

Overview and Scrutiny Committee Call-in Meeting – 15 April 2024

Call-in of Decision – KD5694 List No: 56/23-24 (published on 15 March 2024): Approval of council capital and the progression of Bowes East and Edmonton Green Quieter Neighbourhoods

Call-in Lead: Cllr Alessandro Georgiou

Officer Response

Reason for call-in
The consultation was entirely business focused with little weight given to the views on residents and the impact it will have on their lives.
Officer response
The Phase 1 Engagement was a balanced exercise that sought ideas and issues from everyone in the community, including residents and local businesses. Appendix A captures the feedback. It is important to note that this is just Phase 1 of 3 phases of engagement / consultation.

Reason for call-in
LTN's have been proven to reduce ambulance response times and police vehicles, evidence which has been directly contradicted within the report.
Officer response
Continued engagement with the emergency service will take place as the design development phase continues, no concerns about the design have been raised by the emergency service at this early stage. There will be a formal opportunity for any objections to be raised at the statutory consultation stage.

Reason for call-in
The consultation found that “There were concerns that a Quieter Neighbourhood would lead to increased congestion and traffic in the surrounding areas outside of the QN. Additionally, a number of individuals were concerned a QN would create more pollution.”

Officer response

Officers understand that this reason is in reference to issues raised in the Phase 1 engagement. Phase 2 engagement has since taken place and a further report will be produced to consider further community comments on the shared designs. There will be a final phase of statutory consultation before any decision is made to implement the project. The report does outline how a future a further Key Decision report will be brought for approval after statutory consultation has been concluded, to invite a decision on whether to agree and implement either or both schemes.

Reason for call-in

It is correctly identified that Green Lanes is already grid locked at rush hour and this would be further exacerbated by these LTNs.

Officer response

As part of the continued development of the projects traffic assessment will take place to assess the potential impact of the scheme. Where appropriate this will require approval from TfL and other key stakeholders. Both the Council and TfL will want to understand the potential for any negative impact on Bus Journey Times as bus journeys are a key part of enabling more sustainable transport.

Reason for call-in

The consultation also found (Bowes East):

- a. Traffic congestion has been caused by previously implemented LTNs
- b. LTNs affect marginalised communities negatively
- c. LTNs have worsened pollution levels on roads such as Green Lanes and Grenoble Gardens
- d. Haringey LTNs have a knock on effect in adjacent areas
- e. Myddleton Road businesses have suffered and closed
- f. Difficulty for local residents to receive visitors and find access
- g. Residents feel like the Council doesn't listen to their concerns
- h. Concern that there will be an impact on journey times in the area if a QN is implemented
- i. Increased journey times will have an impact on students
- j. travelling to school and their ability to learn
- k. Concern over access to areas to the east of Bowes East

Officer response

This list is those issues that the Officers have captured during the Phase 1 engagement period, which was designed to capture ideas and issues that the community may have. Phase 2 engagement has since taken place and a further report will be produced to consider further community comments on the shared designs. There will then be a final phase of statutory consultation before any decision is made to implement the projects.

Reason for call-in

The consultation also found (Edmonton Green):

- a. Throughout the engagement some participants expressed concern about the Quieter Neighbourhood programme and its impact on local traffic and the economy.
- b. Concern that QN would increase, rather than reduce congestion, by concentrating traffic on alternate streets outside the QN boundary.
- c. Some participants were concerned about the economic impact of reduced traffic on local businesses, particularly services like garages that rely on vehicle access
- d. Concern over the QN's potential to reduce accessibility within the local area and increase journey times
- e. These concerns broadly suggest that participants are highly reliant on private car usage and anticipate continued reliance into the future. The issues identified in this engagement programme suggest that there are significant concerns regarding the safety of public streets and accessibility of alternate transport modes, both of which contribute to an ongoing reliance on private vehicle use.

Officer response

This list is those issues that the Officers have captured during the Phase 1 engagement period, which was designed to capture ideas and issues that the community may have. Phase 2 engagement has since taken place and a further report will be produced to consider further community comments on the shared designs. There will then be a final phase of statutory consultation before any decision is made to implement the projects.

Reason for call-in

The EQIA found (both schemes overlap):

- a. QNs will 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 the boundary roads of the scheme as traffic is reassigned from minor roads in Bowes East.
- b. 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.
- c. Older people, particularly those who also have mobility impairments or difficulty walking may also be more reliant on time-dependant professional support services such as delivery of items such as food and medication. The higher journey times by car or rerouting of trips may therefore affect these services.
- d. Older people, particularly those who also have mobility impairments or difficulty walking may also be more reliant on time-dependant professional support services such as delivery of items like food and medication. The higher journey times by car or rerouting of trips may therefore affect these services.
- e. 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 to transport a wheelchair, complex mobility aid or medical equipment.
- f. The implementation of the Quieter Neighbourhood scheme may negatively impact on car journey times. This may adversely affect a portion of those who are pregnant and 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.
- g. Expectant mothers and mothers who have recently given birth may have increased numbers of medical appointments.
- h. 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 travel times.
- i. This scheme may cause increased congestion in the short to medium term on boundary roads to the QN as traffic is reassigned from minor roads within Bowes. As such, these impacts may disproportionately impact 'Black or Black British' and 'Other Ethnic Groups' who are disproportionately more likely to use public transport.
- j. A new one-way road or road closure may impact journey times for people travelling to their place of worship, which will reduce the amount of time they have in their day and may isolate some in the community.

Officer response

Officers understand the importance of their responsibility to meet the Public Sector Duty of the Equality Act 2010. As the report outlines, this project will continue to consider the needs of all highway users including those from the protected characteristic groups. All members of the community have full access to the highways; however, it is recognised that some protected groups may have additional needs that must be considered. EqIAs have been provided in Appendix E & Appendix F, however it should be noted these are in the early stages of development. The EqIAs will continue to be developed as the project progresses – the consideration of the impact of projects on those with protected characteristics is a dynamic process that is ongoing throughout the design and development stages of the project.

Proposal: Councillor Georgiou has asked that the decision is referred back to the decision maker.