19.0	0.2	0	N/A	Negligible
16	19.1	19.3	Negligible	19.3	0.2	1	+	Negligible
17	19.6	19.8	Negligible	19.8	0.3	1	+	Negligible
18	20.3	20.6	Negligible	20.6	0.4	1	+	Negligible
19	19.9	20.1	Negligible	20.2	0.3	1	+	Negligible
20	18.2	18.2	Negligible	18.2	0.0	0	N/A	Negligible
21	19.1	19.2	Negligible	19.2	0.1	0	N/A	Negligible
22	18.7	18.7	Negligible	18.7	0.1	0	N/A	Negligible
23	18.6	18.6	Negligible	18.6	0.0	0	N/A	Negligible
24	19.1	19.2	Negligible	19.2	0.1	0	N/A	Negligible
25	18.6	18.7	Negligible	18.7	0.1	0	N/A	Negligible
26	18.7	18.8	Negligible	18.8	0.1	0	N/A	Negligible
27	18.9	19.1	Negligible	19.1	0.2	1	+	Negligible
28	19.0	19.2	Negligible	19.2	0.2	1	+	Negligible
29	19.1	19.2	Negligible	19.3	0.2	1	+	Negligible
30	18.0	18.0	Negligible	18.0	-0.1	0	N/A	Negligible
31	18.5	18.7	Negligible	18.7	0.1	0	N/A	Negligible
32	18.3	18.4	Negligible	18.4	0.1	0	N/A	Negligible
33	17.9	17.9	Negligible	17.9	0.0	0	N/A	Negligible
34	17.8	17.8	Negligible	17.8	0.0	0	N/A	Negligible
35	17.9	18.0	Negligible	18.0	0.1	0	N/A	Negligible
36	17.8	17.8	Negligible	17.8	0.0	0	N/A	Negligible
37	17.7	17.8	Negligible	17.8	0.1	0	N/A	Negligible
38	17.7	17.8	Negligible	17.8	0.1	0	N/A	Negligible
39	17.5	17.6	Negligible	17.6	0.1	0	N/A	Negligible
40	17.4	17.5	Negligible	17.6	0.1	0	N/A	Negligible
41	17.7	17.9	Negligible	17.9	0.2	1	+	Negligible
44	17.2	17.2	Negligible	17.2	0.0	0	N/A	Negligible

Receptor ID	Original			Updated				
	Without Scheme Concentration ($\mu\text{g}/\text{m}^3$)	With Scheme Concentration ($\mu\text{g}/\text{m}^3$)	Impact Descriptor	With Scheme Concentration ($\mu\text{g}/\text{m}^3$)	Absolute Change in Concentration ($\mu\text{g}/\text{m}^3$)	Change (% of AQAL) ^a	Increase/ Decrease ^b	Impact Descriptor
45	16.9	16.9	Negligible	16.9	-0.1	0	N/A	Negligible
46	17.2	17.0	Negligible	17.0	-0.1	0	N/A	Negligible
47	17.0	16.9	Negligible	16.9	-0.1	0	N/A	Negligible
48	16.9	17.0	Negligible	17.0	0.0	0	N/A	Negligible
49	17.2	17.2	Negligible	17.2	0.1	0	N/A	Negligible
50	17.5	17.5	Negligible	17.5	0.1	0	N/A	Negligible
51	17.4	17.4	Negligible	17.4	0.1	0	N/A	Negligible
52	17.4	17.5	Negligible	17.5	0.1	0	N/A	Negligible
53	17.5	17.6	Negligible	17.6	0.1	0	N/A	Negligible
54	17.5	17.6	Negligible	17.6	0.1	0	N/A	Negligible
55	17.7	17.8	Negligible	17.8	0.1	0	N/A	Negligible
56	18.4	18.4	Negligible	18.4	0.0	0	N/A	Negligible
57	16.7	16.7	Negligible	16.7	0.0	0	N/A	Negligible
58	16.7	16.8	Negligible	16.8	0.1	0	N/A	Negligible
59	17.1	17.2	Negligible	17.3	0.1	0	N/A	Negligible
60	18.1	18.3	Negligible	18.4	0.3	1	+	Negligible
61	17.3	16.8	Negligible	16.8	-0.5	-2	-	Negligible
62	17.6	17.9	Negligible	17.9	0.3	1	+	Negligible
63	16.8	16.9	Negligible	17.0	0.1	0	N/A	Negligible
64	17.3	17.5	Negligible	17.5	0.3	1	+	Negligible
65	17.1	17.3	Negligible	17.3	0.2	1	+	Negligible
66	16.9	16.9	Negligible	17.7	0.1	0	N/A	Negligible
67	17.2	17.2	Negligible	18.4	0.1	0	N/A	Negligible
68	16.8	16.9	Negligible	17.8	0.1	0	N/A	Negligible
69	16.5	16.6	Negligible	17.2	0.0	0	N/A	Negligible
70	16.7	16.7	Negligible	17.4	0.1	0	N/A	Negligible
71	16.3	16.3	Negligible	16.7	0.0	0	N/A	Negligible
72	16.4	16.4	Negligible	16.5	0.1	0	N/A	Negligible
73	16.2	16.3	Negligible	16.3	0.1	0	N/A	Negligible
74	16.0	16.1	Negligible	16.1	0.1	0	N/A	Negligible
75	16.0	16.1	Negligible	16.1	0.1	0	N/A	Negligible

Receptor ID	Original			Updated				
	Without Scheme Concentration ($\mu\text{g}/\text{m}^3$)	With Scheme Concentration ($\mu\text{g}/\text{m}^3$)	Impact Descriptor	With Scheme Concentration ($\mu\text{g}/\text{m}^3$)	Absolute Change in Concentration ($\mu\text{g}/\text{m}^3$)	Change (% of AQAL) ^a	Increase/ Decrease ^b	Impact Descriptor
76	16.4	16.4	Negligible	16.0	0.0	0	N/A	Negligible
77	16.5	16.5	Negligible	16.1	0.0	0	N/A	Negligible
78	16.9	16.9	Negligible	16.3	0.0	0	N/A	Negligible
79	17.3	17.4	Negligible	16.6	0.0	0	N/A	Negligible
80	16.8	16.8	Negligible	16.4	0.0	0	N/A	Negligible
81	17.0	17.0	Negligible	16.5	0.0	0	N/A	Negligible
82	16.5	16.5	Negligible	16.6	0.1	0	N/A	Negligible
83	16.8	16.8	Negligible	16.8	0.1	0	N/A	Negligible
84	16.9	17.1	Negligible	17.1	0.2	1	+	Negligible
85	16.1	16.2	Negligible	16.2	0.1	0	N/A	Negligible
86	16.3	16.4	Negligible	16.4	0.1	0	N/A	Negligible
87	17.2	17.4	Negligible	17.4	0.2	1	+	Negligible
88	17.3	17.5	Negligible	17.7	0.2	1	+	Negligible
89	17.3	17.5	Negligible	17.6	0.2	1	+	Negligible
90	17.8	18.1	Negligible	18.2	0.3	1	+	Negligible
91	16.6	16.7	Negligible	16.7	0.1	0	N/A	Negligible
92	16.4	16.5	Negligible	16.5	0.1	0	N/A	Negligible
93	16.4	16.4	Negligible	16.4	0.0	0	N/A	Negligible
94	16.6	16.6	Negligible	16.6	0.0	0	N/A	Negligible
95	16.6	16.6	Negligible	16.6	0.0	0	N/A	Negligible
96	16.6	16.6	Negligible	16.6	0.0	0	N/A	Negligible
97	16.5	16.5	Negligible	16.5	0.0	0	N/A	Negligible
98	17.2	17.4	Negligible	17.4	0.2	1	+	Negligible
100	16.9	17.0	Negligible	17.0	0.1	0	N/A	Negligible
101	16.9	16.7	Negligible	16.7	-0.2	-1	-	Negligible
102	17.1	17.2	Negligible	17.2	0.1	0	N/A	Negligible
103	17.3	17.4	Negligible	17.4	0.1	0	N/A	Negligible
104	16.9	16.8	Negligible	16.8	0.0	0	N/A	Negligible
105	16.8	16.8	Negligible	16.8	0.0	0	N/A	Negligible
106	16.9	16.8	Negligible	16.8	0.0	0	N/A	Negligible
107	17.3	17.5	Negligible	17.5	0.1	0	N/A	Negligible

Receptor ID	Original			Updated				
	Without Scheme Concentration ($\mu\text{g}/\text{m}^3$)	With Scheme Concentration ($\mu\text{g}/\text{m}^3$)	Impact Descriptor	With Scheme Concentration ($\mu\text{g}/\text{m}^3$)	Absolute Change in Concentration ($\mu\text{g}/\text{m}^3$)	Change (% of AQAL) ^a	Increase/ Decrease ^b	Impact Descriptor
108	17.7	17.9	Negligible	17.9	0.2	1	+	Negligible
109	17.7	17.9	Negligible	17.9	0.2	1	+	Negligible
110	17.5	17.6	Negligible	17.6	0.1	0	N/A	Negligible
111	17.0	17.0	Negligible	17.0	0.0	0	N/A	Negligible
112	17.6	17.7	Negligible	17.7	0.1	0	N/A	Negligible
113	17.2	17.2	Negligible	17.2	0.0	0	N/A	Negligible
114	18.0	18.2	Negligible	18.2	0.2	1	+	Negligible
115	17.4	17.4	Negligible	17.4	0.0	0	N/A	Negligible
116	17.8	17.9	Negligible	17.9	0.1	0	N/A	Negligible
117	18.0	18.1	Negligible	18.1	0.1	0	N/A	Negligible
118	18.1	18.2	Negligible	18.3	0.1	0	N/A	Negligible
184	16.7	16.7	Negligible	16.7	0.0	0	N/A	Negligible
231	18.5	18.6	Negligible	18.6	0.1	0	N/A	Negligible
Objective	32 ^c		-	32 ^c				

^a % changes are relative to the objective and have been rounded to the nearest whole number.

^b A notion (plus / minus) has not been assigned where the percentage change in concentration, when rounded, is zero.

^c While the annual mean PM_{10} objective is $40 \mu\text{g}/\text{m}^3$, $32 \mu\text{g}/\text{m}^3$ is the annual mean concentration above which an exceedance of the 24-hour mean PM_{10} objective is possible, as outlined in LAQM.TG22 (Defra, 2022). A value of $32 \mu\text{g}/\text{m}^3$ is thus used as a proxy to determine the likelihood of exceedance of the 24-hour mean PM_{10} objective, as recommended in EPUK & IAQM guidance (Moorcroft and Barrowcliffe et al, 2017).

Table A2.3: Updated Predicted Impacts on 2021 Annual Mean PM_{2.5} Concentrations and Comparison with Original Assessment

Receptor ID	Original			Updated				
	Without Scheme Concentration (µg/m ³)	With Scheme Concentration (µg/m ³)	Impact Descriptor	With Scheme Concentration (µg/m ³)	Absolute Change in Concentration (µg/m ³)	Change (% of AQAL) ^a	Increase/ Decrease ^b	Impact Descriptor
1	11.4	11.3	Negligible	11.3	-0.1	0	N/A	Negligible
2	11.6	11.6	Negligible	11.6	0.0	0	N/A	Negligible
3	11.5	11.5	Negligible	11.5	0.0	0	N/A	Negligible
4	11.8	11.8	Negligible	11.8	0.0	0	N/A	Negligible
5	12.2	12.2	Negligible	12.2	0.0	0	N/A	Negligible
6	12.1	12.1	Negligible	12.1	0.0	0	N/A	Negligible
7	12.1	12.1	Negligible	12.1	0.0	0	N/A	Negligible
8	12.4	12.5	Negligible	12.5	0.1	0	N/A	Negligible
9	12.4	12.4	Negligible	12.4	0.1	0	N/A	Negligible
10	12.5	12.6	Negligible	12.6	0.1	0	N/A	Negligible
11	12.3	12.4	Negligible	12.4	0.1	0	N/A	Negligible
12	12.0	12.0	Negligible	12.0	0.1	0	N/A	Negligible
13	12.2	12.3	Negligible	12.3	0.1	0	N/A	Negligible
14	12.6	12.6	Negligible	12.6	0.1	0	N/A	Negligible
15	12.5	12.5	Negligible	12.6	0.1	0	N/A	Negligible
16	12.6	12.7	Negligible	12.7	0.1	1	+	Negligible
17	12.9	13.0	Negligible	13.0	0.1	1	+	Negligible
18	13.3	13.4	Negligible	13.5	0.2	1	+	Negligible
19	13.0	13.2	Negligible	13.2	0.2	1	+	Negligible
20	12.0	12.0	Negligible	12.0	0.0	0	N/A	Negligible
21	12.5	12.6	Negligible	12.6	0.1	0	N/A	Negligible
22	12.3	12.3	Negligible	12.3	0.0	0	N/A	Negligible
23	12.2	12.3	Negligible	12.3	0.0	0	N/A	Negligible
24	12.6	12.6	Negligible	12.6	0.1	0	N/A	Negligible
25	12.3	12.3	Negligible	12.3	0.1	0	N/A	Negligible
26	12.3	12.4	Negligible	12.4	0.1	0	N/A	Negligible
27	12.5	12.6	Negligible	12.6	0.1	0	N/A	Negligible
28	12.5	12.6	Negligible	12.6	0.1	0	N/A	Negligible
29	12.5	12.6	Negligible	12.7	0.1	0	N/A	Negligible
30	11.9	11.9	Negligible	11.9	0.0	0	N/A	Negligible

Receptor ID	Original			Updated				
	Without Scheme Concentration ($\mu\text{g}/\text{m}^3$)	With Scheme Concentration ($\mu\text{g}/\text{m}^3$)	Impact Descriptor	With Scheme Concentration ($\mu\text{g}/\text{m}^3$)	Absolute Change in Concentration ($\mu\text{g}/\text{m}^3$)	Change (% of AQAL) ^a	Increase/ Decrease ^b	Impact Descriptor
31	12.2	12.3	Negligible	12.3	0.1	0	N/A	Negligible
32	12.1	12.2	Negligible	12.2	0.1	0	N/A	Negligible
33	11.8	11.8	Negligible	11.8	0.0	0	N/A	Negligible
34	11.8	11.8	Negligible	11.8	0.0	0	N/A	Negligible
35	11.8	11.9	Negligible	11.9	0.0	0	N/A	Negligible
36	11.8	11.8	Negligible	11.8	0.0	0	N/A	Negligible
37	11.8	11.8	Negligible	11.8	0.0	0	N/A	Negligible
38	11.7	11.8	Negligible	11.8	0.0	0	N/A	Negligible
39	11.6	11.7	Negligible	11.7	0.1	0	N/A	Negligible
40	11.6	11.7	Negligible	11.7	0.1	0	N/A	Negligible
41	11.8	11.9	Negligible	11.9	0.1	1	+	Negligible
44	11.5	11.5	Negligible	11.5	0.0	0	N/A	Negligible
45	11.3	11.3	Negligible	11.3	-0.1	0	N/A	Negligible
46	11.4	11.4	Negligible	11.4	-0.1	0	N/A	Negligible
47	11.3	11.3	Negligible	11.3	-0.1	0	N/A	Negligible
48	11.3	11.3	Negligible	11.3	0.0	0	N/A	Negligible
49	11.4	11.5	Negligible	11.5	0.0	0	N/A	Negligible
50	11.6	11.7	Negligible	11.7	0.0	0	N/A	Negligible
51	11.6	11.6	Negligible	11.6	0.0	0	N/A	Negligible
52	11.6	11.6	Negligible	11.6	0.0	0	N/A	Negligible
53	11.6	11.7	Negligible	11.7	0.0	0	N/A	Negligible
54	11.6	11.7	Negligible	11.7	0.0	0	N/A	Negligible
55	11.7	11.8	Negligible	11.8	0.0	0	N/A	Negligible
56	12.1	12.1	Negligible	12.1	0.0	0	N/A	Negligible
57	11.2	11.2	Negligible	11.2	0.0	0	N/A	Negligible
58	11.2	11.2	Negligible	11.2	0.0	0	N/A	Negligible
59	11.4	11.5	Negligible	11.5	0.1	0	N/A	Negligible
60	12.0	12.1	Negligible	12.2	0.2	1	+	Negligible
61	11.6	11.2	Negligible	11.3	-0.3	-1	-	Negligible
62	11.7	11.9	Negligible	11.9	0.2	1	+	Negligible
63	11.3	11.3	Negligible	11.3	0.1	0	N/A	Negligible
64	11.5	11.6	Negligible	11.7	0.2	1	+	Negligible

Receptor ID	Original			Updated				
	Without Scheme Concentration ($\mu\text{g}/\text{m}^3$)	With Scheme Concentration ($\mu\text{g}/\text{m}^3$)	Impact Descriptor	With Scheme Concentration ($\mu\text{g}/\text{m}^3$)	Absolute Change in Concentration ($\mu\text{g}/\text{m}^3$)	Change (% of AQAL) ^a	Increase/ Decrease ^b	Impact Descriptor
65	11.4	11.5	Negligible	11.6	0.1	0	N/A	Negligible
66	11.3	11.3	Negligible	11.8	0.0	0	N/A	Negligible
67	11.5	11.5	Negligible	12.2	0.1	0	N/A	Negligible
68	11.3	11.3	Negligible	11.8	0.0	0	N/A	Negligible
69	11.1	11.1	Negligible	11.5	0.0	0	N/A	Negligible
70	11.2	11.2	Negligible	11.6	0.0	0	N/A	Negligible
71	10.9	10.9	Negligible	11.2	0.0	0	N/A	Negligible
72	11.0	11.0	Negligible	11.0	0.0	0	N/A	Negligible
73	10.9	10.9	Negligible	10.9	0.0	0	N/A	Negligible
74	10.8	10.8	Negligible	10.8	0.0	0	N/A	Negligible
75	10.8	10.8	Negligible	10.8	0.0	0	N/A	Negligible
76	11.0	11.0	Negligible	10.8	0.0	0	N/A	Negligible
77	11.1	11.1	Negligible	10.8	0.0	0	N/A	Negligible
78	11.3	11.3	Negligible	11.0	0.0	0	N/A	Negligible
79	11.5	11.6	Negligible	11.2	0.0	0	N/A	Negligible
80	11.3	11.3	Negligible	11.0	0.0	0	N/A	Negligible
81	11.4	11.4	Negligible	11.1	0.0	0	N/A	Negligible
82	11.1	11.1	Negligible	11.1	0.0	0	N/A	Negligible
83	11.2	11.3	Negligible	11.2	0.0	0	N/A	Negligible
84	11.3	11.4	Negligible	11.4	0.1	0	N/A	Negligible
85	10.9	10.9	Negligible	10.9	0.0	0	N/A	Negligible
86	11.0	11.0	Negligible	11.0	0.0	0	N/A	Negligible
87	11.5	11.6	Negligible	11.6	0.1	0	N/A	Negligible
88	11.6	11.7	Negligible	11.8	0.1	1	+	Negligible
89	11.6	11.7	Negligible	11.7	0.1	1	+	Negligible
90	11.9	12.0	Negligible	12.1	0.2	1	+	Negligible
91	11.1	11.2	Negligible	11.2	0.1	0	N/A	Negligible
92	11.0	11.1	Negligible	11.1	0.0	0	N/A	Negligible
93	11.0	11.0	Negligible	11.0	0.0	0	N/A	Negligible
94	11.1	11.1	Negligible	11.1	0.0	0	N/A	Negligible
95	11.1	11.1	Negligible	11.1	0.0	0	N/A	Negligible
96	11.1	11.2	Negligible	11.2	0.0	0	N/A	Negligible

Receptor ID	Original			Updated				
	Without Scheme Concentration ($\mu\text{g}/\text{m}^3$)	With Scheme Concentration ($\mu\text{g}/\text{m}^3$)	Impact Descriptor	With Scheme Concentration ($\mu\text{g}/\text{m}^3$)	Absolute Change in Concentration ($\mu\text{g}/\text{m}^3$)	Change (% of AQAL) ^a	Increase/ Decrease ^b	Impact Descriptor
97	11.1	11.1	Negligible	11.1	0.0	0	N/A	Negligible
98	11.5	11.6	Negligible	11.6	0.1	0	N/A	Negligible
100	11.3	11.4	Negligible	11.4	0.0	0	N/A	Negligible
101	11.3	11.2	Negligible	11.2	-0.1	0	N/A	Negligible
102	11.5	11.5	Negligible	11.5	0.0	0	N/A	Negligible
103	11.6	11.6	Negligible	11.6	0.1	0	N/A	Negligible
104	11.3	11.3	Negligible	11.3	0.0	0	N/A	Negligible
105	11.3	11.3	Negligible	11.3	0.0	0	N/A	Negligible
106	11.3	11.3	Negligible	11.3	0.0	0	N/A	Negligible
107	11.6	11.7	Negligible	11.7	0.1	0	N/A	Negligible
108	11.8	11.9	Negligible	11.9	0.1	0	N/A	Negligible
109	11.8	11.9	Negligible	11.9	0.1	0	N/A	Negligible
110	11.7	11.8	Negligible	11.8	0.1	0	N/A	Negligible
111	11.4	11.4	Negligible	11.4	0.0	0	N/A	Negligible
112	11.7	11.8	Negligible	11.8	0.1	0	N/A	Negligible
113	11.5	11.5	Negligible	11.5	0.0	0	N/A	Negligible
114	12.0	12.1	Negligible	12.1	0.1	0	N/A	Negligible
115	11.6	11.6	Negligible	11.6	0.0	0	N/A	Negligible
116	11.8	11.9	Negligible	11.9	0.1	0	N/A	Negligible
117	12.0	12.1	Negligible	12.1	0.1	0	N/A	Negligible
118	12.1	12.1	Negligible	12.1	0.1	0	N/A	Negligible
184	11.2	11.2	Negligible	11.2	0.0	0	N/A	Negligible
231	12.2	12.2	Negligible	12.2	0.0	0	N/A	Negligible
Objective	25 ^c		-	25 ^c	-			

^a % changes are relative to the objective and have been rounded to the nearest whole number.

^b A notion (plus / minus) has not been assigned where the percentage change in concentration, when rounded, is zero.

^c The PM_{2.5} objective, which was to be met by 2020, is not in Regulations and there is no requirement for local authorities to meet it.

A3 Professional Experience

██████████, BSc (Hons) PhD CSci MEnvSc MIAQM

██████████ is the Director of Air Quality Modelling and Assessment at AQC and has over 20 years' relevant experience. He has been responsible for air quality and greenhouse gas assessments of road schemes, rail schemes, airports, power stations, waste incinerators, commercial developments and residential developments in the UK and abroad. He has acted as expert witness at public inquiries, where he has presented evidence on health-related air quality impacts, the impacts of air quality on sensitive ecosystems, and greenhouse gas impacts. He has developed a range of widely-used air quality models and contributed to the development of best practice. ██████████ has provided support and advice to foreign governments, Highways England, Transport Scotland, Transport for London, Greater London Authority, the Joint Nature Conservation Committee, the Environment Agency, and numerous local authorities. He is a Member of the Institute of Air Quality Management and a Chartered Scientist. He currently advises the UK Government on air quality as part of its Air Quality Expert Group (AQEG), where his specific area of expertise relates to air quality assessment in the development control process.

██████████, BSc (Hons) MSc PhD CSci MEnvSc MIAQM

██████████ is an Associate Director with AQC, with more than 20 years' relevant experience. She has been involved in air quality management and assessment, and policy formulation in both an academic and consultancy environment. She has prepared air quality review and assessment reports, strategies and action plans for local authorities and has developed guidance documents on air quality management on behalf of central government, local government and NGOs. She has led on the air quality inputs into Clean Air Zone feasibility studies and has provided support to local authorities on the integration of air quality considerations into Local Transport Plans and planning policy processes. ██████████ has appraised local authority air quality assessments on behalf of the UK governments, and provided support to the Review and Assessment helpdesk. She has carried out numerous assessments for new residential and commercial developments, including the negotiation of mitigation measures where relevant. She has also acted as an expert witness for both residential and commercial developments. She has carried out BREEAM assessments covering air quality for new developments. ██████████ has also managed contracts on behalf of Defra in relation to allocating funding for the implementation of air quality improvement measures. She is a Member of the Institute of Air Quality Management, Institution of Environmental Sciences and is a Chartered Scientist.

██████████, MSci PhD MEnvSc MIAQM

██████████ is a Principal Consultant with AQC with over eight years' relevant experience. Prior to joining AQC, she spent four years carrying out postgraduate research into atmospheric aerosols at

the University of Bristol. [REDACTED] has experience preparing air quality assessments for a range of projects, including residential and commercial developments, road traffic schemes, energy centres, energy from waste schemes and numerous power generation schemes. She has experience in producing air quality assessments for EIA schemes, and has also assessed the impacts of Local Plans on designated ecological areas, prepared Annual Status Reports for Local Authorities, and undertaken diffusion tube monitoring studies. She is a Member of both the Institute of Air Quality Management and the Institution of Environmental Sciences.

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PUBLICATION OF DECISION LIST NUMBER 22/22-23

MUNICIPAL YEAR 2022/23

Date Published: 28 October 2022

This document lists the Decisions that have been taken by the Council, which require publication in accordance with the Local Government Act 2000. The list covers Key, Non-Key, Council and Urgent Decisions. The list specifies those decisions, which are eligible for call-in and the date by which they must be called-in.

A valid request for call-in is one which is submitted (on the form provided) to the Governance and Scrutiny Team in writing within 5 working days of the date of publication of the decision by at least 7 Members of the Council.

Additional copies of the call-in request form are available from the Governance and Scrutiny Team.

If you have any queries or wish to obtain further report information or information on a decision, please contact democracy@enfield.gov.uk

INDEX OF PUBLISHED DECISIONS – 28 October 2022

	Date Decision came/ comes into effect	Part 1 or 2	Subject/Title of Report	Category of Decision	Affected Wards	Eligible for Call-In & Date Decision must be called in by (If Applicable)
Decisions Made by Executive Directors / Portfolio Holders						
The Leader of The Council	Monday 07 November 22	Part 1	<p>Amendments to existing Permanent Quieter Neighbourhoods</p> <p>The report sets out the options considered, if any, and the reasons for the recommendation and the decision.</p> <p>Report and Appendices</p>	KD 5512	Arnos Grove, Bowes, New Southgate, Palmers Green, Southgate & Winchmore Hill.	Yes Friday 04 November 22

London Borough of Enfield

Portfolio Report

Report of: Richard Eason, Healthy Streets Programme Director

Subject: Amendments to existing permanent Quieter Neighbourhoods

Cabinet Member: Cllr Nesil Caliskan

Director: Doug Wilkinson

Ward: Arnos Grove, Bowes, New Southgate, Palmers Green, Southgate, Winchmore Hill

Key Decision: KD 5512

Purpose of Report

1. Enfield Council implemented two Quieter Neighbourhoods (QNs) in summer 2020 as a trial. Following a period of community feedback and monitoring, each QN was made permanent early in 2022. During the trial periods, some enhancements and associated activities were identified. The Council has been progressing these and are now seeking to provide an overview of the proposed changes and where appropriate approval to proceed.

Proposal(s)

2. This proposal is to:
 - a) Make the necessary traffic management orders (TMOs) to:
 - (i) Convert four fixed (bollard) modal filters to camera enforced modal filters by introducing a 'no motor vehicles' restriction. This is proposed at the following locations: Maidstone Road, Selborne Road, Oakfield Road and The Mall.
 - (ii) Introduce exemptions for Blue Badge holders and Dial-a-Ride vehicles to the existing camera enforced modal filters on Fox Lane, Meadway and Conway Road, and extend exemptions to the locations listed in 2a(i).
 - b) Carry out monitoring on selected roads outside of the QN areas.
 - c) Continue with small scale and minor improvements across both QNs (as outlined at para 25).
 - d) Recommend that following further review the potential alterations to the layout of the Bowes Primary Area QN (Bowes QN) are not taken forward.

- e) Recommend that following further review the potential of altering the modal filter on the Meadway is not taken forward.
- f) Continue to engage and coordinate with Haringey Council as they deliver the Bounds Green Low Traffic Neighbourhood (LTN) adjacent to the Bowes QN.
- g) Note that Officers have raised the issue of potential funding for investigation of major improvements to Southgate Circus, but that this will require funding and partnership with TfL, for example with TfL buses.

Reason for Proposal(s)

- 3. The TMOs to amend some existing fixed (bollard) modal filters and introduce exemptions to camera enforced modal filters are to provide increased permeability for all exempted vehicles, including Blue Badge holders and the emergency services. This has been informed by feedback from residents and emergency services, and the equalities impact assessment process.
- 4. Activities such as monitoring and small-scale improvements are proposed to complement and enhance the QNs in response to feedback received and provide mitigation where measures have been identified.
- 5. The southern side of the Bowes QN is bordered by the London Borough of Haringey. As they plan to introduce a Low Traffic Neighbourhood to roads to the south of the Bowes QN, Enfield and Haringey Councils continue to work together to monitor the proposed changes and their impacts.
- 6. Two surveys were conducted whereby residents could provide their views on options regarding the modal filter on Meadway in the Fox Lane area, and access to and from part of the Bowes QN area. Responses have been reviewed and the recommendation is that on balance, further changes to the layout are not made.

Relevance to the Council's Corporate Plan

- 7. Good homes in well-connected neighbourhoods. These proposals increase permeability for Blue Badge holders, Dial-a-Ride vehicles, and emergency services, improving the connectivity for many residents.
- 8. Sustain strong and healthy communities. The proposals aim to enhance the existing QNs which, alongside other Healthy Streets projects, seek to create healthier streets. This is part of a long-term plan for improving the user experience of streets, enabling people to be more active and enjoy the subsequent health benefits.
- 9. Build our local economy to create a thriving place. Wider investment in the walking and cycling network forms part of the Council's strategy to support our high streets and town centres by providing safe and convenient access to local shops and services. These proposals enhance the QNs which are part of the Council's walking and cycling network.

Background

10. Quieter Neighbourhoods are one of many Healthy Streets projects delivered by Enfield Council. The Enfield Healthy Streets framework, approved by Cabinet in June 2021, sets out the Council's intention to develop and deliver a range of active travel and supporting projects in line with the Mayor's Transport Strategy 2018.
11. A number of experimental traffic orders were made in summer 2020 to bring into operation trial measures in the Bowes and Fox Lane QN areas. The measures were made permanent in January 2022 and March 2022 respectively.
12. Based on consultation feedback, engagement with stakeholders, monitoring, and the Equalities Impact Assessment from the trial periods, several enhancements and other activities (for example high level monitoring) have been identified. The Council now wish to seek approval to continue with these enhancements and activities.

Main Considerations for the Council

Amending modal filters from a bollard to camera enforced

13. The Council are proposing to convert four existing fixed (bollard) modal filters to camera enforced. This is to increase the permeability of the existing QNs for emergency services and other exempted vehicles. The locations of the filters to be amended are Maidstone Road, Oakfield Road, Selborne Road and The Mall. These locations were selected following a review of incidents reported by emergency services in the QN areas.
14. The Council has invested in technological solutions so that mapping updates are made to commercially available navigation solutions such as Google, TomTom and Bing. The Council remains committed to working with emergency services and through regular dialogue will continue to be responsive to any issues raised.

Exemptions

15. As a result of the consultation and Equalities Impact Assessment during the trial periods of the Bowes and Fox Lane QNs, it was recommended to consider measures to improve access for residents with disabilities and of those with caring responsibilities through potential exemptions.
16. The Council has now taken steps to exempt Dial-a-Ride vehicles from all camera enforced modal filters within the QNs, and to provide exemptions for permit holders. These changes were introduced to the Bowes QN in June 2022, and are now planned to be rolled out in the Fox Lane QN.
17. The current approach to permits allows Blue Badge holders residing within the QN area to apply for a permit to nominate one vehicle to be exempt from camera enforced filters within their 'home QN'. The permit could apply to the Blue Badge holder's own vehicle or they could nominate someone else's vehicle where a user of that vehicle has a role in the care of a Blue Badge holder within a QN. This approach has been selected based on feedback received and is similar to the approach taken in several other London boroughs. It also considers the aim to maintain the low traffic environment of the QNs and the Council's current operational capabilities.

18. The Council is reviewing its wider approach to exemptions for QNs, including those for disabled persons living within the QNs who do not possess, or qualify for, a Blue Badge, and this will continue to be progressed.

Traffic Management Orders (TMOs)

19. Draft Traffic Management Orders (TMOs) proposing amendments to the Bowes and Fox Lane QNs were published on 23 February 2022 and 23 March 2022 respectively. The statutory consultation period for the Bowes QN TMO amendments ended on 16 March 2022, with no objections or representations received. The statutory consultation period for the Fox Lane QN TMO amendments ended on 13 April 2022 with 18 objections and representations received. Objections and representations, and the Council's response to the grounds made, are addressed in Appendix 1.
20. On the basis of no objections to the Bowes TMO, the Council made the amendments to the Bowes QN in part in June 2022. The general effect of the Order was to make provision for the issue of BOW permits, and Dial-a-Ride vehicles, that would exempt them from the existing no motor vehicle restriction on Warwick Road. Blue Badge holders within the Bowes QN area can apply for a BOW permit to exempt one vehicle from the camera enforced filter. The Council now wish to proceed to make the remainder of the advertised TMO amendment to the Bowes QN. The general effect of this is to convert the fixed modal filter on Maidstone Road near its junction with Warwick Road to a camera enforced modal filter by introducing a 'no motor vehicles' restriction.
21. After considering objections and representations to the Fox Lane QN TMO amendments, the Council now wish to make the TMO. The general effect of this is to convert the fixed modal filters on Oakfield Road, Selborne Road and The Mall to camera enforced modal filters by introducing a 'no motor vehicles' restriction, and to introduce exemptions for FOX permit holders and Dial-a-Ride vehicles to camera enforced filters.

Monitoring

22. Various monitoring activities were carried out during the trial period of the QNs and results were presented in earlier portfolio reports. The reports identified that some high-level monitoring in the QN area shall be carried out, and a further review of traffic speed and volume on some roads outside of the Fox Lane QN is undertaken.
23. Traffic counts on boundary and some surrounding roads will be carried out. Analysis of the data will be completed following receipt of the data from the Contractor and published once completed. Longer term monitoring sites are planned to collect pedestrian and cycle volumes at strategic locations.
24. Diffusion tubes in place during the trial period remain. Data is reported annually within the Enfield Council Air Quality Annual Status Report.

Small scale adjustments and improvements

25. Some small scale and minor improvements across both QNs were identified during the trial periods in response to feedback received and monitoring data.

Each of the activities are at varying stages of planning and implementation. These include:

- New advanced warning signage to enhance the existing compliant signage for the modal filters.
- Replacing active speed warning signs on Brownlow Road to reflect the new permanent speed limit of 20mph.
- Short term improvements at Southgate Circus, as identified at the end of the trial period of the Fox Lane QN.
- Upgrading the existing on-carriageway pedestrian path across Fox Lane bridge (implemented during the trial period of the Fox Lane QN).
- Relaxing parking restrictions on Fox Lane between the railway bridge and Pellipar Close.
- New parking restrictions on Cannon Hill & Aldermans Hill to remove identified pinch points to aid traffic flow for buses.

Meadway modal filter in the Fox Lane QN

26. Residents were invited to share their views on options regarding potential changes to the Meadway restrictions on motor vehicles from 18 March to 22 May 2022. Approximately 14,000 letters were delivered in the area which detailed the purpose of the survey and invited residents to share their views. Analysis of the responses and a summary of the engagement is presented in Appendix 2.

27. The response themes are detailed below and are listed with a range of other considerations.

Category	Comment
Number of responses	<p>816 responses to the survey were received (746 via the online survey, and 38 via paper copies of the survey), plus 32 emails.</p> <p>During the time when the survey was open, the Council received a petition signed by 163 residents of Wynchgate and Park View.</p>
Response themes	<ul style="list-style-type: none"> • Of the survey respondents: <ul style="list-style-type: none"> ○ 566 respondents state they want the filter removed, 177 to remain, and 41 timed ○ There was variation of responses by location, for example 46 out of 55 on Meadway stated they wanted the filter to be retained and 6 to be timed, and 30 out of 30 on Wynchgate stated they wanted the filter to be removed. • The signatories to the petition supported opening the Meadway and stated “the re-opening of this road will mitigate some of the damaging impact the LTN has had on Wynchgate and Park View residents. We have experienced a fall in road safety with several accidents, a substantial increase in noise & air

	<p>pollution, and a reduction in mobility due to congestion due to our adjoining roads and at the high street roundabout.”</p> <ul style="list-style-type: none"> • Emails expressed some concerns about the impact of traffic on Meadway and surrounding roads, Meadway being part of a conservation area, opening Meadway being against the aims of the QN • Some communications received during the survey period stated that they wished to see all restrictions removed across the entire QN. It is possible that this contributed to the number of respondents who stated they want the filter removed entirely. This assumption is based on the detail included in email responses received.
Impact of permit introduction	Exemptions for Blue Badge holders residing within the QN area will enable access through the filter. The proposal to introduce these permits for the Fox Lane QN is contained within this report.
Traffic considerations	<p>Significant negative impact on Meadway and immediate roads (Bourne Avenue, Greenway), but also other roads that would enable through traffic such as Amberley Road through to Caversham Avenue.</p> <p>Potential for short term reduction of traffic on some surrounding roads such as Southgate Circus, which was already congested prior to the QN.</p>
Other factors	Results in a change of QN approach whereby a non-classified road becomes a boundary road which is inconsistent with wider approaches to neighbourhood interventions.

28. The Council have carefully considered the results of the survey and petition. Considering the above, and the potential impacts of a change, the Council will not be proceeding further with the option of removing the restriction on Meadway, nor operating it on a timed basis. Removing all filters was not an option presented in the survey, nor being considered by Council as the QN is in place permanently. The variation of responses from the survey will be reviewed when confirming locations for future monitoring. For example, Wynchgate will be included, due to the volume and nature of responses on Wynchgate.

Access to and from parts of the Bowes QN

28. The placement of modal filters within the Bowes QN area means that a number of streets, located between Brownlow Road, the A406 North Circular Road and Bounds Green Road are accessed from the A406 North Circular Road.

29. Some residents suggested during the trial period of the Bowes QN that they would prefer access to the area from the south. This led to consideration of altering the QN layout in the Decision Report (PL 21.056 P), and the decision was not to proceed further. Since publishing the portfolio report, the Council was asked to revisit this topic.

30. A survey was carried out for residents to express their opinion from 18 March to 22 May 2022. Approximately 16,000 letters were distributed in the area with details about the survey. Analysis of the responses and a summary of the engagement is included in Appendix 3.

31. The survey response themes are detailed below and are listed with a range of other considerations.

Category	Comment
Number of responses	340 responses to the survey were received (289 via the online survey, 51 via paper copies of the survey), plus 10 emails.
Response themes	<ul style="list-style-type: none"> • 209 respondents stated they want the access to/from the south, 106 to the north, and 25 no preference. • Emails expressed some concerns about congestion, journey times, dangerous u-turns and community impact if access changed • Suggestions to amend York Road filter, public space improvements, and exemptions for residents.
Impact of permit introduction	Exemptions for Blue Badge holders, which have been introduced since the survey closed, enables permit holders to access their home by vehicle from the north or south. Converting the filter on Maidstone Road to a camera-enforced filter will further enhance permeability.
Traffic considerations	An alternative design has benefits for those uncomfortable driving on the A406. The current arrangement however utilises a signalised junction, whereas the Warwick Road / Bounds Green Road junction is unsignalised. The number of access points would be reduced in an alternative design. The current layout enables more space for any motor vehicles who inadvertently arrive at the closure point and need to turnaround.
Other factors	The current layout has been in place for close to 2 years now, over which time residents, businesses and visitors have had time to adjust to the layout introduced as part of the Bowes QN. Further changes now, based on the level of participation in the survey, may lead to confusion and uncertainty.

	Subject to future funding, there are opportunities to enhance public realm around the Maidstone Road filter, which could extend into and around the Warwick Road filter. The opportunity for public realm, whilst still possible if an alternative design were to be implemented, would be reduced.
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32. Despite there being a preference amongst survey respondents for access to the south, combined with the reasons listed above, on balance the Council do not recommend that any changes to the layout are made.

Bowes QN & the London Borough of Haringey

33. The Bowes QN is bordered to the south by the London Borough of Haringey. As Haringey introduces a Low Traffic Neighbourhood in the area immediately to the south of the Bowes QN, Enfield and Haringey Councils continue to work together to review the proposed changes and their impacts.

Safeguarding Implications

34. None identified.

Public Health Implications

35. These proposals seek to enhance the existing permanent QNs, which support mode shift towards active travel.
36. Methods of active transport are beneficial to health as they increase physical exercise, improve mental health and reduce air pollution and carbon emissions. Promoting active transport is an essential component of a strategic approach to increasing physical activity and may be more cost-effective than other initiatives that promote exercise, sport and active leisure pursuit. Creating an environment that enables more walking and cycling would also positively impact upon health inequalities as income or wealth would become a less significant factor in a person's ability to travel within the borough e.g. access to employment, healthcare and social networks. Achieving a modal shift towards active travel can also help reduce the health damaging effects of motorised transport including road traffic injuries, air pollution, community segregation, and noise.

Equalities Impact of the Proposal

37. An Equalities Impact Assessment (EqIA) was completed and reviewed for each of the Bowes and Fox Lane QNs and was considered before the schemes were made permanent. These were informed by feedback received throughout the trial periods. The EqIAs from the trial period are attached at Appendix 4 & 5.
38. The proposed changes to convert some modal filters to a camera enforced filter and introduce permits are expected to have a positive impact on some disabled people. Older people who have a disability may also benefit. Blue Badge holders residing with the QN area will be eligible to apply for a permit to nominate a vehicle to be exempt from the camera enforced filters in their 'home QN'. The Blue Badge scheme provides an administratively efficient mechanism for identifying those with disabilities residing in the QN area for whom an exemption

is required, and for implementing the exemption. Persons residing within the QN area who are disabled but do not hold a Blue Badge will not experience a change, similarly those Blue Badge holders who do not live within the QN area. However, the wider approach to exemptions is being reviewed, and further categories may be added. Implementing the proposals now does not preclude the Council's ability to make changes in future. Other protected characteristics are not considered to be disproportionately impacted by the proposals. The EqlA is attached at Appendix 6.

Environmental and Climate Change Considerations

39. These proposals complement the measures already in place which is part of a wider programme to encourage active and sustainable modes of travel. Taking a proactive approach to support walking and cycling will help to achieve required mode shift in line with the Mayor's Transport Strategy and preferred pathway to net zero in the mid-term.

Risks that may arise if the proposed decision and related work is not taken

40. The following risks have been identified:

Risk	Risk Description
Potential for further incidents of navigational issues with the LAS	This decision will provide increased permeability for all emergency services.
Negative impact to some people with disabilities	Converting fixed modal filters to camera enforced provides greater permeability for permit holders. Permits for each QN area are currently available for Blue Badge holders within the according QN area.
Residents and visitors to the area will not benefit from the proposed minor improvements	Improvements have been identified through feedback from residents and are being delivered for their benefit.
Reputational damage	Enfield Council has committed to progressing these measures. Not implementing them may result in reputational damage.

Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks

41. The following risks have been identified:

Risk	Risk Description and mitigating action
Potential for navigational issues by emergency services at locations where a fixed (bollard) filter will remain.	The Council has invested in technological solutions so that mapping updates are made to commercially available navigation solutions such as Google, TomTom and Bing. This enables the emergency services to update their own navigational systems as they deem necessary. The Council remains committed to working with emergency services through regular dialogue and continues to work with

	the LAS to gain greater insights into the causes of any delays. The Council will continue to respond to any further measures that are identified, beyond the work already done, to ensure that LAS navigational systems have access to the latest data.
Negative impact to some people with disabilities	The proposed decision will not materially affect the impact on those with disabilities who do not possess, or qualify for, a Blue Badge. This group will not benefit, however, from the proposed exemption for Blue Badge holders as it is not administratively practicable to include them at this stage. The Council is reviewing its wider approach to exemptions for QNs which will continue to be progressed. Taking this decision does not preclude the Council's ability to expand its current approach to exemptions.
Reputational damage from not progressing with the highest chosen responses to the surveys	The responses to the survey for the Meadway and access to and from the Bowes QN area have been considered against several other factors in making the recommendation as set out in this report. A summary of the engagement is appended to this report.

Financial Implications

42. £444k is the total estimated spend of this proposal, £156k is for Bowes Quieter Neighbourhood and £288k for Fox Lane Quieter Neighbourhood.
43. The scheme will be funded through TFL grant (£159k) and the remaining £285k is capital expenditure, to be funded by revenue through additional Minimum Revenue Provision, spread over 5 years (£60k per annum).

Legal Implications

44. Section 122 of the Road Traffic Regulation Act (RTRA) 1984 places a duty on the Council to exercise its functions, so far as practicable having regard to certain specified matters, to secure, as far as reasonably practicable, the 'expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway'. The specified matters are the desirability of securing and maintaining reasonable access to premises, and the effect on the amenities of any locality affected, the national air quality strategy, the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles, and other relevant matters. In considering whether to take forward the proposals listed in this report, regard needs to be had to this duty.
45. Section 6 of the RTRA enables the Council to make permanent traffic management orders.

46. A decision to take forward the proposals listed in this report must also be consistent with the Council's network management duty under section 16 of the Traffic Management Act 2004 ("the 2004 Act"). That is, the duty "to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives (a) securing the expeditious movement of traffic on the authority's road network; and (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority".
47. Procedures for making traffic management orders are set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("the 1996 Regulations").
48. Section 149 of the Equality Act 2010 requires the Council to pay due regard to public sector equality considerations in the exercise of its functions. Such due regard has been had in arriving at the proposals set out in this report.
49. The proposals set out within the report are in accordance with the Council's powers and duties as the Highway Authority, and it would be rational for the Council to adopt these proposals weighing up the benefits and disadvantages.

Workforce Implications

50. None identified.

Property Implications

51. Given that the works and the outcomes of the project relate solely to the public highway and traffic control measures, there are no property implications arising from this report.

Other Implications

Procurement Implications

52. Existing Corporate Contracts are intended to be used to undertake the delivery of the works elements of these projects.
53. Any additional procurement to support the delivery of the proposed schemes, where existing corporate contracts are not a viable option, must be undertaken in accordance with the Councils Contract Procedure Rules (CPR's) and the Public Contracts Regulations (2015), in consultation with Procurement Services.

Options Considered

54. The following alternative options have been considered:

Option	Comment
Converting additional or all of the remaining fixed filters to camera enforced.	The Council has selected the locations of the proposed amendments based on data supplied by the LAS. We have invested in technological mapping solutions so that commercially available navigation solutions are updated effectively and work closely with the LAS to discuss navigational requirements. Making this decision does not rule out the Council's ability to make further changes, should they be required.
Introducing additional categories for exemptions at the same time as converting some filters to camera enforced.	<p data-bbox="799 568 1388 748">Council is reviewing its wider approach to exemptions. This work has not concluded and delaying these improvements would be unreasonably justified.</p> <p data-bbox="799 786 1388 1070">Council previously considered the option of providing access for residents through the camera enforced modal filters (for example via ANPR) prior to making the Bowes Primary Area and Fox Lane Area QNs permanent. The Council's position has not changed for reasons previously outlined.</p>
Removing the filter on Meadway or operating it on a timed basis.	The decision to retain the Meadway filter has been detailed in this report.
Amending the layout of part of the Bowes QN to change the access point(s).	The decision to retain the current layout has been detailed in this report.

Conclusions

55. The Council initiated its Quieter Neighbourhood programme in 2020 with the implementation of trials, followed by these becoming permanent in early 2022 following a period of review and consultation. Based on feedback received and monitoring activities, some improvements have been identified. The Council are proposing to introduce permits for Blue Badge holders living within the QNs to improve access for residents with disabilities. Dial-a-Ride vehicles will also be exempt. Permits have already been introduced to the Bowes QN area. The Council are continuing to review its wider approach to QN exemptions.
56. Four fixed (bollard) filters are proposed to be converted to camera enforced filters to increase permeability for emergency services and other exempted vehicles.
57. In addition, other activities such as minor improvements and some high-level monitoring are proposed. Engagement survey results regarding potential changes to the Meadway filter and access to and from the Bowes QN are presented in this report alongside recommendations for these to not be progressed further.

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Date of report October 2022

Appendices

Appendix 1: Statutory consultation (amendment to the Fox Lane Quieter Neighbourhood area including the provision of permits)

Appendix 2: Engagement results (Meadway)

Appendix 3: Engagement results (Bowes QN access)

Appendix 4: Bowes QN EqIA (trial period)

Appendix 5: Fox Lane QN EqIA (trial period)

Appendix 6: Amendments to existing permanent QNs EqIA

Background Papers

None.

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Appendix 1: Statutory consultation (amendment to the Fox Lane Quieter Neighbourhood area including the provision of permits)

Notice of the intent to make a traffic order was published in the London Gazette and Enfield Independent newspapers on 23 March 2022. The statutory consultation period ended 21 days later on 13 April 2022. Statutory consultees were sent notice of the traffic order.

16 objections opposing the order and 2 representations supporting the order were raised during the consultation period. A further objection was received quoting the TMO reference (TG52/1498) objecting to the opening of Meadway, however is not relevant to the details of the TMO.

In addition to the 16 objections and 2 representations, the Metropolitan Police Service (MPS) requested a minor amendment to the wording of the clause exempting emergency service vehicles, which will be incorporated into the made order.

The grounds for objections are listed below, together with the officer response.

1. General

Ref	Objection based on the grounds that:	LBE response
1.1	The amendments shouldn't be necessary because the whole QN should be removed, or that the improvements aren't sufficient or don't address address concerns previously raised.	The portfolio report PL 22.072 P published in January 2022 sets out the reasons and recommendation to retain the Fox Lane QN. Making these changes does not preclude the Council's abilities to make changes in future.

2. Permits for Blue Badge holders

Ref	Objection based on the grounds that:	LBE response
2.1	The new proposal fails to acknowledge or understand how the Blue Badge scheme works and how it is used by the holder. This is because a Blue Badge is registered to a holder rather than a vehicle and can be used in any vehicle the holder is travelling in.	Details of a specific vehicle need to be registered so that it can be recognised by the camera enforcement system and the exemption applied. Eligible Blue Badge holders therefore must apply for a permit and nominate a vehicle to be exempt from the camera enforced filters. The exemption permit issued is virtual and does not require the Blue Badge to be displayed. Permit holders have some flexibility to change the registered vehicle.
2.2	The provision for permits is not wide enough.	The council is developing its approach to exemptions. Further categories may be added in future.

	<p>Specifically, some references were made to:</p> <ul style="list-style-type: none"> • Disabled people who are cared for by family, friends and professional carers • Disabled people who do not hold a blue badge • Disabled people and/or Blue Badge holders who do not live inside the QN • Family members caring for those with a protected characteristic • SEN transport carrying children to and from Durants Special school <p>One objection went on to say that because of this, residents are not being treated equally and fairly.</p>	<p>There is clear benefit in exempting Blue Badge holders living in the QN and this is being taken forward currently.</p> <p>Provision is being made to exempt Dial-a-Ride vehicles from the camera enforced filters. These services were identified during the Equalities Impact Assessment as a preferred means of transport by some disabled people or those who may find it more difficult to walk or cycle.</p>
2.3	<p>The proposals do not assist Blue Badge holders, elderly people, disabled people and/or critically ill people living on Derwent Road, Lakeside Road, Grovelands Road, Devonshire Road and Old Park Road as they are still not able to exit their roads at their junction with Fox Lane.</p>	<p>Blue Badge holders within the QN will be able to utilise all existing and proposed camera enforced filters, providing additional options for entering and leaving the area.</p>
2.4	<p>The Council has been forced in to making the changes because of discrimination, and no apology has been made.</p>	<p>The Council is introducing the exemptions for Blue Badge holders and Dial-a-Ride vehicles in response to its Equalities Impact Assessment and wider feedback.</p>
2.5	<p>The scheme is limited to one vehicle only per Blue Badge holder, and it should be more (one objection suggested it should be two, another suggested that permits should be provided to all friends, family and carers).</p>	<p>Permit holders will have some flexibility to change the nominated vehicle.</p> <p>The Council is reviewing its wider approach to exemptions for QNs which will continue to be progressed.</p>

3. 'No motor vehicle' restrictions

Ref	Objection based on the grounds that:	LBE response
3.1	<p>Adding more cameras would generate more money / is money gathering</p>	<p>The changes are being proposed to improve permeability for Blue Badge holders and emergency services. Camera enforcement is necessary to enable this.</p>

3.2	<p>The scheme has wasted money as the barriers initially installed will be removed</p>	<p>The benefits of the changes with respect to improved access for Blue Badge holders and the emergency services outweigh the expected cost.</p> <p>Planters installed will either remain in place or can be removed and allocated to another project. Flexible materials were selected to be installed as part of the experimental approach taken to initially implement and monitor the QN.</p>
3.3	<p>Five physical closures are retained (Derwent Road, Lakeside Road, Grovelands Road, Devonshire Road and Old Park Road).</p> <p>Specific comments related to:</p> <ul style="list-style-type: none"> • The proposal fails to address disabled people who live on the roads that will retain physical closures (Old Park Road, Grovelands Road, Derwent Road, Lakeside Road). Some objections also mentioned Devonshire Road. • Emergency service access remains impeded by these locations, which disproportionately impact protected groups. • LAS requested “that hard closures be avoided where possible in favour of camera enforced or soft closures to ensure unimpeded emergency access and egress is maintained”. • No reason is given for retaining some of the hard closures. It’s likely that converting all filters to camera enforced would only result in a potentially small increase in motor traffic. • Reasons for selecting the three locations (Fox Lane, The Mall, and Oakfield Road) are not clear; they provide similar routes to each other 	<p>Blue Badge holders within the QN will be able to utilise all existing and proposed camera enforced filters, providing additional options for entering and leaving the area.</p> <p>The Council has invested in technological solutions so that mapping updates are made to commercially available navigation solutions such as Google, TomTom and Bing. This enables the emergency services to update their own navigational systems as they deem necessary. The Council remains committed to working with emergency services through regular dialogue and continues to work with the LAS to gain greater insights into the causes of any delays. The Council will continue to respond to any further measures that are identified, beyond the work already done, to ensure that LAS navigational systems have access to the latest data.</p>

	and / or all run off Cannon Hill, compared to the five locations off Aldermans Hill which are proposed to remain as hard closures.	
3.4	Not enough information was provided for residents to assess if replacing more bollards with cameras will permit manageable access to the family and friends of those with mobility problems or other needs.	Details of the proposed locations and those eligible for permits, including a map, was provided with the traffic order documentation.

4. Themes not relevant to the details of the proposed amendments

Ref	Comment	LBE response
4.1	<p>Many grounds for objections were related to not supporting the Fox Lane QN as a scheme.</p> <p>Themes raised included:</p> <ul style="list-style-type: none"> • Large vehicles/HGVs being forced to reverse the full length of the filtered roads and out onto boundary roads and associated safety concerns • Crime, and fear of crime, has increased since the implementation of the Fox Lane QN scheme, in particular by women and girls • Enfield reported that there had been no improvement in air quality / being ineffective on climate change • Negative impact on bus journey times • Congestion on the boundary roads leading to Southgate Circus have seen a disproportionate increase in displaced vehicular traffic • Signage is unclear and leads to unfair fines • Impact on emergency services, support vehicles, refuse collection and delivery services • Displacement of traffic to other roads 	<p>These are not relevant to the making of the traffic order this decision refers to. The Council has previously responded to grounds for objections to the making of the Fox Lane QN main traffic orders permanent in its January 2022 report. A link to this report is here: PL 22.072 P - Annex 4 Responses to Objections (002) - 26 JAN 22.</p>

	<ul style="list-style-type: none"> • Longer, slower and more polluting car journeys • Impact of traffic on boundary roads, and air quality concerns • The QN benefits the wealthier residents inside the QN area at the expense of those outside the QN area • Impact on traffic during roadworks, and limited alternative routes being available • Empty, unsafe cycle lanes introduced at considerable cost • Community division • Favouring small groups of people • Distrust in local politics • Alienation from a cause that most would support given decent engagement and debate. • Rejection of certain views • Not responding thoughtfully to concerns raised • The project doesn't have majority support • Money-gathering scheme • Impact on carers, disabled people, businesses, tradespeople, delivery services • Impact on mental health 	
4.2	Some objections referred to the concept of potential changes to the Meadway filter.	Changes to the Meadway filter, other than introducing permits and exemptions for Dial-a-Ride vehicles are not proposed as part of this traffic order.

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Fox Lane and Surrounding Streets Quieter Neighbourhood Meadway Filter Survey

Summary Report August 2022

Prepared by the London Borough of Enfield



Introduction

The Fox Lane and Surrounding Streets Quieter Neighbourhood (Fox Lane QN) was made permanent by Enfield Council in March 2022 following a trial that commenced in October 2020. A map of the area can be found on the slide 4.

As part of the trial, a statutory consultation on the Experimental Traffic Order was delivered from 12 October 2020 to 11 January 2021 where objections and representations were made to the traffic order. In response to the feedback received during this process, the Council committed to exploring a number of improvements to the project as detailed in the decision report. One of the options to explore was whether the scheme would work better for residents if the current restriction on Meadway was removed entirely, or operated on a timed basis.

A survey was delivered online with paper copies available upon request which asked residents to respond to the following question: *'What is your preference?' (Select one)*

- *I would prefer for the Meadway restrictions on motor vehicles to remain in place*
- *I would prefer to see the Meadway restrictions on motor vehicles removed entirely*
- *I would prefer to see the Meadway restrictions on motor vehicles to operate on a timed basis*

Introduction

The survey was hosted on the Fox Lane QN project page on the Let's Talk Enfield website (<https://letstalk.enfield.gov.uk/FoxLaneQN>), and residents were also invited to comment by email or letter. The engagement period ran from 18 March to 22 May 2022.

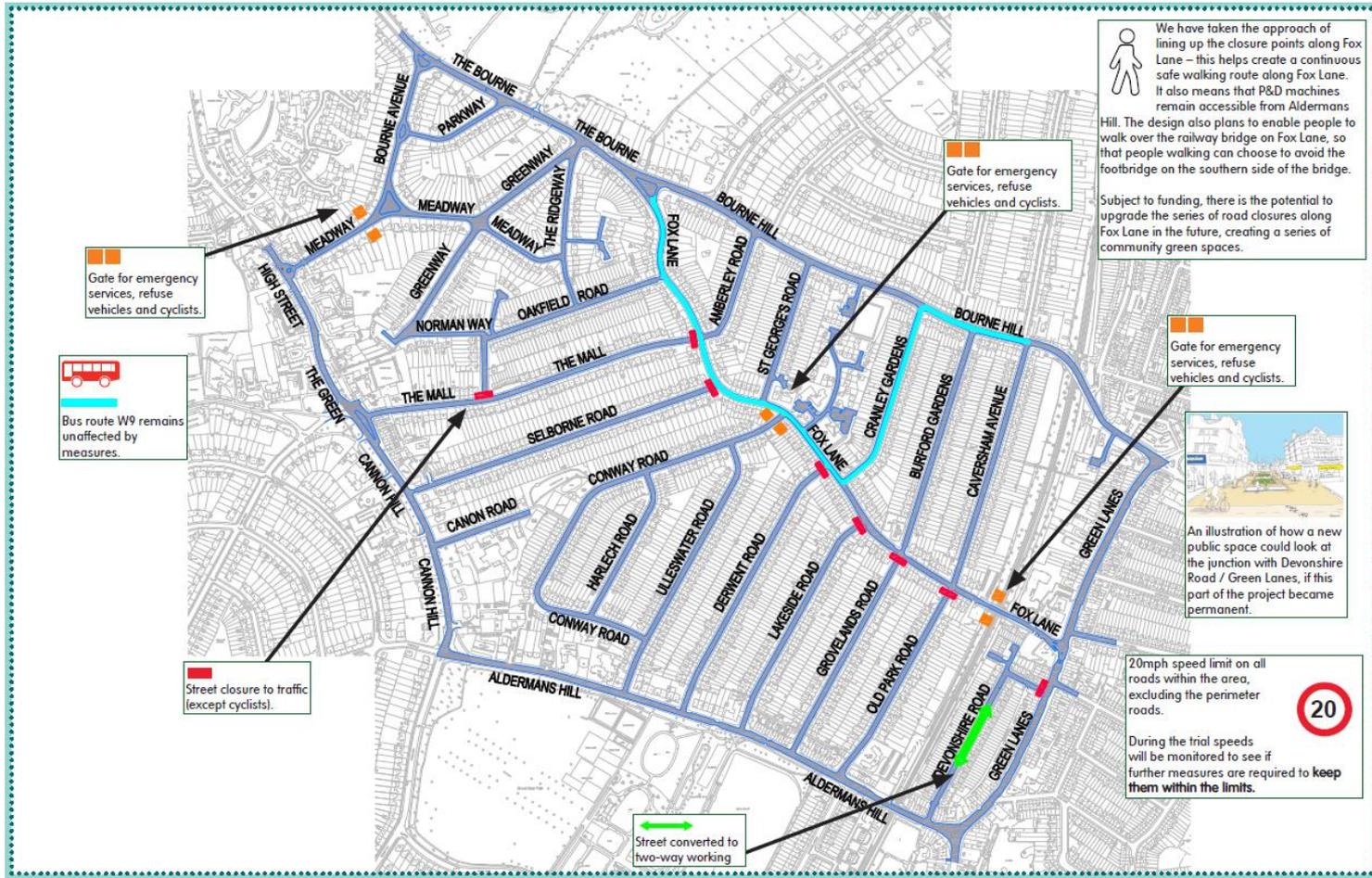
A total of 746 survey responses were received online, 38 survey responses received by post, and 32 emails received. Of the survey responses received 72% stated that they would prefer to see the Meadway restrictions on motor vehicles removed entirely, 23% stated they would prefer they remain in place, and 5% stated that they would prefer that the restrictions operate on a timed basis. A free text box for comments was not provided within the survey online, however there were a number of themes raised by those who emailed or who wrote comments on returned paper copies of the survey. Most of the comments were outside of the scope of this engagement process however are noted in this report for completeness. During the time that the survey was open, the Council also received a petition signed by 163 residents of Wynchgate and Park View requesting the Meadway filter is removed permanently.

Enfield Council will be considering all responses received as part of this engagement process on the restriction on Meadway within the Fox Lane QN. Updates will be posted on the project page at <https://letstalk.enfield.gov.uk/FoxLaneQN>.

This report details the approach to and findings of the engagement on the Meadway restrictions.

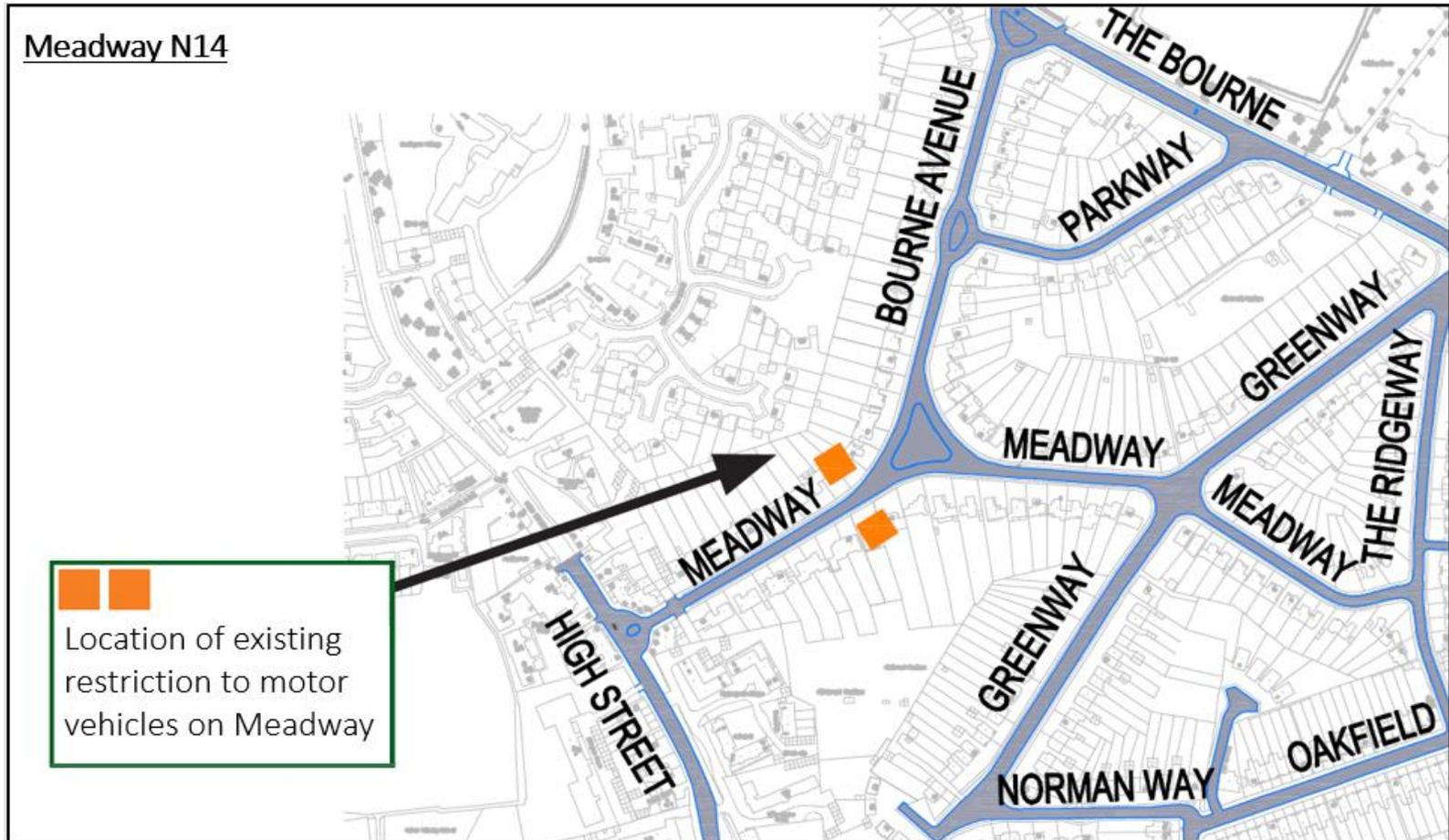
Introduction

A map of the Fox Lane QN is shown below.



Introduction

The existing restriction for motor vehicles on Meadway is shown below.



Engagement approach

Residents were invited to share their views on the Meadway restrictions on motor vehicles from 18 March to 22 May 2022. Approximately 14,000 letters were delivered to residents who live in and near to the Fox Lane QN on 18 March 2022 which detailed the purpose of the survey and invited residents to share their views in one of the following ways:

- Completing the survey online at <https://letstalk.enfield.gov.uk/FoxLaneQN>
- Requesting a paper copy of the survey by emailing healthystreets@enfield.gov.uk, or calling the Council
- Writing to: ATTN Healthy Streets team, Enfield Council, Silver Street, London EN1 3XA.

Information on how to obtain information and materials was also included in the letter written in Greek, Polish, Turkish and Gujarati.

Participants

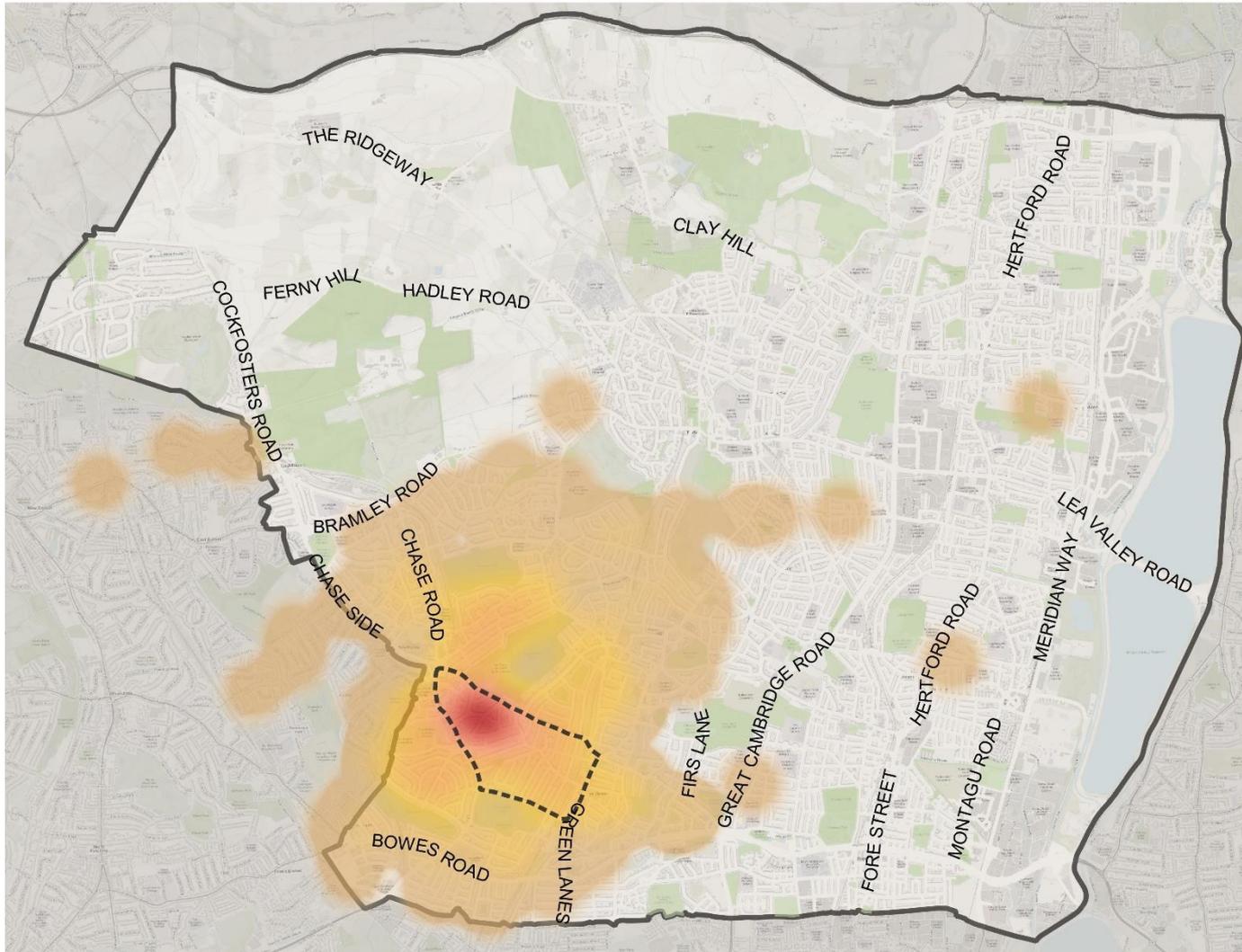
During the engagement period, 746 responses were collected through the survey hosted on the Let's Talk Enfield project page, 38 paper copies of the survey were received and 32 email responses were received. No posted letters were received. The Council also received a petition during the engagement period signed by 163 residents of Wynchgate and Park View.

Demographic and equalities data was collected through the online survey and paper survey and is reported on in the following slides. Questions were not mandatory, and as a result not every participant completed these questions with many choosing to complete a selection of the questions only. No demographic data was collected for those who emailed the Council and is not available for the petition signatories.

Of all survey respondents, 98% responded to the survey on behalf of themselves. N14 was the most common postcode of participants (455), followed by N13 (157), and N21 (132). A map of responses by location (postcode) of respondents is shown on the following slide.

Participants

Below shows a heat map of survey responses by location (postcode).



Survey Responses

Low

High



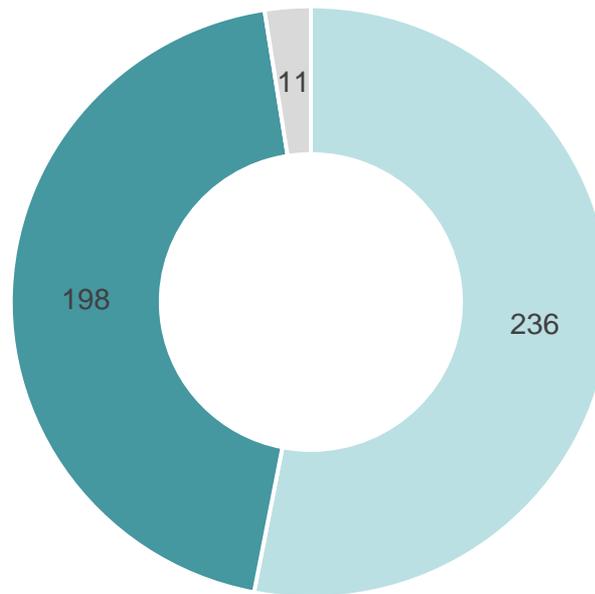
 Fox Lane QN Boundary

 Borough Boundary

Participants

Of respondents who provided their gender (445), 236 were female, 198 were male, and 11 stated 'Prefer not to say' as shown in the graph below.

Gender of survey respondents (n=445)

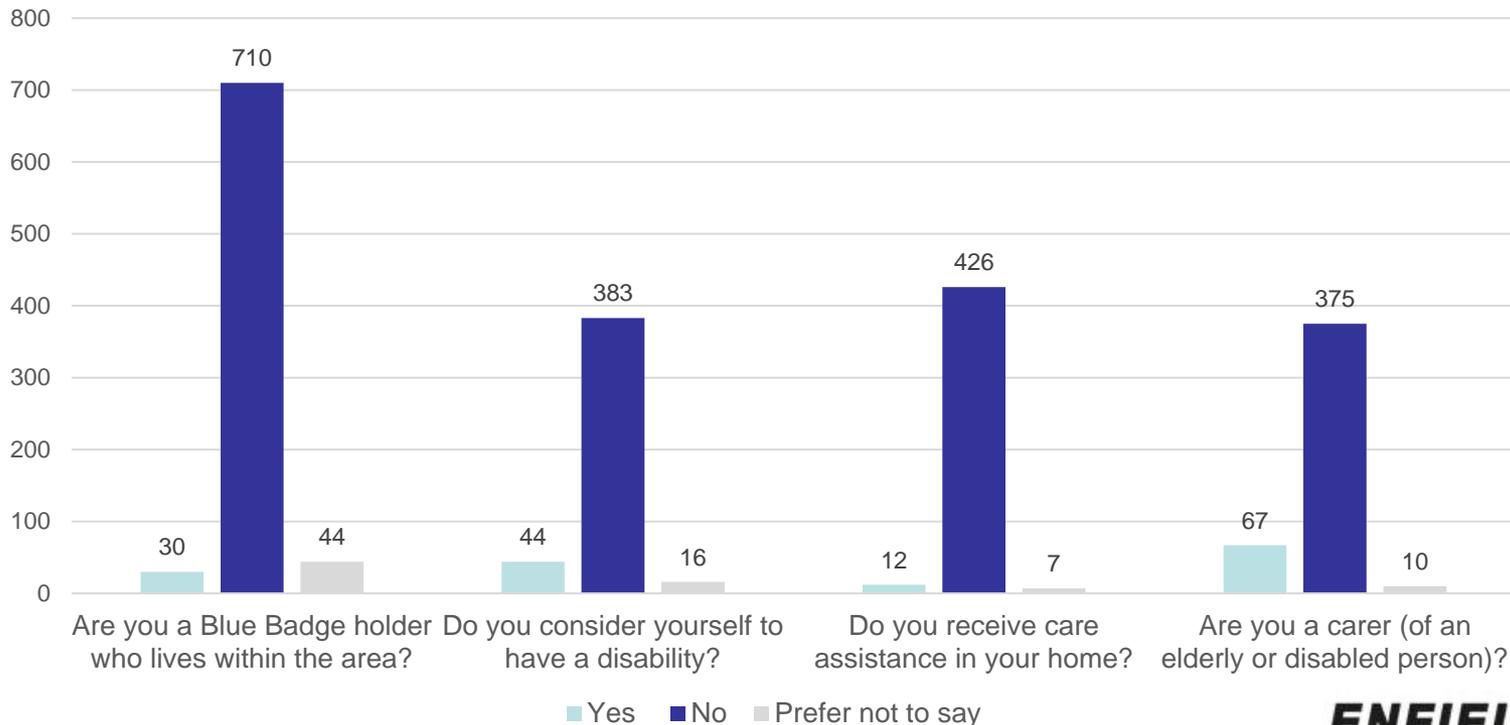


■ Female ■ Male ■ Prefer not to say

Participants

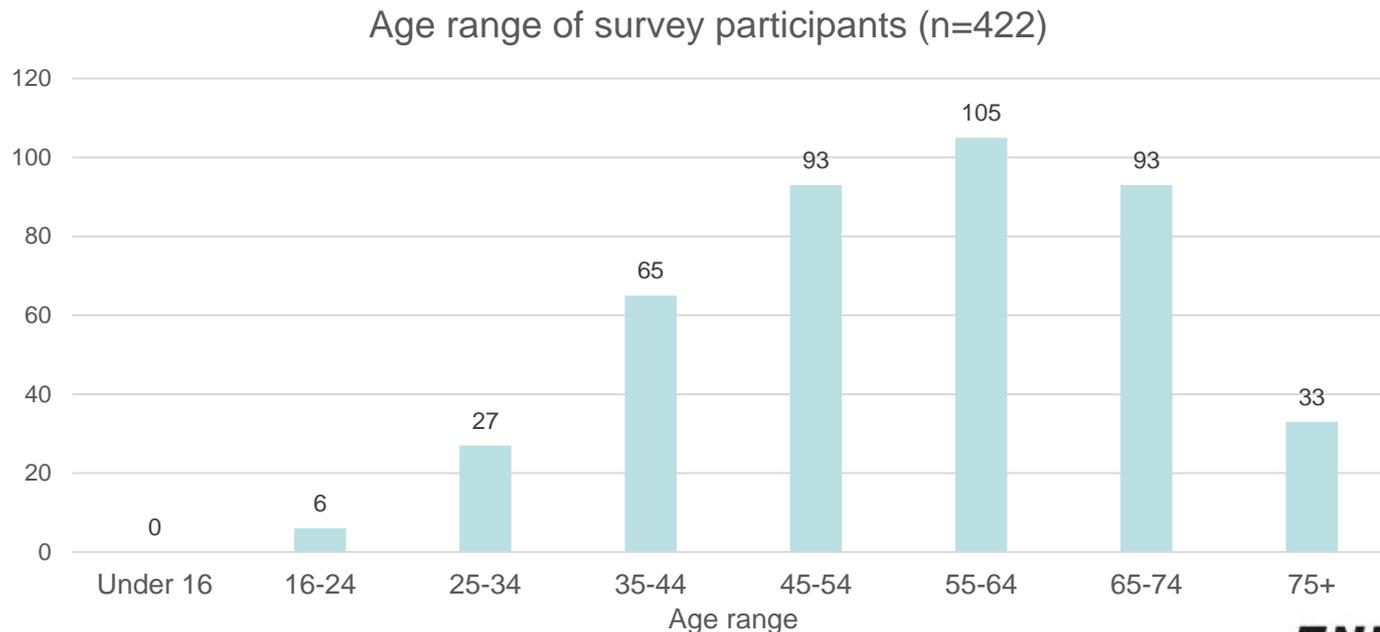
Thirty respondents stated that they are a Blue Badge holder, and 44 respondents stated that they consider themselves to have a disability. Twelve respondents stated that they receive care in their home, and 67 stated that they provide care for someone such as an elderly or disabled person, as shown in the graph below.

Survey respondents who have a disability (n=443), are a Blue Badge holder (n=784), receive care (n=445) or provide care (n=452)



Participants

In order to determine age brackets of participants, year of birth was asked in the survey and where no response was provided, year of birth from the sign-up form was used. The age bracket was determined by the age respondents will turn in 2022. Of those who provided their year of birth (422), respondents aged 55-64 years were the most represented with 105 respondents, followed by respondents aged 45-54 and 65-74 with 93 each. Age brackets of survey respondents who provided their year of birth are shown in the graph below. One person stated a number that was not a year of birth and this response has not been included in the analysis.



Engagement findings - survey

Of the 784 survey responses received, 566 (73%) stated that they would prefer to see the Meadway restrictions on motor vehicles removed entirely, 177 (23%) stated they would prefer they remain in place, and 41 (5%) stated that they would prefer that the restrictions operate on a timed basis.

Of the 41 respondents who stated they would prefer to see the restrictions operate on a timed basis, almost half (20) stated they would prefer they operate during peak hours only (vehicle access would be restricted during the morning and evening weekday peak times).

The results are shown in the graphs on the following slides.

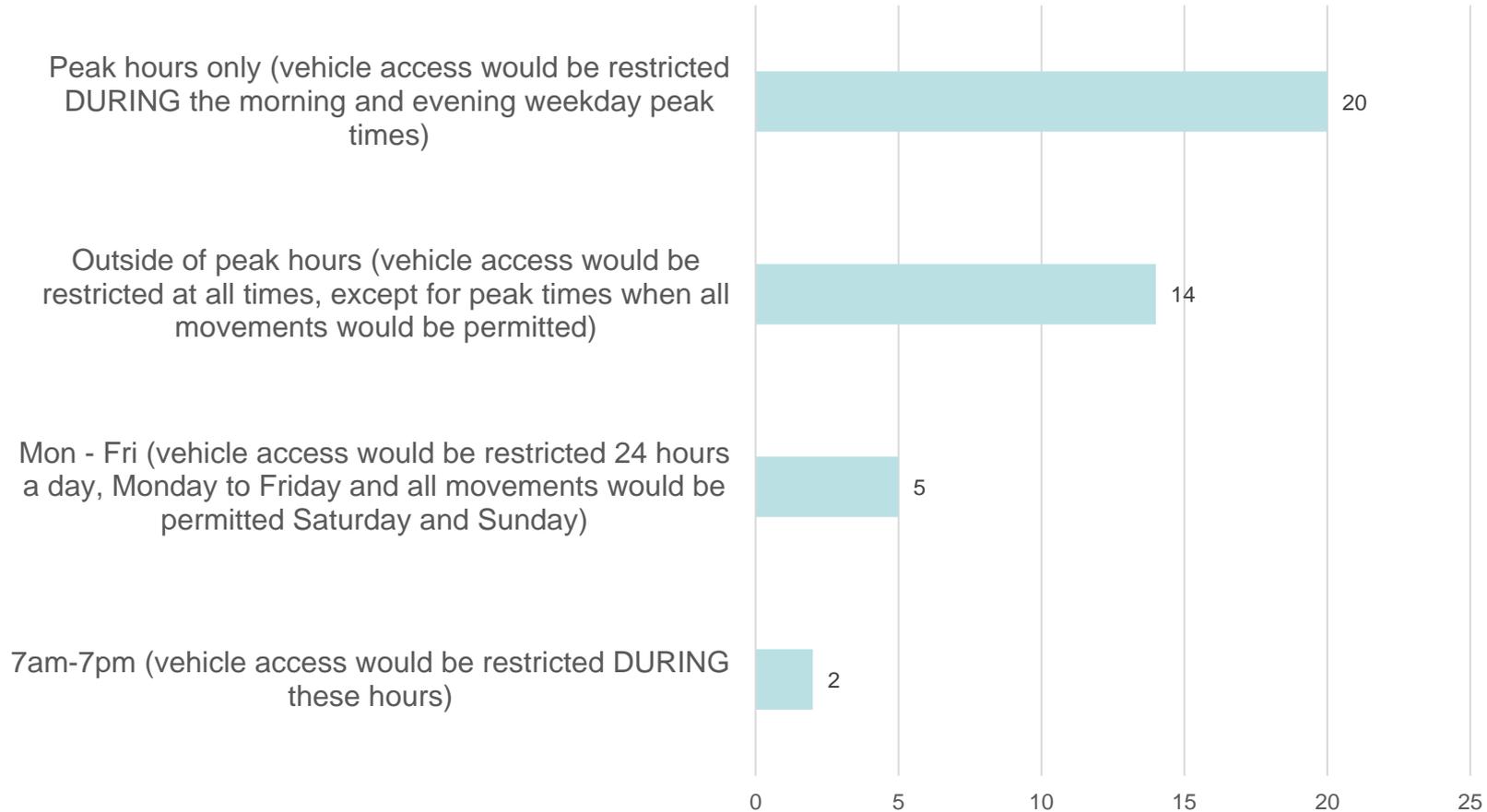
Engagement findings - survey

Survey respondents' preferences for the Meadway restrictions on motor vehicles (n=784)



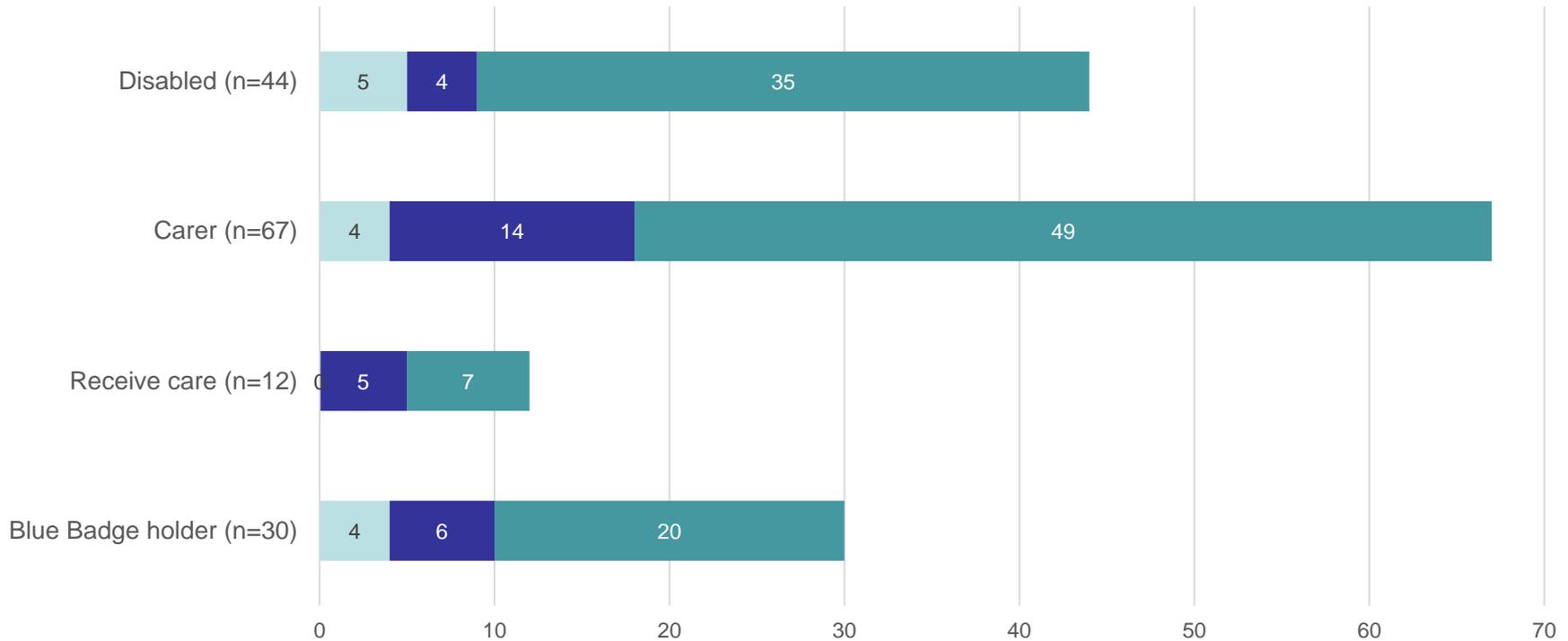
Engagement findings - survey

Survey respondents' preference of timed basis options (n=41)



Engagement findings - survey

Survey respondents (Blue Badge holder, Carer, Receive care and disabled) preferences for Meadway restrictions on motor vehicles



- I would prefer to see the Meadway restrictions on motor vehicles to operate on a timed basis:
- I would prefer for the Meadway restrictions on motor vehicles to remain in place
- I would prefer to see the Meadway restrictions on motor vehicles removed entirely

Engagement findings – emails

Twenty-eight emails from 27 people were received by the Council with comments regarding the Meadway modal filter. Of these, 17 people said they would prefer that the Meadway remains closed to motor traffic as per the current arrangements, five stated they would prefer it to open to motor traffic, three did not specify and two said they would not have selected an option proposed in the survey, but would rather the Quieter Neighbourhood be removed entirely.

The most prominent theme from the emails received was regarding the impact on Meadway should it be opened to motor traffic whilst other roads remain closed, mentioned by 12 respondents, namely an increase in traffic volumes and congestion (specifically mentioned by 11 people). Six people noted that their concern was due to Meadway being part of a conservation area. Eight people also mentioned their concern for the impact on surrounding roads if Meadway were to be opened.

Other concerns detailed in regards to the possibility of Meadway opening included that it would:

- be contradictory to the aims of the Quieter Neighbourhood (6)
- cause Meadway to be used as a shortcut route (4)
- reduce air quality or cause excess pollution (4)
- cause HGVs to travel through the road (2)
- cause vehicles to speed along the road (2)
- negatively affect the local community (1)
- cause more people to change back to driving over walking and cycling (1).

Engagement findings – emails

One person said that they would like Meadway to be opened to motor traffic to decrease journey times and so it can be used as a shortcut route.

There were a number of comments made that are outside of the scope of this engagement process. These included concerns over the survey or approach to engagement (two), that the restriction uses locked bollards which negatively impact emergency services (1), and that not all emergency or healthcare workers are not eligible for exemptions (1).

There were some comments made regarding the Quieter Neighbourhood project as a whole, also outside of the scope of this engagement process. These included concerns that the Quieter Neighbourhood :

- has not achieved its objectives (3)
- negatively impacts emergency services (2)
- has increased air pollution (2)
- has increased congestion (2)
- has displaced traffic (1)
- consultation was inadequate or unfair (1).

Engagement findings – petition

The signatories to the petition supported opening the Meadway and stated “the re-opening of this road will mitigate some of the damaging impact the LTN has had on Wynchgate and Park View residents. We have experienced a fall in road safety with several accidents, a substantial increase in noise & air pollution, and a reduction in mobility due to congestion due to our adjoining roads and at the high street roundabout.”

Conclusion and next steps

In conclusion, 566 (72%) of respondents to the survey stated that they would prefer to see the Meadway restrictions on motor vehicles removed entirely, 177 (23%) stated they would prefer they remain in place, and 41 (5%) stated that they would prefer that the restrictions operate on a timed basis. Enfield Council will consider the feedback received when determining any future changes to the Fox Lane QN.

This engagement report will be considered as part of a Key Decision (KD5512) report. The Key Decision report will present a recommendation and will be published on the Enfield Council website.

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Bowes Primary and Surrounding Streets Quieter Neighbourhood Motor Vehicle Access Survey

Summary Report August 2022
Prepared by the London Borough of Enfield



Introduction

The Bowes Primary and Surrounding Streets Quieter Neighbourhood (Bowes Primary QN) was made permanent by Enfield Council in January 2022 following a trial that commenced in August 2020. A map of the area can be found on the slide 4.

As part of the trial, a statutory consultation on the Experimental Traffic Order was delivered from 28 September 2020 to 2 May 2021 where objections and representations were made to the traffic order. A further opportunity to comment was offered from 1 to 21 November 2021. Following the feedback received, the Council wanted to explore a number of improvements to the project as detailed in the decision report. One of the options to explore was how people would prefer to access the area by motor vehicle; if from the north or from the south. Currently, as introduced as part of the Quieter Neighbourhood, access to the Bowes Primary QN is from the north via the A406 North Circular Road.

A survey was delivered online with paper copies available upon request which asked residents their preference of accessing the area from the north or south, or if they do not have a preference either way. The survey was hosted on the Bowes Primary QN project page on the Let's Talk Enfield website (<https://letstalk.enfield.gov.uk/BowesQN>), and residents were also invited to comment by email or letter. The engagement period ran from 18 March to 22 May 2022.

Introduction

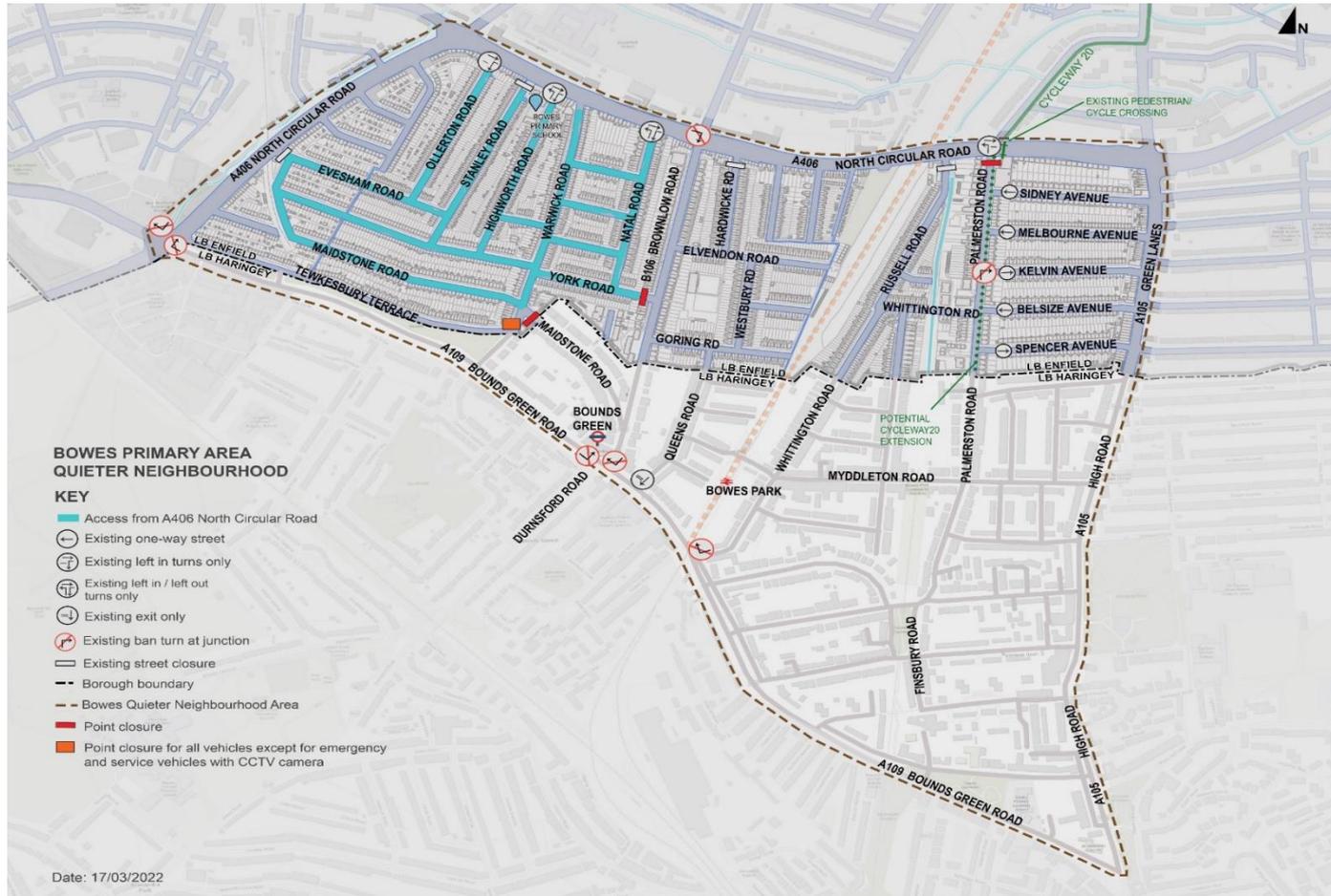
A total of 289 survey responses were received online, 51 survey responses received by post, and 10 emails received. An additional three paper surveys were received however did not answer the survey question and as such have not been included in this analysis. Of the survey responses received 31% stated that they would prefer to see motor vehicle access to the Bowes Primary QN from the north, 62% stated they would prefer access from the south, 7% stated that they do not have a preference either way. A free text box for comments was not provided within the survey online, however there were a number of themes raised by those who emailed or who wrote comments on returned paper copies of the survey. Some of the comments were outside of the scope of this engagement process however are noted in this report for completeness.

Enfield Council will be considering all responses received as part of this engagement process on the Bowes Primary QN. Updates will be posted on the project page at <https://letstalk.enfield.gov.uk/BowesQN>.

This report details the approach to and findings of the engagement on motor vehicle access to the Bowes Primary QN.

Introduction

The map below shows the Bowes Primary and Surrounding Streets Quieter Neighbourhood.



Engagement approach

Residents were invited to share their views on motor vehicle access to the Bowes Primary QN from 18 March to 22 May 2022. Approximately 16,000 letters were delivered in March 2022 to residents who live in and near to the Bowes Primary QN which detailed the purpose of the survey and invited residents to share their views in one of the following ways:

- Completing the survey online at <https://letstalk.enfield.gov.uk/bowesQN>
- Requesting a paper copy of the survey by emailing healthystreets@enfield.gov.uk, or calling the Council
- Writing to: ATTN Healthy Streets team, Enfield Council, Silver Street, London EN1 3XA.

Information on how to obtain information and materials was also included in the letter written in Greek, Polish, Turkish and Gujarati.

Participants

During the engagement period, 289 responses were collected through the survey hosted on the Let's Talk Enfield project page, 51 paper copies of the survey were received and 10 email responses were received. No posted letters were received.

Demographic and equalities data was collected through the online survey and paper survey and is reported on in the following slides. Questions were not mandatory, and as a result not every participant completed these questions with many choosing to complete a selection of the questions only. No demographic data was collected for those who emailed the Council.

All respondents to the survey provided their postcode, of which N11 was the most common (296). Twenty-two people said they lived in N13, 20 in N22 and one person in N14. A map of survey responses received by location (postcode) is shown on the following slide.

Participants

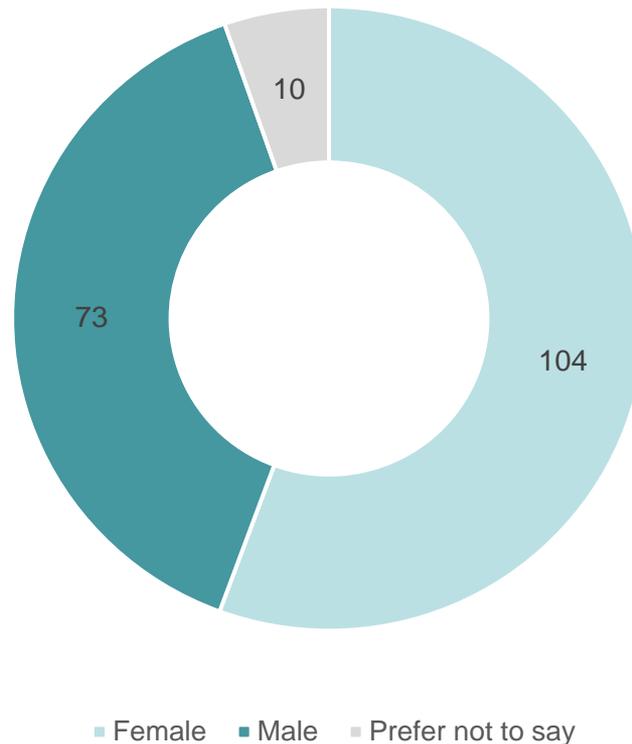
Below shows a heat map of survey responses by location (postcode).



Participants

Of respondents who provided their gender (187), 104 were female, 73 were male, and 10 stated 'Prefer not to say', as shown in the graph below.

Gender of survey respondents (n=187)



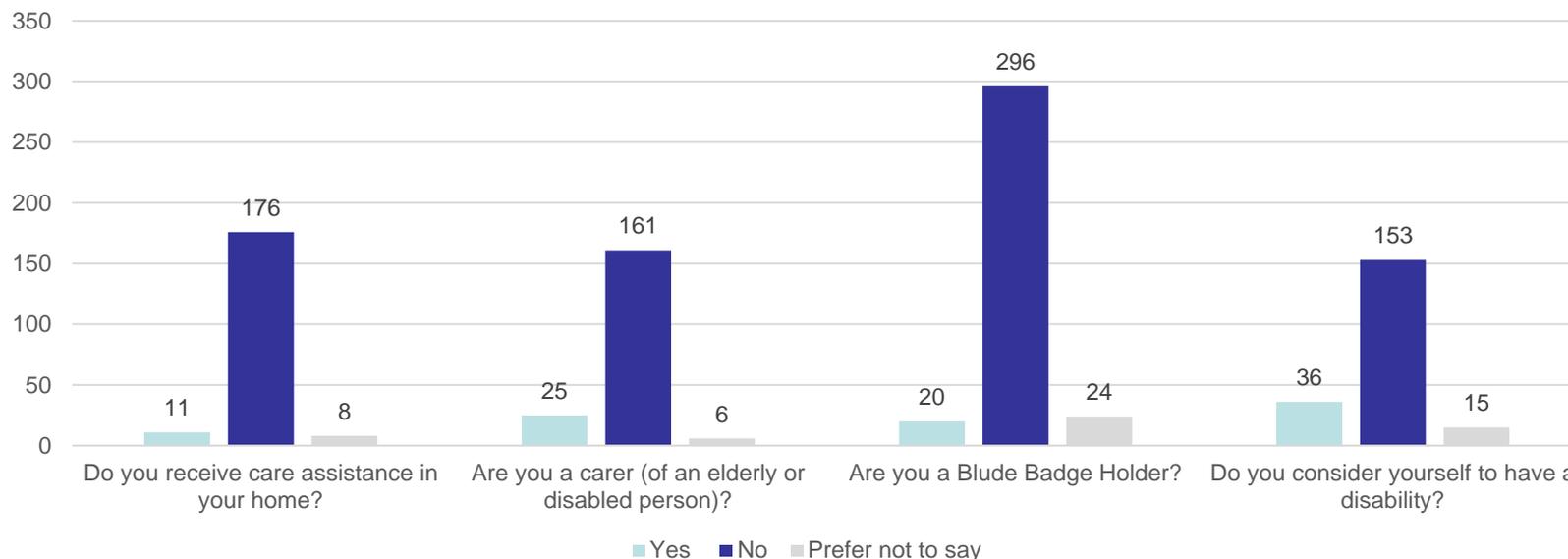
Participants

Of respondents who provided their gender (187), 104 were female, 73 were male, and 10 stated 'Prefer not to say'.

Twenty respondents stated that they are a Blue Badge holder, and 36 stated that they consider themselves to have a disability, as shown in the graph below.

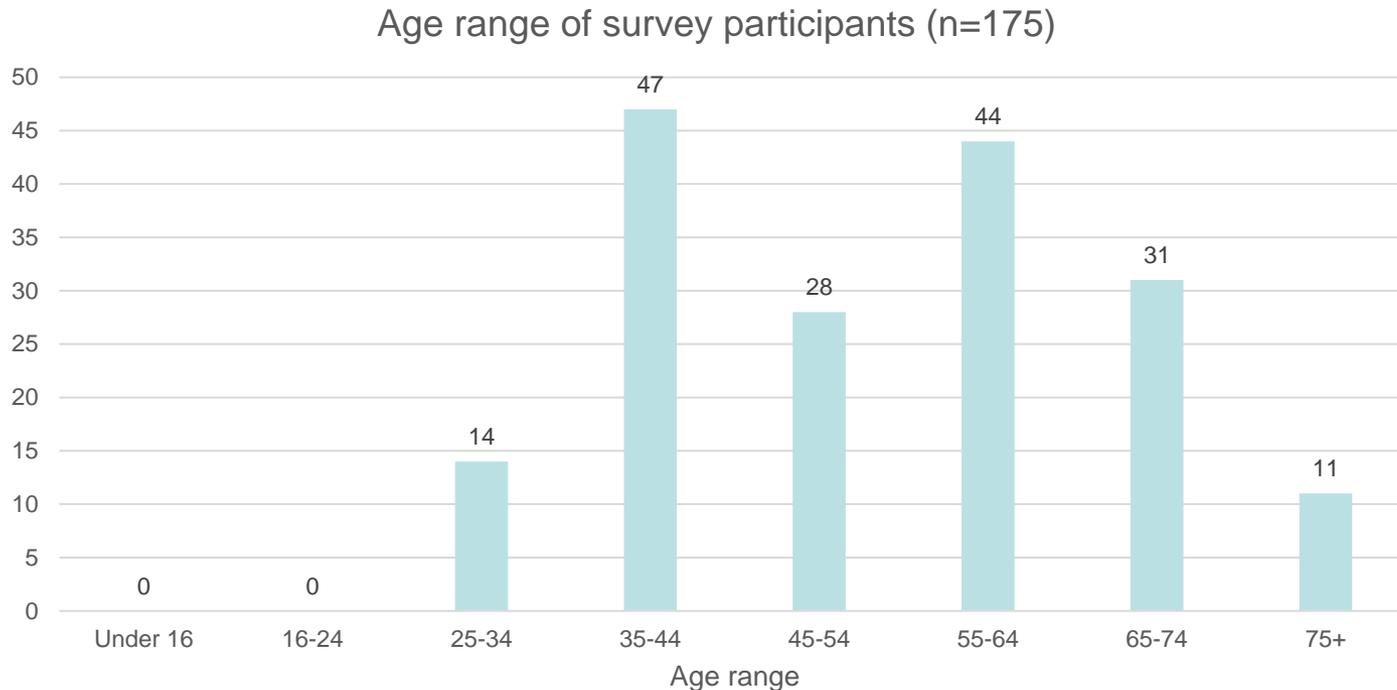
Eleven respondents stated that they receive care in their home, and 25 stated they provide care for someone such as an elderly or disabled person, as shown in the graph below.

Survey respondents who have a disability (n=204), are a Blue Badge holder (n=340), receive care (n=195), and who provide care (n=192)



Participants

In order to determine age brackets of participants, year of birth was asked in the survey and where no response was provided, year of birth from the sign-up form was used. The age bracket was determined by the age respondents will turn in 2022. Of those who provided their year of birth (175), respondents aged 35-44 years and 55-64 years were the most represented with 47 and 44 survey respondents in each of these age groups respectively. Age brackets of survey respondents who provided their year of birth are shown in the graph below.



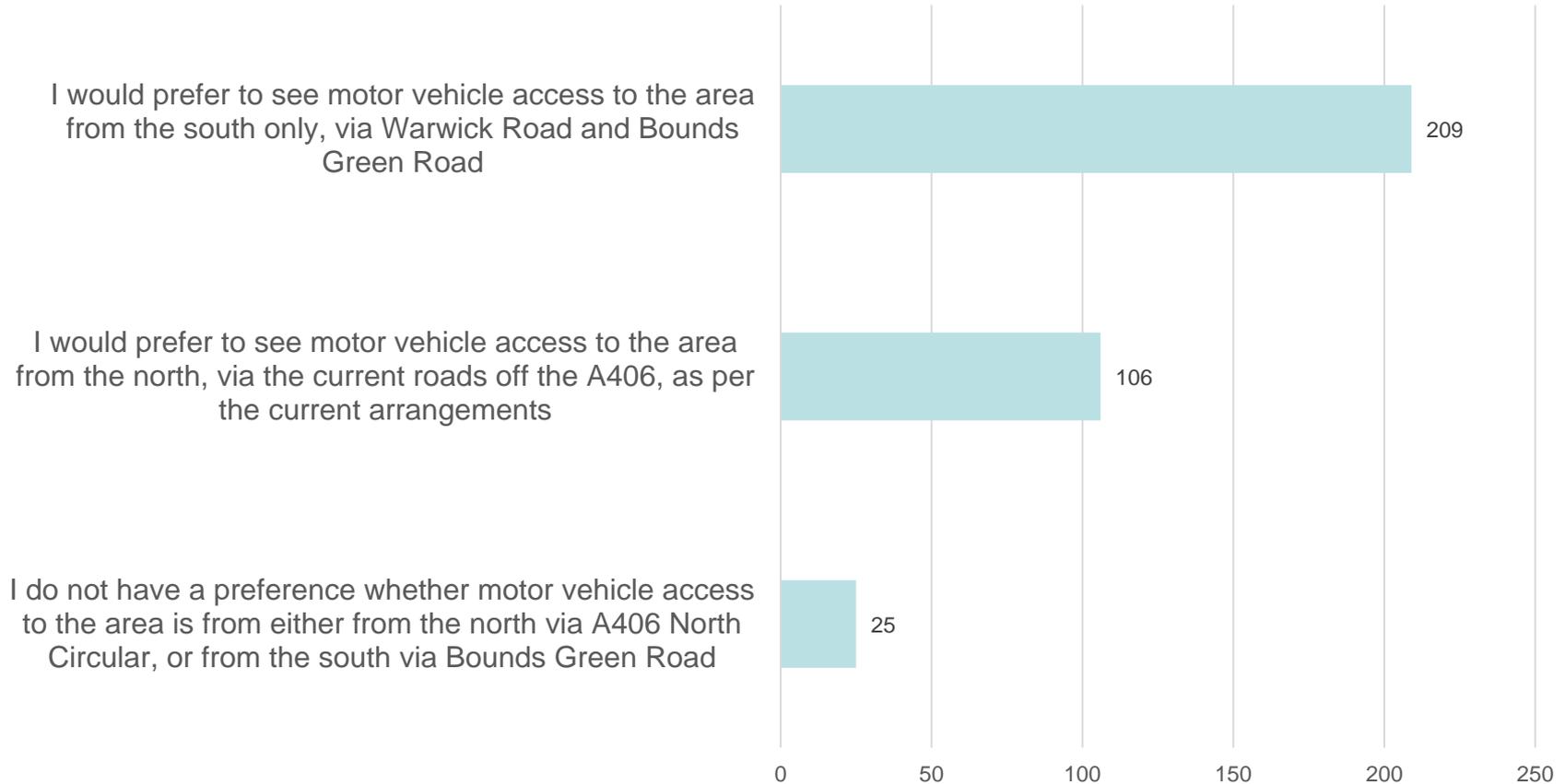
Engagement findings - survey

Of the 340 survey responses received, 209 respondents (62%) stated that they would prefer to see motor vehicle access to the Bowes Primary QN from the south, whereas 106 (31%) stated that they would rather see access from the north. Twenty-five respondents (7%) said they do not have a preference.

The graphs on the following slide shows the response from all survey respondents and respondents who stated they are a Blue Badge holder, carer, receive care at home and have a disability.

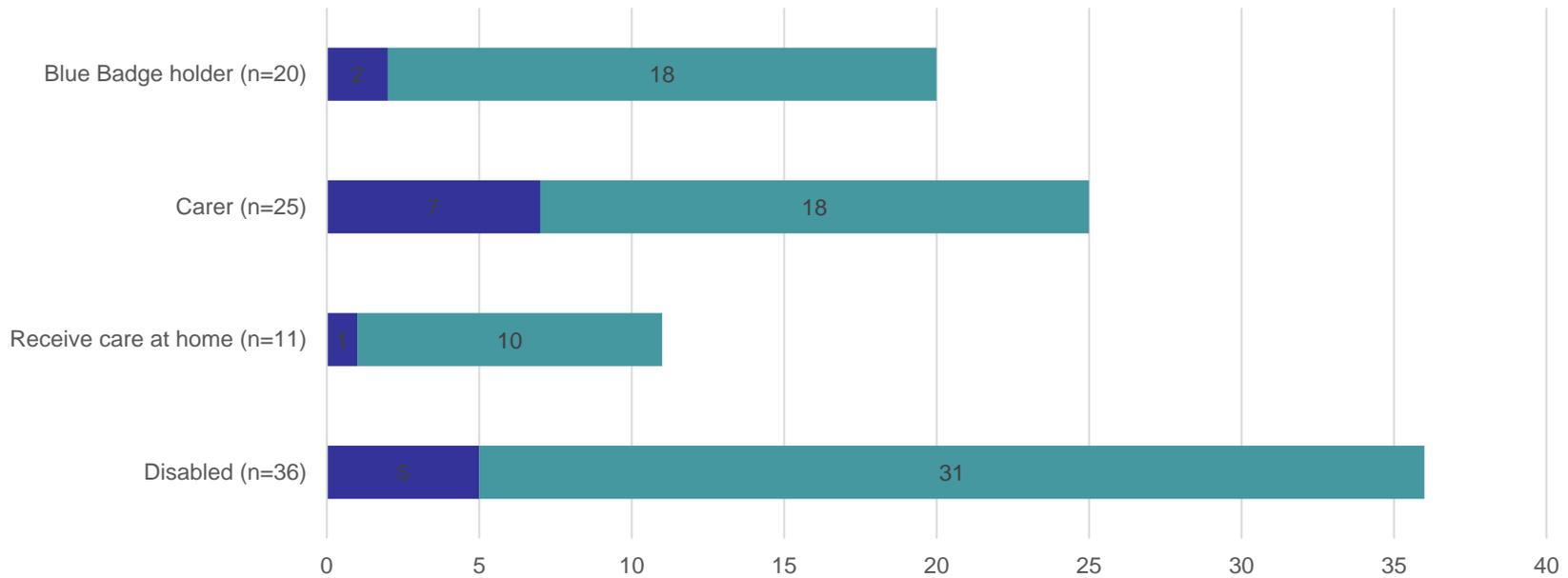
Engagement findings - survey

Survey respondents' preferences for access to the Bowes QN (n=340)



Engagement findings - survey

Survey respondents' (Blue Badge holder, carer, receive care and disabled) preferences for access to the Bowes QN



- I do not have a preference whether motor vehicle access to the area is from either from the north via A406 North Circular, or from the south via Bounds Green Road
- I would prefer to see motor vehicle access to the area from the north, via the current roads off the A406, as per the current arrangements
- I would prefer to see motor vehicle access to the area from the south only, via Warwick Road and Bounds Green Road

Engagement findings - emails

Ten emails were received related to the survey on access to the Bowes Primary QN, including one from the Warwick Road Action Group. Four people who emailed stated that they would prefer access remains to the north of the Bowes Primary QN, and shared concerns about the possibilities of congestion, tailbacks, increased journey times and dangerous driving such as people making U-turns if access were changed to the south. Concerns about the impact on the community were also shared, with one stating that the introduction of the Quieter Neighbourhood was a significant change for local residents who have now had time to adjust and for whom it could disrupt should there be a change in access points.

There were also a number of suggestions made by those who emailed. One person suggested adding a one-way access point from York Road onto Brownlow Road. Another suggested providing camera-controlled access for residents, similar to the exemptions for eligible Blue Badge holders. There was also a suggestion for public spaces improvements to the junction of Warwick Road and Maidstone Road if there were a change in access to the south.

Three people who emailed stated that they would prefer access to and from both the north and south, with two of these people saying they would like the Quieter Neighbourhood removed in its entirety. One stated that they do not have a preference in terms of access from the north or south.

Five people provided feedback on the survey, some of whom did not feel it offered an opportunity to provide more feedback or an option that they would prefer such as access from both the north and south.

Conclusion and next steps

In conclusion, 209 (62%) out of 339 respondents stated that they would prefer to see access to the Bowes Primary and Surrounding Streets Quieter Neighbourhood from the south, via Warwick Road and Bounds Green Road, 106 (31%) said they would prefer access to the area is from the north via the A406 North Circular Road, and 25 (7%) said they do not have a preference. Currently access is to the north of the area.

This engagement report will be considered as part of a Key Decision (KD5512) report. The Key Decision report will present a recommendation and will be published on the Enfield Council website.

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Enfield Equality Impact Assessment (EqIA)

Introduction

The purpose of an Equality Impact Assessment (EqIA) is to help Enfield Council make sure it does not discriminate against service users, residents and staff, and that we promote equality where possible. Completing the assessment is a way to make sure everyone involved in a decision or activity thinks carefully about the likely impact of their work and that we take appropriate action in response to this analysis.

The EqIA provides a way to systematically assess and record the likely equality impact of an activity, policy, strategy, budget change or any other decision.

The assessment helps to focus on the impact on people who share one of the different nine protected characteristics as defined by the Equality Act 2010 as well as on people who are disadvantaged due to socio-economic factors. The assessment involves anticipating the consequences of the activity or decision on different groups of people and making sure that:

- unlawful discrimination is eliminated
- opportunities for advancing equal opportunities are maximised
- opportunities for fostering good relations are maximised.

The EqIA is carried out by completing this form. To complete it you will need to:

- use local or national research which relates to how the activity/ policy/ strategy/ budget change or decision being made may impact on different people in different ways based on their protected characteristic or socio-economic status;
- where possible, analyse any equality data we have on the people in Enfield who will be affected e.g. equality data on service users and/or equality data on the Enfield population;
- refer to the engagement and/ or consultation you have carried out with stakeholders, including the community and/or voluntary and community sector groups and consider what this engagement showed us about the likely impact of the activity/ policy/ strategy/ budget change or decision on different groups.

The results of the EqIA should be used to inform the proposal/ recommended decision and changes should be made to the proposal/ recommended decision as a result of the assessment where required. Any ongoing/ future mitigating actions required should be set out in the action plan at the end of the assessment.

The completed EqIA should be included as an appendix to relevant EMT/ Delegated Authority/ Cabinet/ Council reports regarding the service activity/ policy/ strategy/ budget change/ decision. Decision-makers should be confident that a robust EqIA has taken place, that any necessary mitigating action has been taken and that there are robust arrangements in place to ensure any necessary ongoing actions are delivered.

SECTION 1 – Equality Analysis Details

Title of service activity / policy/ strategy/ budget change/ decision that you are assessing	Bowes Primary & Surrounding Streets Quieter Neighbourhood Area
Lead officer(s) name(s) and contact details	Richard Eason
Team/ Department	Place – Healthy Streets
Executive Director	Sarah Cary
Cabinet Member	Leader of the Council Cllr Caliskan
Date of EqIA Commencement	1st July 2020
Last Updated	7th December 2021

SECTION 2 – Summary of Proposal

Please give a brief summary of the proposed service change / policy/ strategy/ budget change/project plan/ key decision

Please summarise briefly:

What is the proposed decision or change?

What are the reasons for the decision or change?

What outcomes are you hoping to achieve from this change?

Who will be impacted by the project or change - staff, service users, or the wider community?

The consultation survey for this project ran from 28 September 2020 to 2 May 2021. Consultation analysis was ongoing during this period and a report (referred to as 'Consultation Analysis' in this EqIA) provides a detailed analysis and summaries of the responses. In recognition of comments from disabled people and carers during the consultation period, an additional consultation exercise was launched in March

2021 which specifically targeted disabled people, carers, those receiving care, and Blue Badge holders that live within the Bowes Primary area.

Residents in the Bowes Primary & Surrounding Streets Quieter Neighbourhood Area have raised concerns with Enfield Council over traffic issues in the area for many years. In 2018, MP Bambos Charalambous presented a petition to Parliament on behalf of the Bowes ward, calling for a live trial of a low traffic neighbourhood. This petition was signed by 377 local residents. In response to this petition, in 2019 the Council engaged residents in the Bowes Primary & Surrounding Streets Quieter Neighbourhood Area through a Perception Survey to better understand the issues that they were experiencing.

In total 263 residents participated and provided these top responses:

- Concerns about streets being used as rat-runs.
- Concerns about speed and volume of traffic; and
- Concerns about pollution.

78% of participants thought vehicle speeds are a serious problem and 87% of participants said the volume of traffic is a serious problem¹. The full findings from the survey can be found at <https://letstalk.enfield.gov.uk/BowesQN>

Enfield Council has implemented various restriction points with the intention to:

- 1) deny a route to motorised through-traffic along Warwick Road and connecting estate roads
- 2) deny a route to motorised through-traffic along the northern section of Palmerston Road and connecting estate roads.

The Council extended into the Enfield part of Brownlow Road, and the estate to the east, the 20mph speed limit to complement the same speed limits in the adjacent areas to the south of A406 to the south and west. This offers better consistency to drivers and should reduce the sense of traffic domination on Brownlow Road. A second phase is planned to remove through-traffic, except buses, on Brownlow Road by way of a further restriction point on Brownlow Road and potentially a point closure on Westbury Road which will be subject to where the bus gate on Brownlow Road will be located.

Warwick Road, Palmerston Road and their connecting estate roads are unclassified roads. They are typically narrow and have close-fronting homes. Through traffic is better accommodated on the perimeter roads that border the area, namely: A406 North Circular Road, A105 Green Lanes, and A109 Bounds Green Road. Removing through traffic within these neighbourhoods has established more attractive conditions for walking and cycling within the neighbourhood, with modal filters for cycling at the closure points further boosting the convenience of cycling over car use for local trips. Access for buses is also planned to be maintained on Brownlow Road which further priorities use of public transport of private car.

¹ <https://letstalk.enfield.gov.uk/2794/widgets/9476/documents/4491>

Lowering the level of traffic on Palmerston Road aims to make it better suited for on-road cycling, helping complete a cycle route into Haringey that already links to Palmers Green and Enfield Town to the north. Reducing the overall volume of traffic to levels that better match the character of these narrow, densely populated streets also aims to improve air quality within the zone.

These proposals followed ongoing engagement with London Fire Brigade, London Ambulance Service and Metropolitan Police as well as Enfield Waste Collection services. Camera controls, rather than a physical barrier, are included on Warwick Road to avoid hindering emergency access and waste collection services in and out of the estate to/from the south and reducing response times. In this regard the proposals represent an improvement over the existing width restriction. Where closure points and islands are placed, the removal of some adjacent kerbside parking/loading space will be required so that parking does not foul access around narrowed sections of road or occupy space needed to be left clear for drivers to turn vehicles around. The proposals, including the localised parking controls, are supported by experimental traffic orders so that the Council can assess their impact further, consider representations and make amendments if necessary.

A conscious decision has been made to trial the proposals experimentally. Experimental traffic orders allow for schemes to be implemented and a consultation to take place whilst they are live. This allows a true consultation to take place in respect of the actual impact. During the experiment, changes can be made to the measures in place and the law requires further consultation following changes before any scheme can be converted to a permanent scheme.

The effects of the implementation are being monitored throughout the experimental phase. The authority does not currently have data for people passing through the scheme area and any protected characteristics they may have; so the ward profile for the Bowes Ward has been used as the basis for demographic data.

SECTION 3 – Equality Analysis

This section asks you to consider the potential differential impact of the proposed decision or change on different protected characteristics, and what mitigating actions should be taken to avoid or counteract any negative impact.

According to the Equality Act 2010, protected characteristics are aspects of a person's identity that make them who they are. The law defines 9 protected characteristics:

1. Age
2. Disability
3. Gender reassignment.
4. Marriage and civil partnership.
5. Pregnancy and maternity.
6. Race
7. Religion or belief.
8. Sex
9. Sexual orientation.

At Enfield Council, we also consider socio-economic status as an additional characteristic.

“Differential impact” means that people of a particular protected characteristic (e.g. people of a particular age, people with a disability, people of a particular gender, or people from a particular race and religion) will be significantly more affected by the change than other groups. Please consider both potential positive and negative impacts, and, where possible, provide evidence to explain why this group might be particularly affected. If there is no differential impact for that group, briefly explain why this is not applicable.

Please consider how the proposed change will affect staff, service users or members of the wider community who share one of the following protected characteristics.

Information has been gathered regarding groups with protected characteristics in Enfield as a whole, and for Bowes specifically (referred to as the ‘Study area’). London Travel Demand Survey (LTDS) and Census 2011 data have been the two primary data sources, though other data sources have been used, and are referenced throughout. For each protected characteristic, data has been collected and analysed, with comparisons made at borough, regional and national level where relevant.

The project team consider that there would be no disproportionate impact on Gender Reassignment, Sexual Orientation or Marriage and Civil Partnerships as protected groups, therefore they have been excluded from the assessment. This is based on the evidence from consultation responses which show no clear trends or patterns

indicating an issue in these protected characteristic groups. The project team will reassess this if deemed necessary.

Age

This can refer to people of a specific age e.g. 18-year olds, or age range e.g. 0 – 18-year olds.

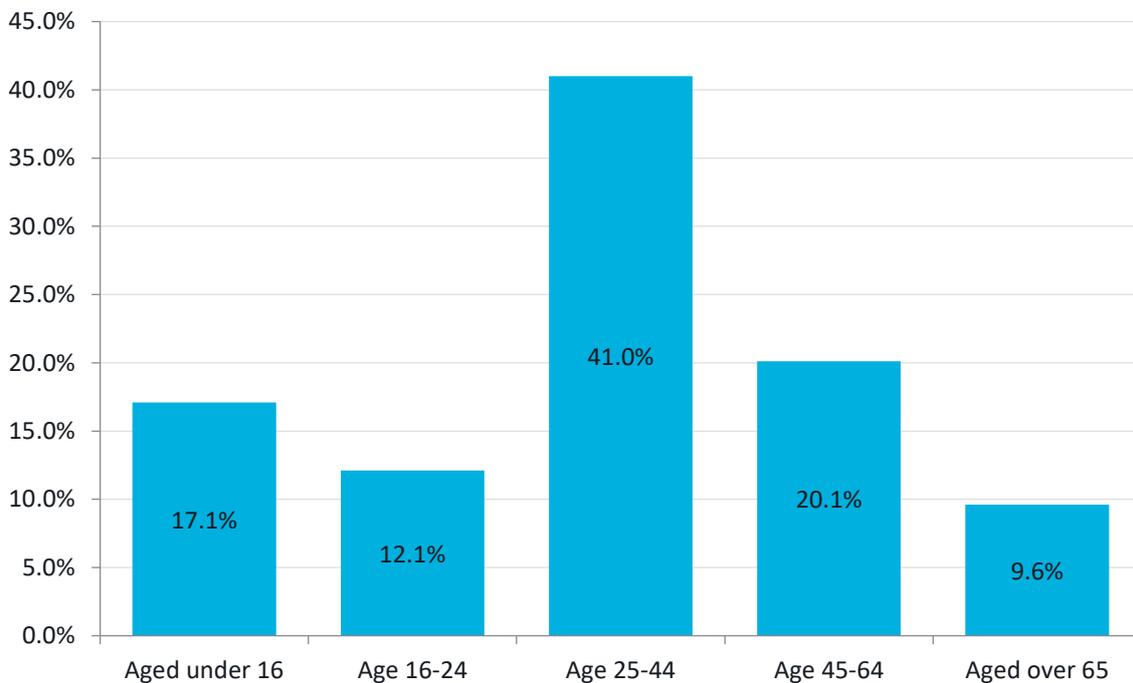
Will the proposed change to service/policy/budget have a **differential impact [positive or negative]** on people of a specific age or age group (e.g. older or younger people)?

Please provide evidence to explain why this group may be particularly affected.

Evidence base

As demonstrated within Figure 1, the majority of residents within Bowes are aged 25-44, making up 41% of all residents. There is an almost even split of those aged older and younger than that age bracket, with 29.2% aged under 24, and 29.7% aged over 45.

Figure 1: Age distribution within study area

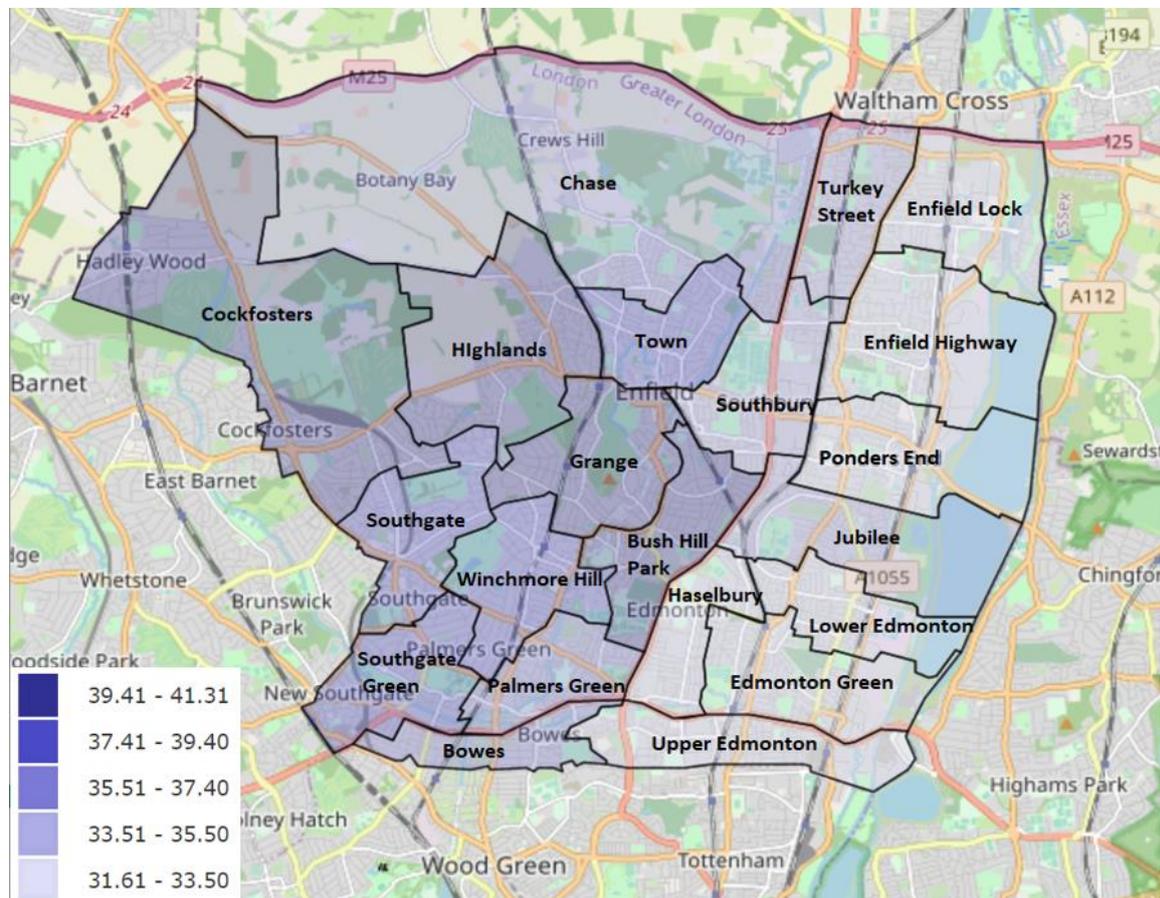


Source: UK Census 2011

Figure 2 presents the spatial distribution of the mean age across Enfield’s wards. A clear trend can be observed whereby the northern and eastern wards have some of the lowest mean ages in Enfield and the southern and western wards some of the

highest. Bowes, located in the southwest of Enfield, has one of the oldest mean ages in the borough.

Figure 2: Mean age by ward in Enfield



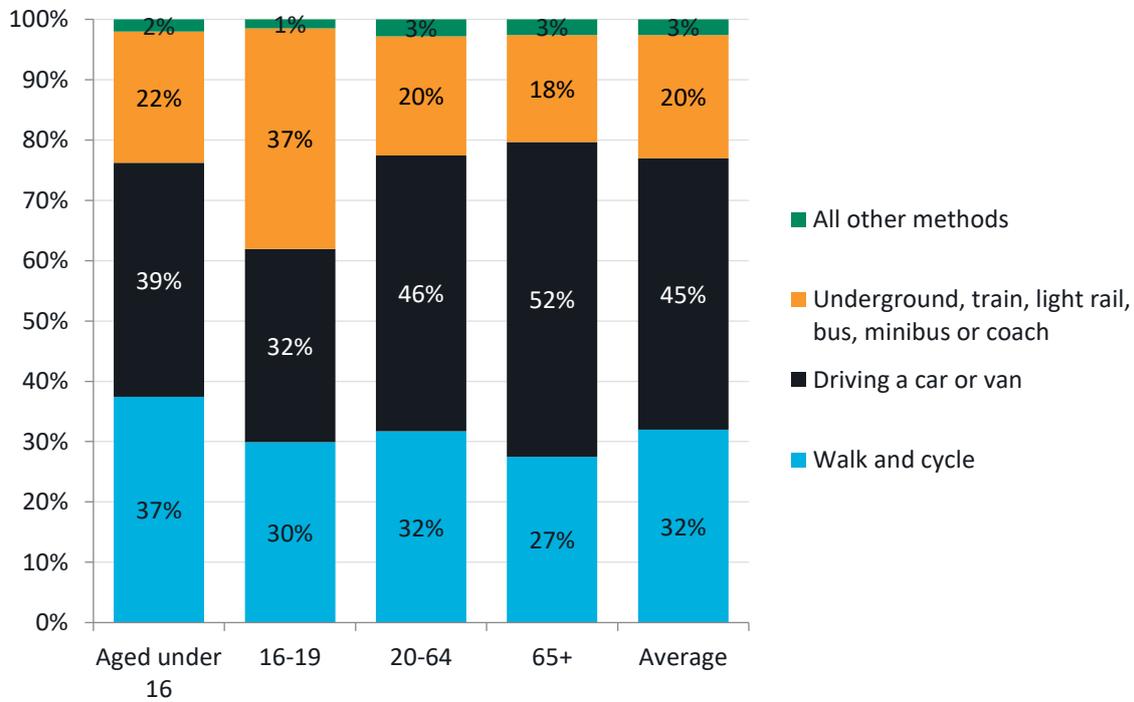
Source: UK Census 2011

Figure 3 presents LTDS data on how people travel around Enfield within each age category.

In general, younger people in Enfield walk and cycle more, and drive less than their elderly counterparts. Young people are less likely to be impacted as a driver and this is reflected in lower levels of response in the engagement surveys. The highest percentages of walking and cycling can be seen in those aged under 16, with 37% of all trips made on foot or by bike. Those aged 65 and over have the lowest levels of walking and cycling, with 27% of all trips, but the highest percentage of trips driven (or as a passenger in a car or van) at 52%. Public transport use is disproportionately higher in 16 to 19-year-old group, making up 37% of all journeys. This is 15% higher than the nearest age group (those aged under 16). Furthermore, as per the latest data from 2016, the average age to start driving in the UK was 26, and this is expected to have reduced further over the previous five years².

² <https://www.insurancefactory.co.uk/news/August-2016/Average-age-to-start-driving-increases-to-26>

Figure 3: Mode share by Age in Enfield



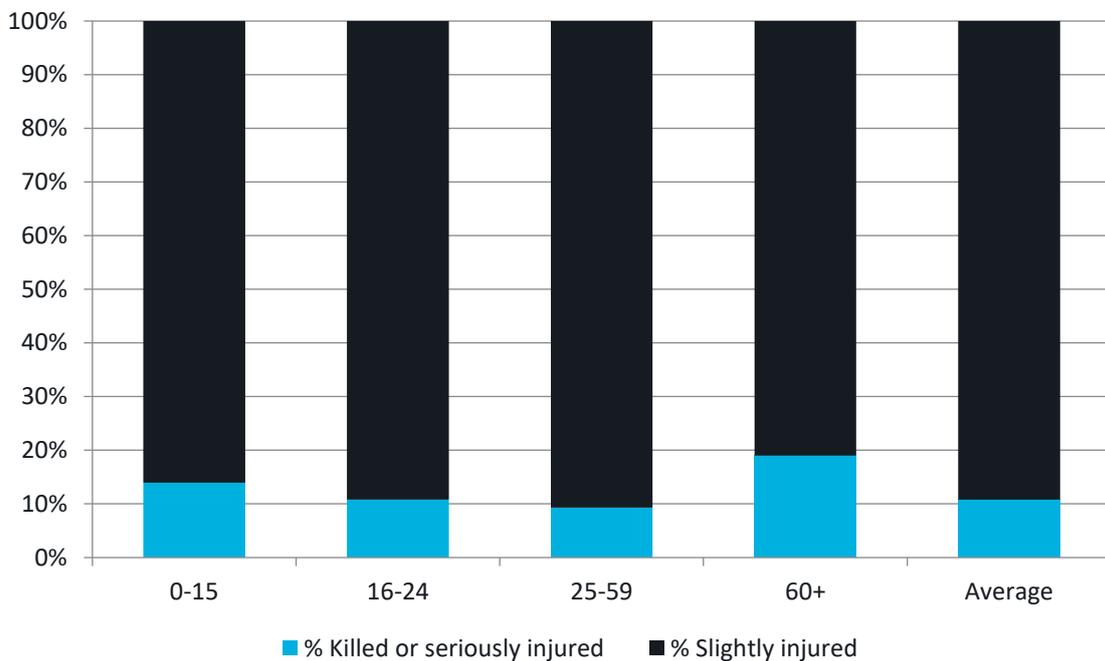
Source: LTDS (2016/17, 2017/18 and 2018/19)

The proportion of Killed or Seriously Injured (KSIs) and Slightly Injured casualties per age category is shown in Figure 4 below. KSIs are higher than average for those age 60 and over (19%) and those aged Under 16 (14%). As such, this indicates that these age groups are disproportionately more likely to suffer more severe consequences if they are a casualty in a collision. Lower speeds and volumes of traffic reduce the chance of children being killed or seriously injured.

Across the UK, 10-14 age group road accidents make up over 50% of all external causes of death. 15-19 years olds experience almost double the risk of death from road traffic accidents (82.5 deaths per million population) in comparison to the general population (42.2 deaths per million population). For males in this age group the risk is higher still at 127.3 deaths per million population³.

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http://www.racfoundation.org/assets/rac_foundation/content/downloadables/road%20accident%20casualty%20comparisons%20-%20box%20-%2020110511.pdf

Figure 4: Percentage killed or seriously injured by Age in Enfield


Source: DfT Road traffic statistics (2019)

Differential impact assessment

People of young and old age are more vulnerable to poor air quality⁴, and Bowes has one of the oldest mean ages in Enfield. The delivery of this Quieter Neighbourhood aims to enable mode shift, ultimately reducing emissions from private vehicle use and increasing active modes of travel, benefit these age groups disproportionately through improved air quality.

Younger people in Enfield are less likely to drive than older people in the borough, are more likely to walk and cycle. Improvements to volumes of traffic in Bowes will benefit those who already cycle, and therefore may disproportionately benefit younger people. However, the improvements are also likely to benefit those who do not currently cycle by providing safer and more attractive conditions to do so. This may allow for a selection of residents which is more evenly dispersed across the age groups to partake in active travel modes – and reaping the health benefits associated with a more active lifestyle. Therefore, while the changes may initially benefit younger people, over time there may be longer term benefits across the age groups that rectifies this initial imbalance.

The proportions of respondents in the survey in each age group reporting either perceived positive or negative impacts of the QN were generally very similar across the bandings (with around 50% of respondents reporting perceived negative impacts), except for the 80 years and over age group, which consisted of 7 negative responses (78%). However, this outlier must be treated with caution, given this group's very low sample size of nine. The lower age groups (20 up to 49 years of

age) showed higher proportions of responses from respondents that reported perceived positive impacts from the QN.

Variations between age groups were small for both respondents inside and outside the QN, although perceptions were slightly more positive for those inside the QN across all the age groups. The relative proportions of positive and negative perceptions for each age group were broadly similar across those inside and outside the QN.

Reductions in motor vehicle traffic are expected to create safer streets with an improved experience for pedestrians – such as reduced noise and air pollution and reduced fear of being involved in a collision. These improvements to the walking environment are likely to disproportionately benefit those who are aged 16 and under who currently make 37% of journeys by walking (or to a lesser degree, cycling). Furthermore, those aged 16-19 who make 37% of trips by public transport are also likely to disproportionately benefit, as every public transport journey starts or ends on foot or cycle. The scheme should also reduce northbound bus journey times due to the reduction of through traffic in the area which will benefit younger age groups who make most of their trips via public transport or walking/cycling.

On the contrary, this scheme may cause increased congestion in the short to medium term on arterial roads as traffic is reassigned from minor roads within Bowes. As such, these impacts may disproportionately impact younger age groups. This could be mitigated with Bowes Primary school by further developing active travel measures to take advantage of the safer QN environment.

Older people are more likely to suffer from slight mobility impairments due to aging, which do not fall under the disability PCG. This can include slower movement and reaction time, and some may use mobility aids for walking. A reduction in motor vehicle traffic is likely to be particularly beneficial for those who require extra time to cross the street due to physical or visual impairments. The NHS however state that the over 65 age group are the most sedentary age group and should continue to engage in moderate exercise at 150mins a week to prevent mental and physical decline.

The Quieter Neighbourhood measures will significantly reduce the volumes of traffic through the area, reducing the threat caused by motor traffic, particularly from larger vehicles such as vans or HGVs who can no longer pass through the area. While these improvements are likely to benefit all ages groups, as those aged under 16 and over 60 are disproportionately killed or seriously injured by motor traffic, they are likely to benefit the most from the changes.

While these measures are likely to create safer, healthier streets for residents of Enfield, they may lead to longer journey times for people who rely on private cars, taxis or Dial-a-Ride. The scheme may also lead to short- or medium-term delays to motor traffic on arterial roads as traffic is reassigned from minor roads in Bowes.

⁴ https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf

Private cars, taxis or Dial-a-Ride are particularly popular for people aged 65 and over. Travelling can also be uncomfortable for some people, particularly for the elderly, therefore extended journey times could exacerbate this issue.

It is noted that some people may be more likely to use a private car as travel patterns and preferences change due to the pandemic. This may lead to increased journey times for those who rely on private cars, taxis or Dial-a-Ride.

The Consultation Analysis report highlighted an under-representation of younger people responding to the consultation, and an over-representation of older people. In the 2011 Census, those aged 16-29 and 30-39 made up 25% and 21% of all age groups, however in the survey, only 4% of respondents said they were aged 16-29, and 16% aged 30-39. In older people, the opposite trend can be seen. In the Census 2011, 14% of people stated they were aged between 40-49, 10% between 50-59, and 6% between 60-69, however the survey received 29%, 22% and 20% of responses from those age groups, respectively.

The Consultation Analysis report also highlighted some of the opposition to the scheme related to the impacts of the scheme on mobility and alternatives to private car use. 44 responses (out of 447 open question responses to the corresponding question) referred to public transport or active travel not being a suitable alternative due to disability or age (of these, 13 were disabled, and 16 were aged over 60).

Mitigating actions to be taken

Continue to work with Bowes Primary School to develop safer active journeys to school.

Disability

A person has a disability if they have a physical or mental impairment which has a substantial and long-term adverse effect on the person's ability to carry out normal day-day activities.

This could include:

Physical impairment, hearing impairment, visual impairment, learning difficulties, long-standing illness or health condition, mental illness, substance abuse or other impairments.

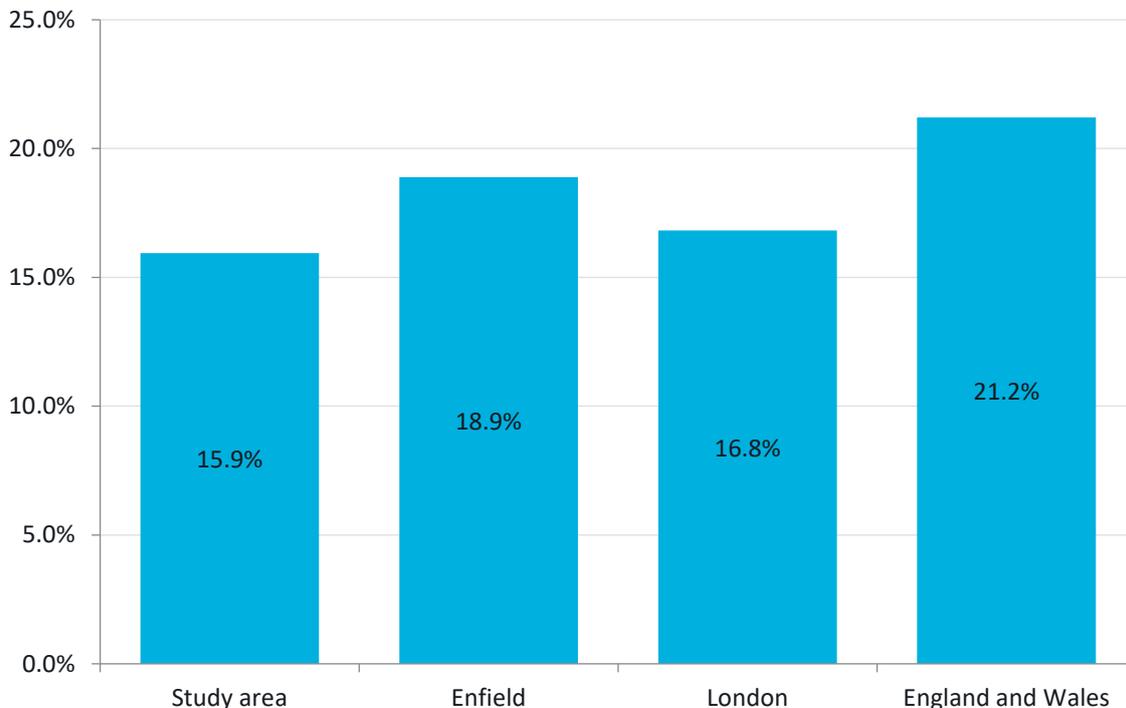
Will the proposed change to service/policy/budget have a **differential impact [positive or negative]** on people with disabilities?

Please provide evidence to explain why this group may be particularly affected.

Evidence base

In Enfield, Census 2011 data shows that 81.1% of residents feel that they have no limitations on their activities. This is slightly higher than both England and Wales (79.8%) but lower than in Greater London (83.2%). 18.9% of the population of Enfield stated that they were limited by a long-term health problem or disability. In Bowes ('Study area') this percentage is lower, at 15.9% of the population.

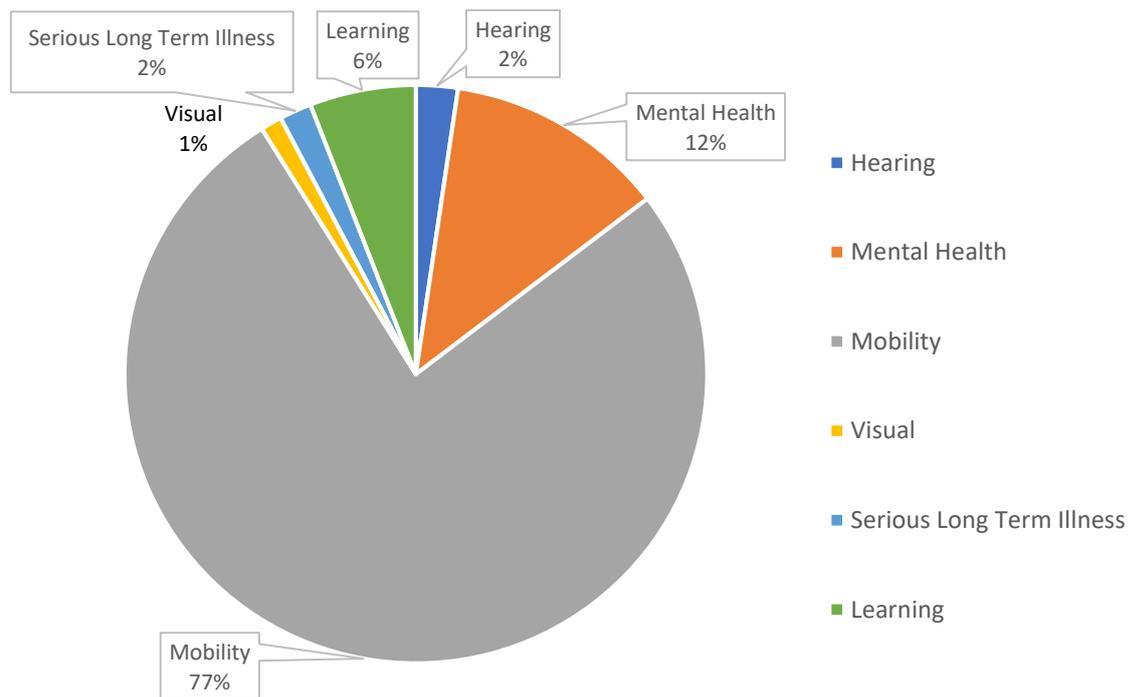
Figure 5: Percentage limited by a long-term health problem or disability in Enfield



Source: UK Census 2011

Disability types stated by those who live in Enfield and have a disability affecting daily travel (including old age) is shown in Figure 6 below. Mobility impairment represents the highest proportion (77%) followed by impairment due to mental health (12%). It should be noted that this data is based on a small sample, therefore results should be taken as a general indication only. It is important to note that various physical and mental disabilities can lead to travel limitations.

Figure 6: Disability types stated by those with a disability affecting travel



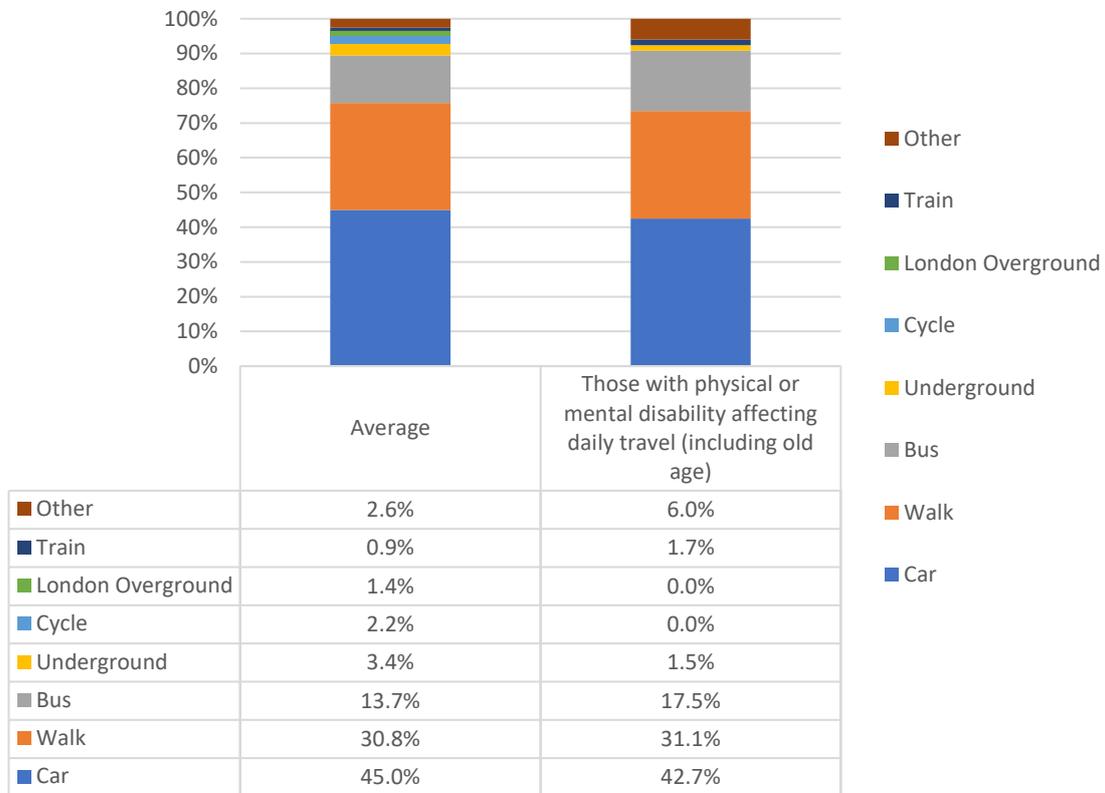
Source: LTDS (2016/17, 2017/18 and 2018/19)

Focusing solely on cyclists who have a disability, the Wheels for Wellbeing annual survey⁵ shows that 72% of disabled cyclists use their bike as a mobility aid, and 75% found cycling easier than walking. Survey results also show that 24% of disabled cyclists' bike for work or to commute to work and many found that cycling improves their mental and physical health. Inaccessible cycle infrastructure was found to be the biggest barrier to cycling.

Mode split for people with a physical or mental disability is shown in Figure 7. When compared to the LTDS mode split of trips made by all people, car use for those with disabilities is lower (42.6% compared to 45%), bus use is greater (17.5% compared to 13.7%) and walking is marginally higher (31.1% compared to 30.8%).

⁵ Wheels for Wellbeing Annual Survey 2018: <https://wheelsforwellbeing.org.uk/wp-content/uploads/2019/04/Survey-report-final.pdf>

Figure 7: Mode split by those with a physical or mental disability affecting daily travel



Source: LTDS (2016/17, 2017/18 and 2018/19)

Let’s Talk is the software platform engagement is conducted on. It meets and exceeds WCAG 2.1, the current global web accessibility standard⁶.

Text, graphics and figures should be able to be read by screen readers, and all content should be made available in alternative formats for those with visual impairments. Braille can be made available on request (though it is acknowledged that only a small proportion of visually impaired people use braille) or the opportunity offered to speak to someone over the phone or in person about the scheme.

Disabled people make less trips than those with no disability, with the difference increasing above the age of 65. Both disabled and non-disabled adults rely predominantly on car travel, but for disabled people in a third of journeys they are likely to be the passenger whereas a non-disabled person is a passenger in around one fifth of journeys. There are lower rates of commuting with disabled people which is expected as a result of the lower proportion of disabled people in full or part time employment.⁷

Differential impact assessment

Improved cycling conditions will benefit disabled cyclists and could potentially encourage people with disabilities to try cycling, if their disability allows. Some disabled people rely upon cycling as their primary means of mobility.

The project aims to decrease motor vehicle traffic in a residential area, creating a safer environment, particularly for disabled people who are more likely to be pedestrians. Quieter roads will also benefit those whose physical impairments necessitate more time to cross the road, or whose mobility aids may require use of the road, such as mobility scooters.

Quieter Neighbourhoods may negatively impact on journey times for those with mobility impairments who may find it more difficult to walk or cycle, and therefore prefer the use of door-to-door transport services such as private cars, taxis or Dial-a-Ride.

Visually impaired people will be pedestrians in the affected area, users of public transport or passengers in other vehicles. Visually impaired people will have varying degrees of ability to see the changes in the environment around them. This will include changes to traffic flows or directions of traffic. Although likely to benefit from decreased traffic flows, the initial change could be confusing.

Within the Bowes area is Bowes Primary School which hosts Special Educational Needs children and has an Additionally Resourced Provision for pupils with autism. Some children may experience discomfort with the changes to the local environment especially where this may cause a change in route.

Any changes or removal of the scheme may disproportionately impact residents with certain impairments or disabilities as adapting to changes in their environment can present challenges.

Reduction to through-traffic is likely to reduce conflict between different road users on the whole. This will create a safer environment, particularly those with physical disabilities. Quieter streets also mean that those traveling with wheelchairs or mobility scooters are able to use the roadway if they choose to circumvent blockages across the pavement (e.g. if the pavement is too narrow to navigate due to bins).

A letter to Blue Badge holders was sent to residents in the area on 26 February 2021. The letter invited residents to participate in a survey, separate to the main consultation survey. This survey aimed to find out more about how people with disabilities and carers perceive the scheme. A paper copy of the survey was included in the letter delivery. Additionally, all respondents to the main consultation survey who indicated they have a disability, receive care, or provide care to someone in the area, were sent an email advising them of the additional survey and how to participate.

⁶ <https://www.w3.org/TR/WCAG/>

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https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/972438/transp-ort-disability-and-accessibility-statistics-england-2019-to-2020.pdf

Findings from this disabled people/Blue Badge holder consultation showed that disabled people had concerns about reaching locations such as Bounds Green Group Practice, Bounds Green Underground station, North Middlesex Hospital, Brownlow Road pharmacy and dentists within the area. It was noted that they perceived increases in journey times, increases in traffic, and some responses referred to respondents being unable or finding it much harder to visit friends or family, or to welcome visitors to their own home.

The carers also had concerns about reaching similar destinations, including North Middlesex Hospital, the GP on Gordon Road (Bounds Green Group Practice) as well as a pharmacy or pharmacies in the area. There was a noted perceived increase in journey times, as well as responses referring to respondents finding it harder to access healthcare or for carers to gain access to patients.

The responses recorded were broadly representative of the types of disabilities that people have within Bowes. While those who identified as having a learning disability/difficulty appear to be under-represented, it is possible that a percentage of these people chose the option of 'Other'. It is understood that this may be caused in part by the electronic survey only allowing respondents to select a single disability, rather than multiple, therefore they chose 'Other' and listed numerous disabilities.

Following this disability specific consultation, a report was produced and is attached at appendix A. Respondents indicated whether they would be willing to participate in focus groups.

Three separate focus groups were held with disabled people following this survey in June to delve further into the issues raised in the survey. The attendance at the focus groups was predominantly carers for disabled people and almost all were regular car users.

During the focus groups, the carers described the types of support they provide. In some cases, carers reside with the person they care for, which is particularly true in the case of disabled children. In a few cases, carers described taking car journeys with things like washing or hot food to another address within a mile or so as part of they care they deliver. Their experience had been the journey took longer and at times they may have waited in heavier traffic. An increase in traffic volumes from increased car ownership or use would potentially create a similar effect as the current traffic volumes will not remain constant as since 2008 traffic has continued to increase and has nearly doubled in ten years. Clearly at this rate a similar effect would be felt by the carers in the increased volumes of traffic, notwithstanding the fact that the impact seems to be more immediately felt by them. General issues with congestion and traffic were raised and there was recognition that the situation before the measures was not flowing without congestion.

Attendees were asked about travel to hospitals and expressed general concerns about travel times, but did suggest that travelling to Whittington and Royal Free were journeys which had been impacted.

One member of the group commented that they had used an asthma inhaler twice a day for many years and since the implementation of the LTN they had not used it more than every couple of weeks. No public health data about severity of asthma symptoms in the area is available.

Much of the discussion during focus groups centred on the limitation on travel choices available to disabled people. For example, people with back injuries may find it painful and uncomfortable to use buses or those with walking aids may be unable to get to a bus stop without places to stop and rest. Once at the bus stops, several people remarked that the bus stop seating was not suitable for them to recover and wait for the bus.

Carers also described situations where friends who may have assisted with caring duties previously find the journey by car more difficult now. Attendees also described circumstances where ride hailing services or taxis cancelled journeys at short notice when they had been booked in advance. The team held a meeting with a representative of London Cab Drivers and there seemed to be a misunderstanding that drivers could not enter the area at all. This was corrected in the meeting and conveyed to back to black cab drivers.

Anxiety around the time it might take to return home was cited by some as a factor in making choices to leave the area to social journeys.

Carers described that in some cases therapists include travel time within their appointment, meaning that therapy time has been reduced. The way care costs are funded in some cases means that families are given a care budget to source services. This means providers can deliver the service subject to their own terms and conditions.

In some cases, the initial changes were described as confusing for some people who may have learning difficulties or autistic spectrum disorders. Bowes Primary School has been engaged with on the scheme and is the local SEN provision for ASD's.

Some disabled people with complex needs undertake a significant number of journeys for appointments and to regular locations such as school. They may use a car in order to transport a wheelchair, complex mobility aid or medical equipment. For people with complex needs, journeys in the car can be very uncomfortable or distressing. Whilst the journeys may be considered short in distance for a person who is not disabled, shorter journeys in distance are likely to be disproportionately impacted by the scheme.

In order to better understand the experience of disabled people, the Programme Director and Project Manager visited the home of a disabled resident who had been involved in several events relating to the scheme. During the visit he was able to indicate to them the day to day challenges in moving around the area.

Mitigating actions to be taken
<p>If any changes to the scheme or its removal is recommended, consideration should be given to residents who may have challenges adapting to changes in their surroundings.</p> <p>Consider installing benches or other seating in locations around the area to allow people to stop and rest.</p> <p>Consider installing suitable seating near bus stops to allow places to disabled people to wait for the bus in a more comfortable way.</p> <p>Consider long term monitoring of public health outcomes.</p> <p>Consider a review of how information is conveyed to drivers about access to the zone.</p> <p>Minimise further changes to avoid confusion.</p> <p>Monitor traffic impact to ascertain the actual impact on traffic flow and journey times.</p> <p>An exemption scheme should be explored and considered for deployment to mitigate the impact on shorter journeys which may be undertaken by disabled people and the people providing care for them.</p>

Gender Reassignment
<p>This refers to people who are proposing to undergo, are undergoing, or have undergone a process (or part of a process) to reassign their sex by changing physiological or other attributes of sex.</p>
<p>Will this change to service/policy/budget have a differential impact [positive or negative] on transgender people?</p>
<p>Please provide evidence to explain why this group may be particularly affected.</p>
<p>It is considered that this scheme is unlikely to have a disproportionate impact on grounds of Gender Reassignment and no issues of note were raised during the experimental period from that group.</p>
Mitigating actions to be taken
<p>N/A</p>

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Marriage and Civil Partnership

Marriage and civil partnerships are different ways of legally recognising relationships. The formation of a civil partnership must remain secular, where-as a marriage can be conducted through either religious or civil ceremonies. In the U.K both marriages and civil partnerships can be same sex or mixed sex. Civil partners must be treated the same as married couples on a wide range of legal matters.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people in a marriage or civil partnership?

Please provide evidence to explain why this group may be particularly affected

It is considered that this scheme is unlikely to have a disproportionate impact on grounds of Marriage and Civil partnership and no issues of note were raised during the experimental period from that group.

Mitigating actions to be taken

N/A

Pregnancy and maternity

Pregnancy refers to the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on pregnancy and maternity?

Please provide evidence to explain why this group may be particularly affected

Evidence base

The birth rate in Enfield was 15.1 births per 1000 people in 2016, approximately 28% above the national average that year of 11.8, though on par with the Outer London average of 15.0 per 1000 people. Therefore, there are statistically more likely to be pregnant and maternal people who reside in Enfield than the national average, however this is near equal to Outer London.

Differential impact assessment

Reduction to through-traffic is likely to reduce conflict between different road users overall. This will create a safer environment, particularly for pregnant people and parents with infants and/or young children. This will also provide benefits to pedestrians travelling with prams who require additional time to navigate curbs when crossing the street. Quieter streets also mean that those traveling with prams can use the roadway if they choose to circumvent blockages across the pavement (e.g. if the pavement is too narrow to navigate due to bins).

The implementation of the Quieter Neighbourhood scheme may negatively impact on car journey times for a portion of those who are pregnant and with parents with infants and/or young children who may prefer the use of door-to-door transport services such as private cars, taxis or Dial-a-Ride.

Improvements in air quality are likely to disproportionately benefit infants and children who are more vulnerable to breathing in polluted air than adults due to their airways being in development, and their breathing being more rapid than adults.

Expectant mothers and mothers who have recently given birth may have increased numbers of medical appointments. Where this travel is made by car it may take slightly longer, but where the journey is walked or cycled through the experimental area, it is likely to be less polluted and have reduced volumes of traffic. The Royal college of Midwives recommends exercise such as brisk walking for new and expectant mothers. Furthermore, exposure to poor air quality while at home for long periods should reduce over time as a result of lower traffic volumes inside the area.

The Consultation Analysis showed that across all genders, the proportions of responses from people pregnant or with young children stating they had experienced a 'somewhat negative' or 'very negative' impact were very similar to those who were not pregnant or with young children.

Mitigating actions to be taken

Continued monitoring of journey times.

Race

This refers to a group of people defined by their race, colour, and nationality (including citizenship), ethnic or national origins.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people of a certain race?

Please provide evidence to explain why this group may be particularly affected

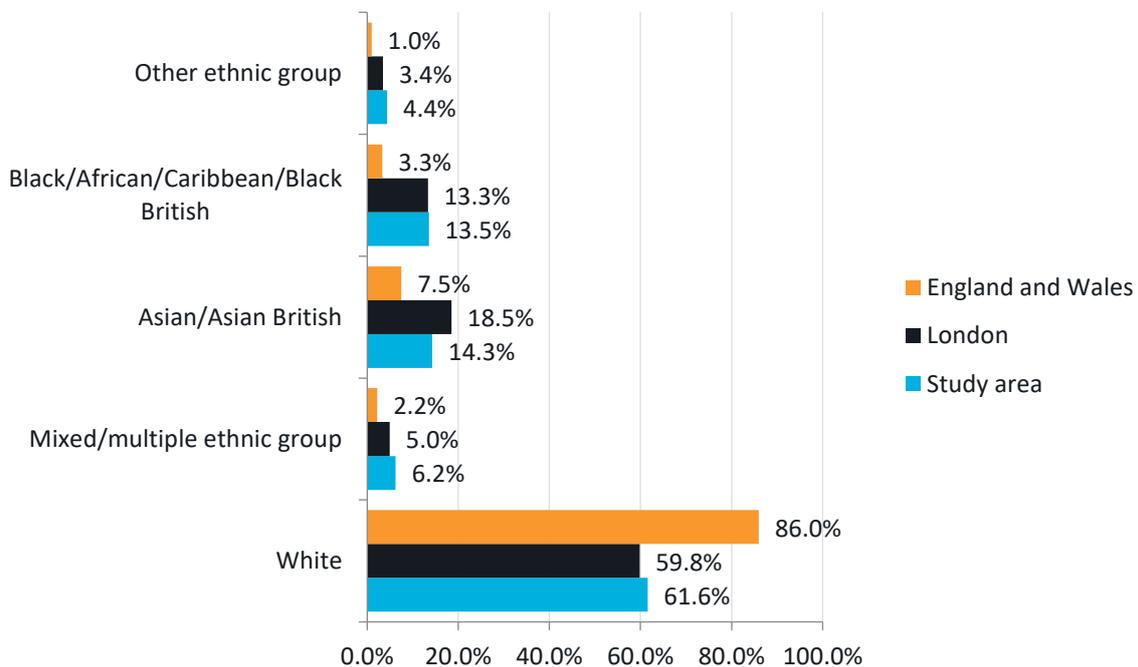
Evidence base

Figure 8 presents the population of Bowes ('Study area') by ethnicity. Based on Census 2011 data, 61.6% of Bowes residential population is 'White', making it the most common ethnicity in the area. This is very similar to the average across London, with Bowes being 1.8% higher than the average across London of 59.8%.

The second most populous ethnicity is 'Asian/Asian British', of which 14.3% of the population identify. This is only 0.8% higher than the next most populous ethnicity 'Black/African/Caribbean/Black British' at 13.5% of the population.

Within the Bowes ward 23.3% of households do not have English as a first language – with Polish, Turkish, Greek, and Gujarati comprising the most common languages otherwise spoken.

Figure 8: Population of Study area by ethnicity (versus London; England and Wales)

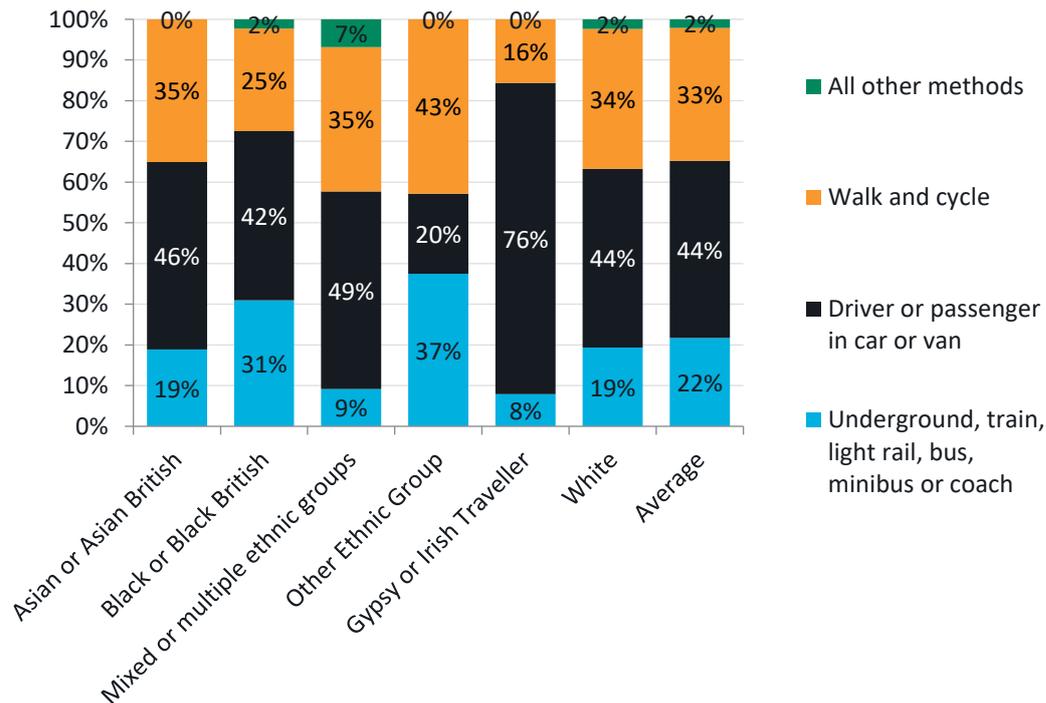


Source: UK Census 2011

Based on average travel modes from the LTDS data presented in Figure 9, in Enfield all ethnic groups except for 'Other Ethnic Group' are more than likely to drive or be driven in a car or van than use any other mode. 'Other Ethnic Group', 'Asian or Asian British' and 'Mixed or multiple ethnic groups' are most likely to walk and cycle, with

a mode share of between 35 and 43%. It is important to note that the sample size of LTDS data is small, therefore these percentages may not accurately reflect the travel behaviours of each ethnic group.

Figure 9: Mode share by ethnicity in Enfield



Source: LTDS (2018/19)

Differential impact assessment

The proposed measures are likely to improve conditions for pedestrians and cyclists, by reducing conflicts with motorised vehicles. This will disproportionately benefit ethnic groups who are disproportionately likely to walk ('Asian or Asian British', 'Mixed or multiple ethnic groups' and 'Other Ethnic Groups'), as well as 'Black and Black British' and 'Other Ethnic Groups' who are disproportionately likely to use public transport (as every public transport journey starts or ends on foot or cycle). On the contrary, this scheme may cause increased congestion in the short to medium term on arterial roads as traffic is reassigned from minor roads within Bowes. As such, these impacts may disproportionately impact 'Black and Black British' and 'Other Ethnic Groups' who are disproportionately likely to use public transport.

Apart from those self-identifying as 'Other Ethnic Groups', car usage in Enfield is high, particularly for 'Gypsy or Irish Travellers'. For this reason, the scheme may disproportionately affect this ethnic group – such as causing slightly longer journey times for trips made by car. This could have some financial impacts such as

increased cost of travel and increased commuting times. However, the delivery of this scheme has the potential to offer genuine alternatives to car journeys and reduce the reliance on cars within this ethnic group.

It is important to note that reducing car dominance and car usage is a key aspect of Enfield's broader transport strategy, and as such it is acknowledged that this disproportionate impact is necessary to facilitate a shift across Enfield to more sustainable, healthy and equitable modes.

The Consultation Analysis highlighted that the proportions of responses from Mixed, Asian and Black respondents was lower than might be expected from the 2011 Census, with Black respondents particularly under-represented (only 1% responding to the consultation identified as Black vs 14% identifying as Black the Census 2011).

The Consultation Analysis also show that a higher proportion of responses from people from Asian backgrounds said that the scheme had 'very negatively' or 'somewhat negatively' impacted them (70%) than average (51%). The White ethnic group showed the highest level of positive impacts, with 28% of responses stating that the schemes had impacted them 'very positively' or 'somewhat positively'. Around half of the Asian respondents were also disabled with an average age of 50 yrs.

Consultation and engagement communications materials have been offered in several languages on request.

There is often poor awareness of local walking and cycling schemes amongst those who rarely walk, cycle or travel outside their immediate area, particularly in those who do not speak English at all, or it is not their first language.

Mitigating actions to be taken

Promote active travel to non-English speaking communities.

It is recommended that Enfield officers work internally with the Gypsy Roma Traveller (GRT) lead to discuss the unique characteristics of this ethnic group. Consideration should be given as to how schemes could assist with reducing car usage and encouraging modal shift.

Continue to monitor bus journey times using TfL data, and consider mitigation measures if there is an impact.

Religion and belief

Religion refers to a person's faith (e.g. Buddhism, Islam, Christianity, Judaism, Sikhism, Hinduism). Belief includes religious and philosophical beliefs including lack of belief (e.g. Atheism). Generally, a belief should affect your life choices or the way you live.

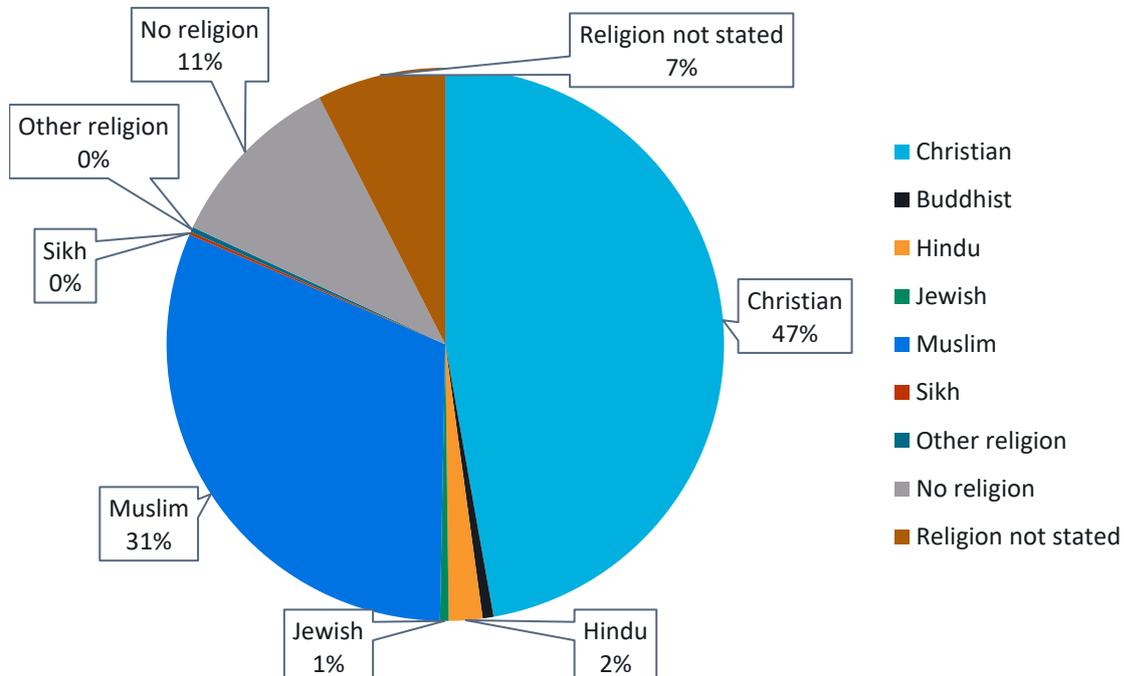
Will this change to service/policy/budget have a **differential impact [positive or negative]** on people who follow a religion or belief, including lack of belief?

Please provide evidence to explain why this group may be particularly affected.

Evidence base

Figure 10 presents Census 2011 data on religion and belief in Enfield. Enfield is a predominantly Christian borough, with 47% of the population identifying as Christian. 23% of people do not follow a religion or did not state a religion. 17% of residents identify as Muslim, making it the second most common religion or belief. Enfield is also home to smaller proportions of residents compared to the other faiths including Buddhist (0.6%), Hindu (3.5%), Jewish (1.4%) and Sikh (0.3%).

Figure 10: Breakdown of religion/belief within Enfield



On certain dates and at certain times of the day, religious services and observances can have an impact on travel patterns. Places of worship and faith-based schools are major destinations for large populations from different groups. There are several places of worship in the Bowes area which have been identified and outlined below. Access to these places of worship will be fully maintained, but the route by motor

vehicle may change due to the restrictions in place. It is acknowledged that the route taken by worshippers accessing places of worship outside the Bowes area may also change.

Palmers Green & Southgate Synagogue

Anyone now arriving to the Synagogue by car from the York Road is prevented from driving to the site up Brownlow Road. However, there is currently limited parking provision at the Synagogue (3 vehicles approx.) and two bus stops are located outside the Synagogue. There is no additional nearby parking apparent and the residential premises nearby have significant crossovers. The scheme should also reduce northbound bus journey times due to the reduction in through traffic.

St Michael at Bowes

Located at junction at Palmerston Road and Whittington Road. Reasonable off-road parking available. Attendees by car now have to leave using the same route as when arriving to the church, as they would be unable to exit from Palmerston Road onto the Westbound North Circular. This may increase some journey times for those travelling by car.

Trinity-at-Bowes Methodist Church

Located on Palmerston Road and adjacent to North Circular. TfL made recent changes as part of which they have prohibited turning left into Palmerston Road when travelling Westbound on A406. There is a reasonable parking provision at the church, and so whilst leaving the church would present a slightly longer journey time, the arrival would be swifter owing to less traffic attempting to join the North Circular from Palmerston Road.

Riverside Community Church

Only on-street parking apparent. Positioned near the end of Russell Road. Attendees by car now have to leave using the same route as when arriving to the church, as they would be unable to exit from Palmerston Road onto the Westbound North Circular.

Elim Pentecostal Church

Only on-street parking apparent. Positioned near the end of Russell Road. Attendees by car now have to leave using the same route as when arriving to the church, as they would be unable to exit from Palmerston Road onto the Westbound North Circular.

Nanak Darbar North London

Only on-street parking apparent. Positioned in High Road New Southgate. From the centre of the Quieter Neighbourhood is around a one-mile journey.

St Marys Church

Limited on street parking. Trinity Road has a historic modal filter in place which prevents through-traffic.

Differential impact assessment

Improving conditions for walking and cycling is likely to positively benefit those who follow a religion and regularly attend places of worship. Destinations such as this are generally local and have large walking and cycling catchments. Although it is acknowledged that this scheme is likely to increase journey times for some worshippers who drive to their place of worship, which remain accessible via car as prior to the implementation of the scheme.

Religious commitments can sometimes leave little time for sporting activities, for example, as young Asian Muslims attend mosque after school, they do not have much leisure time as those from non-religious backgrounds⁸. Therefore, creating environments that enable and encourage people to cycle more often can lead to exercise being built into their day, rather than having to go out of their way to achieve it.

The Consultation Analysis highlighted that there was potential under-representation of those with a religious belief in the consultation period. The proportion of people who identified as having no religion (and the proportion of those not answering the question) is a much higher percentage than what was captured within the 2011 Census. The proportion of responses from Christians, Hindus and Muslims are all lower than would be expected from the 2011 Census data. This may be affected by ward-specific changes since the Census was collected in 2010. However, no comments of significance relating to religion or places of worship were received in the consultation responses.

Mitigating actions to be taken

Any future engagement should target places of worship that were under-represented within the initial consultation period.

Sex

Sex refers to whether you are a man or woman.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on men or women?

Please provide evidence to explain why this group may be particularly affected.

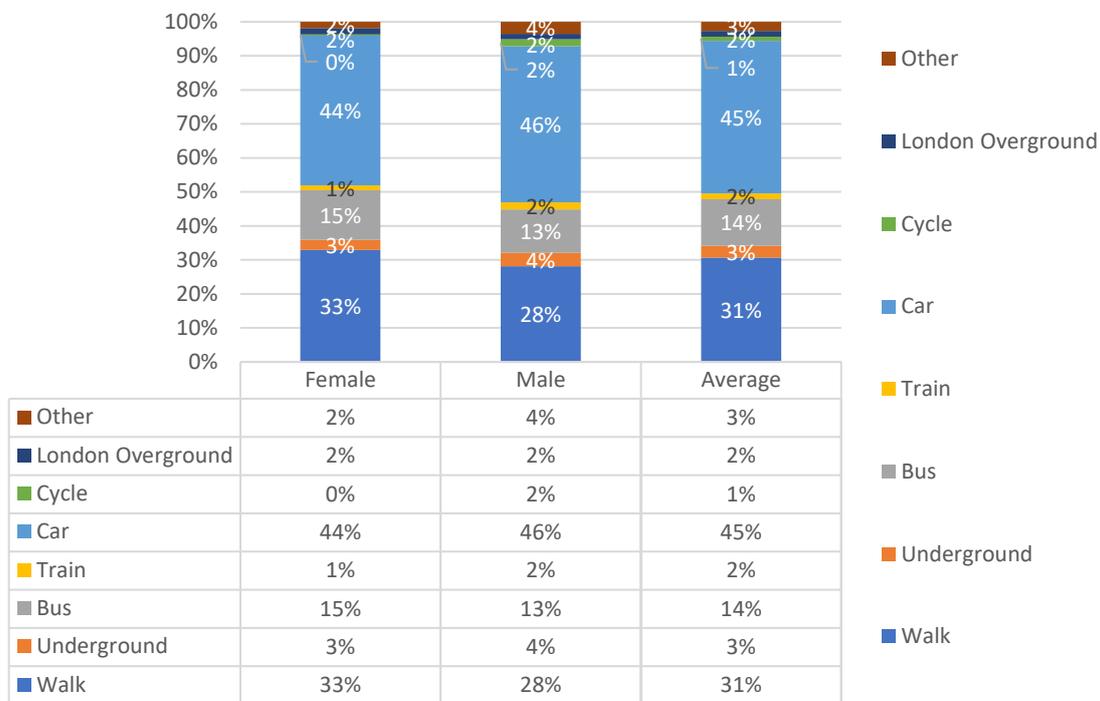
⁸ <http://content.tfl.gov.uk/barriers-to-cycling-for-ethnic-minorities-and-deprived-groups-summary.pdf>

Evidence base

According to the Census 2011, in Enfield 48.9% of residents identify as male and 51.1% as female. This is very similar to the percentage split for London as a whole (49% male, 51% male).

Figure 11 presents the mode share by sex in Enfield. Walking is the most commonly used type of transport by females, making up 33% of all trips. This is 5% higher than males. On average, females drive slightly less than males, making up 44% of trips vs 46% with males. Females are also use the bus more than males (15% vs 13%).

Figure 11: Mode share by sex in Enfield



Source: LTDS (2016/17, 2017/18 and 2018/19)

Across Greater London, research undertaken by TfL shows walking is the most commonly used type of transport by females (95% walk at least once a week). Females are also more likely to use buses than males (62% compared with 56%) but are less likely to use other types of transport including the Tube (38% women compared with 43% males).

Female Londoners take more trips on a weekday than male Londoners, 2.5 compared to 2.3⁹. This pattern however is reversed amongst older adults, with older female Londoners taking fewer weekday trips than older male Londoners, 2.0

⁹ <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

compared to 2.2. It is important to recognise that females are more likely than males to be travelling with buggies and/or shopping, and this can affect transport choices.

Females aged 17 or over who are living in London are less likely than males to have a full driving licence (58% compared with 72%) or have access to a car (63% of all females compared with 66% of all males). These factors are likely to be related to the frequency of car use as a driver.

79% of females in London report being able to ride a bike, compared with 91% of males¹⁰.

Differential impact assessment

Females are less likely to drive in Enfield and are more likely to walk than males. They are also less likely to cycle. Improvements made to the safety and convenience of cycling to reduce the barriers to cycling disproportionately faced by females and increase the percentage of females choosing to cycle.

Females are more likely to use the bus than males. As many public transport journeys start or end on foot or cycle, improvements in safety and convenience to these networks will improve their access to public transport services. On the contrary, this scheme may cause increased congestion in the short to medium term on arterial roads as traffic is reassigned from minor roads within Bowes. As such, these impacts may disproportionately impact females who use buses more often than males.

Increasing resident access to favourable cycling conditions is likely to disproportionately benefit females, particularly due to higher number of trips they make daily compared to males, as well as their role in taking children to and from educational and recreational facilities. The intervention would reduce a significant barrier to cycling.

Following the murder of Sarah Everard, a national movement highlighted the concerns of women and how safe they feel at particular times of the day, notably at night. Reduced volumes of motor vehicle traffic create a significantly quieter environment which can heighten the apprehension of threat. This perception particularly impacts women making trips by foot or bicycle, as part of a public transport journey or a trip on its own. There is some concern that this perceived risk impacts women's willingness to make trips by active travel modes after dark. In contrast, an academic report¹¹ however suggested a positive improvement in the measured crime rate after introducing low traffic neighbourhoods. The report examined the impact on street crime of introducing low traffic neighbourhoods in Waltham Forest which was associated with a 10% decrease in total street crime,

¹⁰ <http://content.tfl.gov.uk/attitudes-to-cycling-2014-report.pdf>

¹¹ <https://findingspress.org/article/19414-the-impact-of-introducing-a-low-traffic-neighbourhood-on-street-crime-in-waltham-forest-london/>

with significant decreases in violence and sexual offences specifically, and this effect increased with a longer duration since implementation.

Mitigating actions to be taken

Continue to monitor bus journey times using TfL data, and consider mitigation measures if there is an impact.

Continue to engage with the Metropolitan Police and monitor crime and anti-social behaviour within the QN area since implementation.

Provide reassurance messages around personal safety, crime and disorder

Sexual Orientation

This refers to whether a person is sexually attracted to people of the same sex or a different sex to themselves. Please consider the impact on people who identify as heterosexual, bisexual, gay, lesbian, non-binary or asexual.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people with a particular sexual orientation?

Please provide evidence to explain why this group may be particularly affected.

It is considered that this scheme is unlikely to have a disproportionate impact on grounds of Sexual Orientation.

No matters were raised during the consultation survey.

Mitigating actions to be taken

N/A

Socio-economic deprivation

This refers to people who are disadvantaged due to socio-economic factors e.g. unemployment, low income, low academic qualifications or living in a deprived area, social housing or unstable housing.

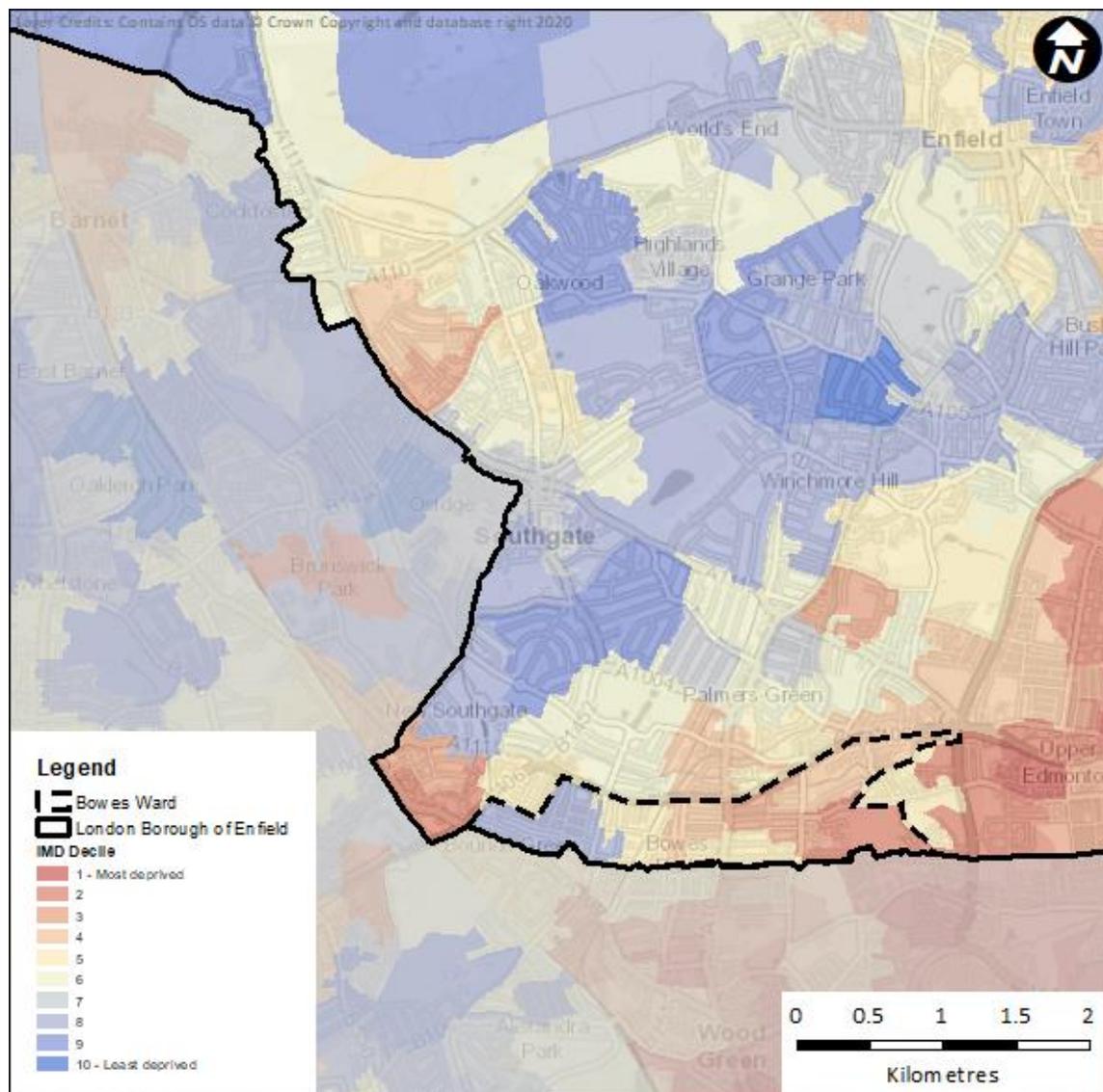
Will this change to service/policy/budget have a **differential impact [positive or negative]** on people who are socio-economically disadvantaged?

Please provide evidence to explain why this group may be particularly affected.

Evidence base

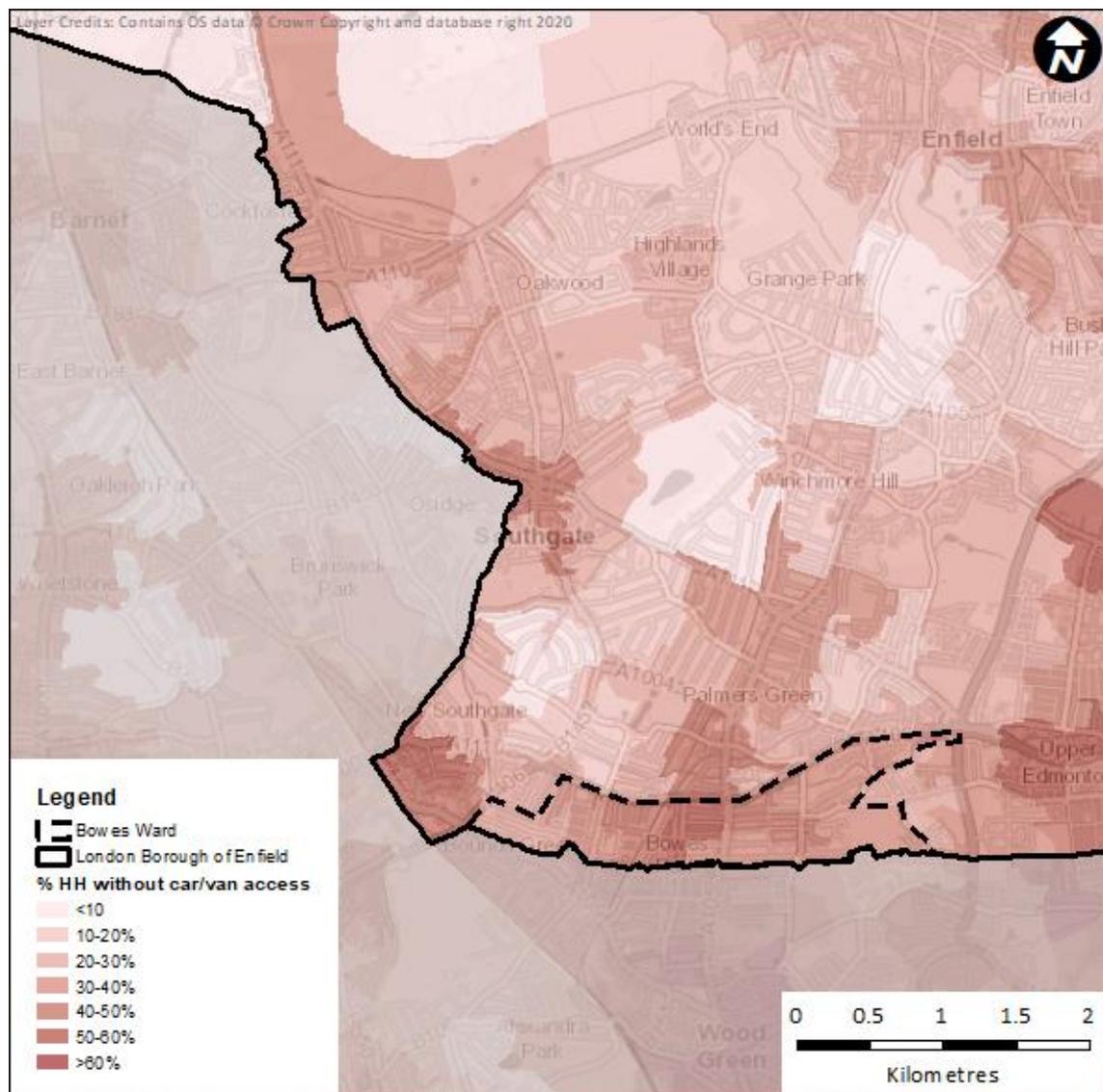
As outlined within the Enfield Transport Plan (2019), Enfield is one of the most deprived Outer London boroughs. Enfield is now the 12th most deprived London borough, whereas it was 14th in 2010. The Borough's overall ranking in the 2015 Indices of Multiple Deprivation remained unchanged from 2010 at 64th most deprived out of 326 English local authorities

Figure 12 presents a visual representative of deprivation across Enfield. Bowes sits within the southwest of Enfield. In broad terms the eastern areas of Enfield have more levels of deprivation, whereas the west and northwest areas have the least. However, Figure 12 shows that the area of interest has a diverse spread of deprivation levels – with the western portion of the area being one of the least deprived within the borough, and the rest of the scheme sitting between 5 and 3 on the IMD Decile, making it some of the most deprived.

Figure 12: Deprivation in Enfield


Data source: Department for Communities and Local Government 2019

Figure 13 presents the percentage of households without access to a car or van. Across the borough, areas with lower access to a car or van broadly correlate with indices of deprivation. This is reflected within the scheme area, as there are lower levels of access to car/van in the eastern portion – which is also the area with the highest levels of deprivation. The rest of the scheme areal has average levels of access to a car or van at around 30-50% without access.

Figure 13: Percentage of Enfield Households Without Access to a Car or Van


Data source: UK Census 2011

TfL research shows that low income Londoners also tend to travel less frequently than Londoners overall – 2.2 trips per weekday on average compared to 2.4 among all Londoners. Among this group, a greater proportion of journeys are completed for the purposes of shopping and personal business: 31% for Londoners with household income of less than £20,000 compared with 22% all Londoners (in line with 31% and 22% observed in 2013/14)¹².

Londoners in lower income households are the most likely equality group to use the bus at least weekly; seven in 10 Londoners in households with an annual income of less than £20,000 do so (69%).

Differential impact assessment

While Bowes is not one of the most deprived areas in Enfield, nor does it have the highest levels of households without access to a car/van, there is still a significant percentage of residents in this category. Cycling and walking present a low-cost form of transport and can connect people safely and quickly to local centres, as well as to stations as part of multi-modal longer distance journeys (e.g. into inner London). As such, the Quiet Neighbourhood improvements to Bowes will benefit cycling and walking and therefore are likely to disproportionately benefit those without access to cars.

Primary roads are more likely to experience the impacts of reassigned traffic in the short term. These roads may have pockets of dense housing on them and so the impact on the residents needs to be considered.

People on lower incomes are less likely to be able to afford to adapt to the measures (e.g. buying a new bike), therefore may not experience the full benefits of the scheme compared to those from higher income backgrounds. This may mean that those on higher incomes disproportionately benefit from the scheme.

Mitigating actions to be taken.

It is recommended that the benefits of this scheme and active travel are advertised, with a specific focus on reaching those with lower households' incomes.

Specific consideration should be given to where traffic is likely to be reassigned to, to review the impact on adjacent properties when reviewing traffic data. This includes consideration for impact on buses which people from more disadvantaged areas are more likely to use more frequently.

Encourage lower income households to make use of free bike repair services, such as Dr Bike, and opportunities to access affordable cycles, such as second-hand bike markets.

SECTION 4 – Monitoring and Review

How do you intend to monitor and review the effects of this proposal?

Who will be responsible for assessing the effects of this proposal?

¹² <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

The project aims to improve conditions for those already walking and cycling and also to help make non-car transport options more attractive by them safer, more accessible, and ultimately, more convenient. It is acknowledged that these improvements come at an ongoing inconvenience to drivers. The altering of traffic flow will add some level of complication to trips and will increase the length of many car journeys made through the study area. However, access to all locations is maintained. This impact will be felt disproportionately by individuals who rely upon cars as their primary or only mode of transport, which is common for elderly or disabled people and certain ethnic groups. It is important to carry out quality consultation with those who rely upon cars to minimise any adverse impacts.

The monitoring and evaluation for this project is critical for many of the recommendations set out in this EqIA. Alongside consultation and engagement, these are the primary means of monitoring benefits and disbenefits of the project. Activities include monitoring of traffic volumes including bus journey times, air and noise quality, and engagement with emergency services. Consultation and engagement activities are planned to reflect relevant recommendations in this EqIA. The outcomes of monitoring, consultation and engagement will help to inform whether the project has been successful in achieving its objectives and in identifying, and if possible mitigating, the potential inequalities raised in this EqIA.

This EqIA is not a static document will continue to be developed during the course of this project.

SECTION 5 – Action Plan for Mitigating Actions.

Protected Characteristic	Identified Issue	Action Required/Comments	Lead officer	Timescale /By When	Costs	Review Date/ Comments
Age	Under-representation of younger people in consultation responses	Any future engagement should target those aged under 40 (and especially under 30) who have been highly under-represented, to gain better insights into whether there are any specific disproportionate impacts (either positive or negative) on younger people. This could be achieved through measures such as targeted advertising on social media, or at locations frequented by the younger generation such as leisure centres or gyms.	██████████ ██████████	During-scheme monitoring	Included within scheme budget	11/11/21 Further engagement opened for 21 days in November 2021
Age	Traffic reassignment onto main roads may delay bus services, affecting younger people in particular	Continue to monitor bus journey times using TfL bus journey time data, and consider mitigation measures if there is an impact.	██████████ ██████████	During-scheme monitoring	Included within scheme budget	11/11/21 monitoring plan examining bus journey times
Age Disability	Longer journey times for people who rely on private cars, taxis or Dial-a-Ride.	Investigate the impact on local private hire vehicle and taxi with respect to journey times, cost and accessibility.	██████████ ██████████	During-scheme monitoring	Included within scheme budget	21/07/21 Meeting held with Black cab representative

Disability	Consultation showed that disabled people had concerns about reaching locations such as hospitals, pharmacies and dentists within the area.	Identify travel patterns to local hospitals to monitor whether the scheme is having a disproportionate impact on those who make regular essential trips by car. This could be reviewed via focus groups with disabled residents.	████████ ████████	During-scheme monitoring	Included within scheme budget	15/06/21 Focus groups held, updated text.
Disability	Some children may experience discomfort with the changes to the local environment especially where this may cause a change in route.	Maintain contact with Bowes Primary School to discuss any changes and to review impacts.	████████ ████████	During-scheme monitoring	Included within scheme budget	11/11/21 Scheme maintained in current form with minimal changes
Disability	Changes or removal of the scheme may present challenges for people with certain disabilities.	If any changes to scheme or its removal is recommended, consideration should be given to residents who may have challenges in their surroundings.	████████ ████████	During-scheme monitoring	Included within scheme budget	11/11/21 Scheme maintained in current form with minimal changes
Race	Consultation analysis highlighted that the proportions of responses from	Any future engagement to target community organisations.	████████ ████████	During-scheme monitoring	Included within scheme budget	11/11/21 Further engagement opened for

	Mixed, Asian and Black respondents was lower than might be expected from the 2011 Census.					21 days in November 2021
Race	Car usage in Enfield is high, particularly for 'Gypsy or Irish Travellers'. For this reason, the scheme may disproportionately affect this ethnic groups – such as causing longer journey times for trips made by car.	It is recommended that Enfield officers work internally with the Gypsy Roma Traveller (GRT) lead to discuss the unique characteristics of this ethnic group. Consideration should be given as to how schemes could assist with reducing car usage and encouraging modal shift.	██████████ ██████████	During-scheme monitoring	Included within scheme budget	11/11/21 GRT accommodation needs assessment reviewed. No issues. Specific mode shift targeting as part of broader programme.
Race	Traffic reassignment onto main roads may cause short term delays to bus services, affecting 'Other Ethnic Groups' in particular.	Continue to monitor bus journey times using TfL data, and consider mitigation measures if there is an impact.	██████████ ██████████	During-scheme monitoring	Included within scheme budget	11/11/21 Monitored as part of monitoring plan

Religion and belief	Consultation analysis highlighted that there was potential under-representation of those with a religious belief in the initial consultation period.	Any future engagement should target places of worship that were under-represented within the initial consultation period.	████████ ████████	During-scheme monitoring	Included within scheme budget	11/11/21 Review of responses did not yield any concerns. Further consultation period open.
Religion and belief	The scheme is likely to increase journey times for some worshippers that live within the QN	Any future engagement should target places of worship to review the specific needs of their religious community.	████████ ████████	During-scheme monitoring	Included within scheme budget	11/11/21 Review of responses did not yield any concerns. Further consultation period open.
Sex	Traffic reassignment onto main roads may cause short term delays to bus services, affecting females in particular	Continue to monitor bus journey times using TfL data, and consider mitigation measures if there is an impact.	████████ ████████	During-scheme monitoring	Included within scheme budget	11/11/21 Monitored as part of monitoring plan

Sex	Public perception of personal security due to the reduced 'passive surveillance' of passing motor traffic.	Continue to engage with the Metropolitan Police and monitor crime and anti-social behaviour within the QN area since implementation.	██████████ ██████████	During-scheme monitoring	Included within scheme budget	11/11/21 Monitored as part of monitoring plan.
Socio-economic deprivation	People on lower incomes are less likely to be able to afford to adapt to the measures (e.g. buying a new bike).	Encourage lower income households to make use of free bike repair services, such as Dr Bike, and opportunities to access affordable cycles, such as second hand bike markets.	██████████ ██████████	During-scheme monitoring	Included within scheme budget	11/11/21 A number of Dr Bike sessions and bike markets held since scheme introduced
Socio-economic deprivation	Reassignment of motor traffic may disproportionately impact those on lower incomes who are more likely to live on busier roads.	Specific consideration should be given to where traffic is likely to be reassigned to, to review the impact on adjacent properties when reviewing traffic data. This includes consideration for impact on buses which people from more disadvantaged areas are more likely to use more frequently.	██████████ ██████████	During-scheme monitoring	Included within scheme budget	11/11/21 Traffic impact monitored as part of plan.

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Enfield Equality Impact Assessment (EqIA)

Introduction

The purpose of an Equality Impact Assessment (EqIA) is to help Enfield Council make sure it does not discriminate against service users, residents and staff, and that we promote equality where possible. Completing the assessment is a way to make sure everyone involved in a decision or activity thinks carefully about the likely impact of their work and that we take appropriate action in response to this analysis.

The EqIA provides a way to systematically assess and record the likely equality impact of an activity, policy, strategy, budget change or any other decision.

The assessment helps us to focus on the impact on people who share one of the different nine protected characteristics as defined by the Equality Act 2010 as well as on people who are disadvantaged due to socio-economic factors. The assessment involves anticipating the consequences of the activity or decision on different groups of people and making sure that:

- unlawful discrimination is eliminated
- opportunities for advancing equal opportunities are maximised
- opportunities for fostering good relations are maximised.

The EqIA is carried out by completing this form. To complete it you will need to:

- use local or national research which relates to how the activity/ policy/ strategy/ budget change or decision being made may impact on different people in different ways based on their protected characteristic or socio-economic status;
- where possible, analyse any equality data we have on the people in Enfield who will be affected eg equality data on service users and/or equality data on the Enfield population;
- refer to the engagement and/ or consultation you have carried out with stakeholders, including the community and/or voluntary and community sector groups you consulted and their views. Consider what this engagement showed us about the likely impact of the activity/ policy/ strategy/ budget change or decision on different groups.

The results of the EqIA should be used to inform the proposal/ recommended decision and changes should be made to the proposal/ recommended decision as a result of the assessment where required. Any ongoing/ future mitigating actions required should be set out in the action plan at the end of the assessment.

Section 1 – Equality analysis details

Title of service activity / policy/ strategy/ budget change/ decision that you are assessing	Amendments to existing permanent Quieter Neighbourhoods
Team/ Department	Healthy Streets
Executive Director	Sarah Cary
Cabinet Member	Cllr Rick Jewell
Author(s) name(s) and contact details	Richard Eason
Committee name and date of decision	

Date the EqIA was reviewed by the Corporate Strategy Service	25 Aug 2022
Name of Head of Service responsible for implementing the EqIA actions (if any)	N/A
Name of Director who has approved the EqIA	Richard Eason

The completed EqIA should be included as an appendix to relevant EMT/ Delegated Authority/ Cabinet/ Council reports regarding the service activity/ policy/ strategy/ budget change/ decision. Decision-makers should be confident that a robust EqIA has taken place, that any necessary mitigating action has been taken and that there are robust arrangements in place to ensure any necessary ongoing actions are delivered.

Section 2 – Summary of proposal

Please give a brief summary of the proposed service change / policy/ strategy/ budget change/project plan/ key decision

Please summarise briefly:

What is the proposed decision or change?

What are the reasons for the decision or change?

What outcomes are you hoping to achieve from this change?

Who will be impacted by the project or change - staff, service users, or the wider community?

Enfield Council implemented two Quieter Neighbourhoods (QNs) in summer 2020 as a trial, the Bowes Primary Area QN (Bowes QN) and the Fox Lane Area QN (Fox Lane QN). Following a period of community feedback and monitoring, each QN was made permanent early in 2022. During the trial periods, some enhancements and associated activities were identified. The Council has been progressing these and are now proposing to:

- Make the necessary traffic management orders (TMOs) to:
- Convert four fixed (bollard) modal filters to camera enforced modal filters by introducing a 'no motor vehicles' restriction. This is proposed at the following locations: Maidstone Road, Selborne Road, Oakfield Road and The Mall.
- Introduce exemptions for Blue Badge holders and Dial-a-Ride vehicles to the existing camera enforced modal filters on Fox Lane, Meadway and Conway Road, and extend exemptions to the locations listed in 2a(i).
- Carry out monitoring on selected roads outside of the QN areas.
- Continue with small scale and minor improvements across both QNs (as outlined at para 25).
- Recommend that the potential alterations to the layout of the Bowes Primary Area QN (Bowes QN) are not taken forward.
- Recommend that the potential of altering the modal filter on the Meadway is not taken forward.
- Continue to engage and coordinate with Haringey Council as they deliver the Bounds Green Low Traffic Neighbourhood (LTN) adjacent to the Bowes QN.

The EqIA process during the trial periods considered the impacts of the establishment of the QNs. The EqIAs for each QN area were included within the portfolio reports recommending that the trials be made permanent. Now that the QNs are permanent, this EqIA focusses on the impacts of the proposed changes to the QNs. Of the above listed items, those most likely to have impacts on protected characteristics are the introduction of permits for Blue Badge holders, exemptions for Dial-a-Ride vehicles, and converting several fixed (bollard) filters to camera controlled. The remaining listed items are not considered to have any significant disproportionate impacts on people with protected characteristics and therefore are typically not explicitly addressed within this EqIA.

Section 3 – Equality analysis

This section asks you to consider the potential differential impact of the proposed decision or change on different protected characteristics, and what mitigating actions should be taken to avoid or counteract any negative impact.

According to the Equality Act 2010, protected characteristics are aspects of a person's identity that make them who they are. The law defines 9 protected characteristics:

1. Age
2. Disability
3. Gender reassignment.
4. Marriage and civil partnership.
5. Pregnancy and maternity.
6. Race
7. Religion or belief.
8. Sex
9. Sexual orientation.

At Enfield Council, we also consider socio-economic status as an additional characteristic.

“Differential impact” means that people of a particular protected characteristic (eg people of a particular age, people with a disability, people of a particular gender, or people from a particular race and religion) will be significantly more affected by the change than other groups. Please consider both potential positive and negative impacts, and provide evidence to explain why this group might be particularly affected. If there is no differential impact for that group, briefly explain why this is not applicable.

Please consider how the proposed change will affect staff, service users or members of the wider community who share one of the following protected characteristics.

Detailed information and guidance on how to carry out an Equality Impact Assessment is available [here](#). (link to guidance document once approved)

Age

This can refer to people of a specific age e.g. 18-year olds, or age range e.g. 0-18 year olds.

Will the proposed change to service/policy/budget have a **differential impact [positive or negative]** on people of a specific age or age group (e.g. older or younger people)?

Please provide evidence to explain why this group may be particularly affected.

The mean age of Enfield's wards tends to vary by location within the borough. The northern and eastern wards have some of the lowest mean ages in Enfield and the southern and western wards have some of the highest mean ages. Table 1 presents the age distribution across the wards where they overlap the permanent QN areas of Fox Lane and Bowes Primary.

Table 1: Age distribution by ward and Borough average

Age distribution	Arnos Grove (%)	Bowes (%)	New Southgate (%)	Palmers Green (%)	Southgate (%)	Winchmore Hill (%)	Borough of Enfield (%)
0-4	5.3	6.7	6.6	6.5	6.1	6.5	7.0
5-14	11.9	11.6	11.3	10.2	12.9	11.4	14.5
15-24	8.8	10.3	10.0	9.8	9.7	9.2	11.4
25-34	13.4	18.9	20.4	17.6	14.6	13.4	14.5
35-44	14.4	15.8	18.1	17.1	16.4	15.2	14.6
45-54	13.6	13.2	13.1	13.6	13.7	14.9	13.4
55-64	13.1	10.7	9.5	11.7	10.8	12.6	11.1
65-74	9.8	7.0	6.2	7.4	7.3	8.9	7.0
75+	9.6	5.7	4.8	6.1	8.5	8.0	6.4

Source: [ONS mid-year estimate 2020](#)

London Travel Demand Survey data from 2016-2019 shows that in general, younger people in Enfield walk and cycle more, and drive less than their elderly counterparts. Those aged 65 and over have the lowest levels by age group of walking and cycling, with 27% of all trips, but the highest percentage of trips driven (or as a passenger in a car or van) at 52%.

The proposals are considered to have a positive impact on older people, in particular those aged 85 or over who currently use, or may use in future, Dial-a-Ride services. Those aged 85 or over are automatically eligible to become a member to use Dial-a-Ride services (<https://tfl.gov.uk/modes/dial-a-ride/>).

Amending the TMOs as part of these proposals introduces an exemption for Dial-a-Ride vehicles from existing camera enforced modal filters, and from the existing fixed (bollard) filters which are being converted to camera enforced.

Older people who have a disability and live within the QN areas may also benefit from exemptions for Blue Badge holders.

Mitigating actions to be taken

N/A

Disability

A person has a disability if they have a physical or mental impairment which has a substantial and long-term adverse effect on the person's ability to carry out normal day-day activities.

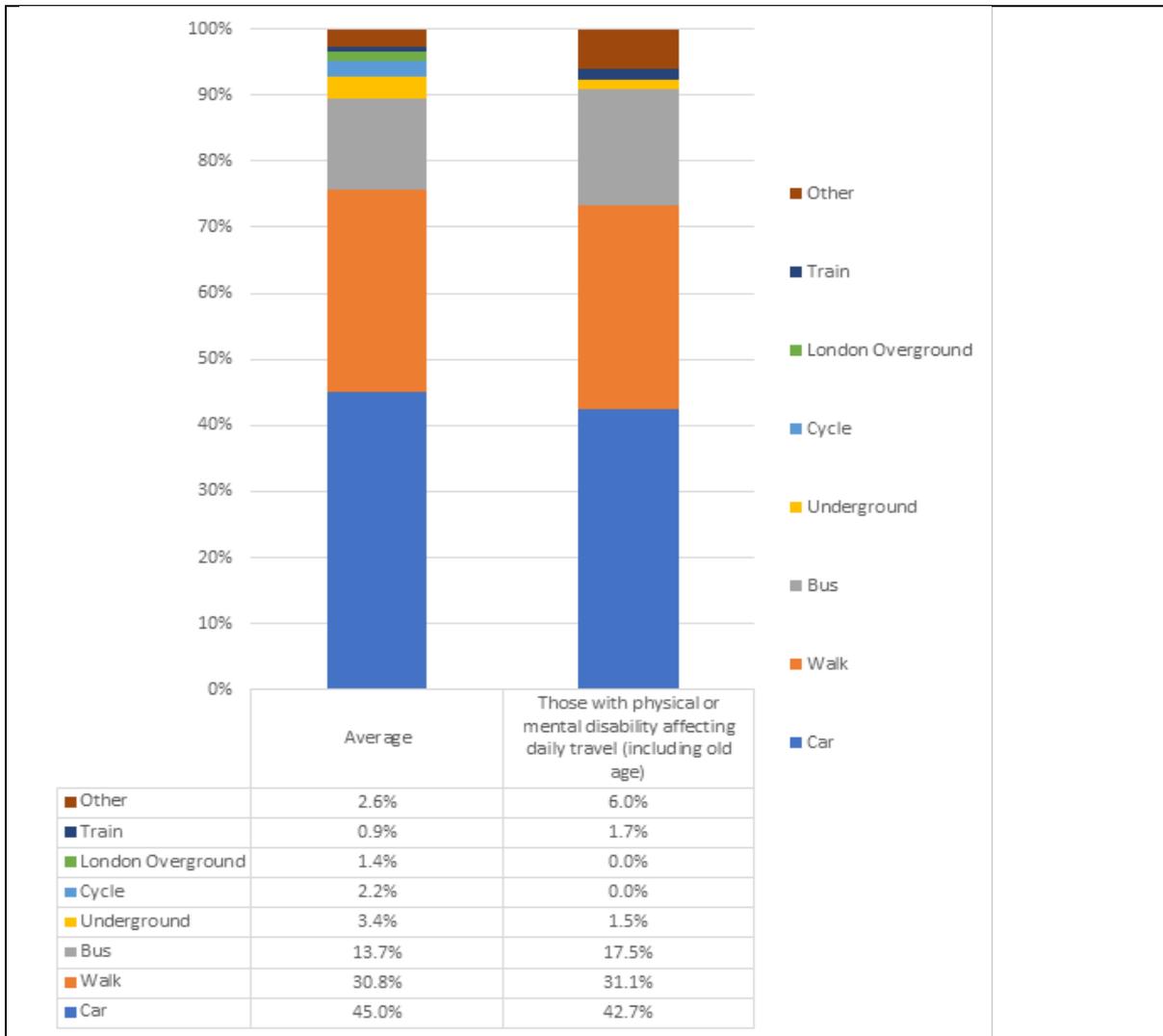
This could include: physical impairment, hearing impairment, visual impairment, learning difficulties, long-standing illness or health condition, mental illness, substance abuse or other impairments.

Will the proposed change to service/policy/budget have a **differential impact [positive or negative]** on people with disabilities?

Please provide evidence to explain why this group may be particularly affected.

Mode split for people with a physical or mental disability is shown in in Figure 1. When compared to the London Travel Demand Survey mode split of trips made by all people, car use for those with disabilities is lower, bus use is greater and walking is marginally higher.

Figure 1: Mode split by those with a physical or mental disability affecting daily travel



Source: LTDS (2016/17, 2017/18 and 2018/19)

With regards to Blue Badge holders, there are approximately 250 Blue Badge holders within the Bowes QN area and approximately 200 within the Fox Lane QN area.

As a result of the consultation and Equalities Impact Assessment during the trial periods of the Bowes and Fox Lane QNs, it was recommended to consider measures to improve access for residents with disabilities and of those with caring responsibilities through potential exemptions.

The Council has now taken steps to exempt Dial-a-Ride vehicles from all camera enforced modal filters within the QNs, and to provide exemptions for permit holders. These changes were introduced to the Bowes QN in June 2022, and are now planned to be rolled out in the Fox Lane QN.

The current approach to permits allows Blue Badge holders residing within the QN area to apply for a permit to nominate one vehicle to be exempt from camera enforced filters within their 'home QN'. The permit could apply to the Blue Badge

holder's own vehicle or they could nominate someone else's vehicle where a user of that vehicle has a role in the care of a Blue Badge holder within a QN. This approach has been selected based on feedback received and is similar to the approach taken in several other London boroughs. It also considers the aim to maintain the low traffic environment of the QNs and the Council's current operational capabilities. Blue Badge holders living in the QN area will be able to benefit from quicker and more direct journeys to their home.

The proposed changes to convert some modal filters to a camera enforced filter and introduce permits are expected to have a positive impact on some disabled people, who will be able to pass through the filter into a low traffic area. This will improve journey times for those who need a motor vehicle to make shorter journeys in the immediate area on a frequent basis.

The Blue Badge scheme provides an administratively efficient mechanism for identifying those with disabilities residing in the QN area for whom an exemption is required, and for implementing the exemption. In person support is available via Enfield's Parking Shop for those who cannot apply using the accessible website. Persons residing within the QN area who are disabled but do not hold a Blue Badge will not experience a change, similarly those Blue Badge holders who do not live within the QN area. However, the wider approach to exemptions is being reviewed, and further categories may be added. Implementing the proposals now does not preclude the Council's ability to make changes in future.

Mitigating actions to be taken

None – but note that the wider approach to exemptions is being reviewed, and further categories may be added.

Gender Reassignment

This refers to people who are proposing to undergo, are undergoing, or have undergone a process (or part of a process) to reassign their sex by changing physiological or other attributes of sex.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on transgender people?

Please provide evidence to explain why this group may be particularly affected.

It is considered that the proposed amendments to the Bowes and Fox Lane QNs are unlikely to have a disproportionate impact on grounds of gender reassignment.

Mitigating actions to be taken

N/A

Marriage and Civil Partnership

Marriage and civil partnerships are different ways of legally recognising relationships. The formation of a civil partnership must remain secular, where-as a marriage can be conducted through either religious or civil ceremonies. In the U.K both marriages and civil partnerships can be same sex or mixed sex. Civil partners must be treated the same as married couples on a wide range of legal matters.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people in a marriage or civil partnership?

Please provide evidence to explain why this group may be particularly affected.

It is considered that the proposed amendments to the Bowes and Fox Lane QNs are unlikely to have a disproportionate impact on grounds of gender reassignment.

Mitigating actions to be taken

N/A

Pregnancy and maternity

Pregnancy refers to the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on pregnancy and maternity?

Please provide evidence to explain why this group may be particularly affected.

It is considered that the proposed amendments to the Bowes and Fox Lane QNs are unlikely to have a disproportionate impact on grounds of pregnancy and maternity.

Mitigating actions to be taken

N/A

Race

This refers to a group of people defined by their race, colour, and nationality (including citizenship), ethnic or national origins.
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Will this change to service/policy/budget have a differential impact [positive or negative] on people of a certain race?

Please provide evidence to explain why this group may be particularly affected.

It is considered that the proposed amendments to the Bowes and Fox Lane QNs are unlikely to have a disproportionate impact on grounds of race.
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Mitigating actions to be taken

N/A

Religion and belief

Religion refers to a person's faith (e.g. Buddhism, Islam, Christianity, Judaism, Sikhism, Hinduism). Belief includes religious and philosophical beliefs including lack of belief (e.g. Atheism). Generally, a belief should affect your life choices or the way you live.

Will this change to service/policy/budget have a differential impact [positive or negative] on people who follow a religion or belief, including lack of belief?

Please provide evidence to explain why this group may be particularly affected.

It is considered that the proposed amendments to the Bowes and Fox Lane QNs are unlikely to have a disproportionate impact on grounds of sex.

Mitigating actions to be taken

N/A

Sex

Sex refers to whether you are a female or male.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on females or males?

Please provide evidence to explain why this group may be particularly affected.

It is considered that the proposed amendments to the Bowes and Fox Lane QNs are unlikely to have a disproportionate impact on grounds of sex.

Mitigating actions to be taken

N/A

Sexual Orientation

This refers to whether a person is sexually attracted to people of the same sex or a different sex to themselves. Please consider the impact on people who identify as heterosexual, bisexual, gay, lesbian, non-binary or asexual.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people with a particular sexual orientation?

Please provide evidence to explain why this group may be particularly affected.

It is considered that the proposed amendments to the Bowes and Fox Lane QNs are unlikely to have a disproportionate impact on grounds of sexual orientation.

Mitigating actions to be taken

N/A

Socio-economic deprivation

This refers to people who are disadvantaged due to socio-economic factors e.g. unemployment, low income, low academic qualifications or living in a deprived area, social housing or unstable housing.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people who are socio-economically disadvantaged?

Please provide evidence to explain why this group may be particularly affected.

It is considered that the proposed amendments to the Bowes and Fox Lane QNs are unlikely to have a disproportionate impact on grounds of socio-economic deprivation.

Mitigating actions to be taken.

N/A

Section 4 – Monitoring and review

How do you intend to monitor and review the effects of this proposal?

Who will be responsible for assessing the effects of this proposal?

The number of Blue Badge holders within the Bowes QN area is approximately 250 and within the Fox Lane area approximately 200. The number of applications made to Enfield Council for a permit can be reviewed periodically to review uptake of the permits.

Residents at any time can continue to email healthystreets@enfield.gov.uk to provide feedback about any Healthy Streets projects, including Quieter Neighbourhoods or via their local Ward Councillor. Engagement with emergency services continues on an ongoing basis. Feedback received by the Council will be reviewed.

Section 5 – Action plan for mitigating actions

Any actions that are already completed should be captured in the equality analysis section above. Any actions that will be implemented once the decision has been made should be captured here.

Identified Issue	Action Required	Lead officer	Timescale/By When	Costs	Review Date/Comments
N/A	N/A	N/A	N/A	N/A	N/A