



PUBLICATION OF DECISION LIST NUMBER 42/21-22

MUNICIPAL YEAR 2021/22

Date Published: 31 December 2021

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 refer to:

– Claire Johnson (ext.1154)

Phone 020 8132 then extension number indicated

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DECISIONS

For additional copies or further details please contact Claire Johnson (020 8132 1154), Governance and Scrutiny Team.

LIST REFERENCE: 1/42/21-22

SUBJECT TITLE OF THE REPORT:

BOWES PRIMARY AREA QUIETER NEIGHBOURHOOD

Part 1 or 2 (relevant exempt Paragraph)	Wards affected by decision	Decision taken by	Date Decision comes into effect	Interest declared in respect of the Decision	Category of decision (i.e. Key, Non-Key, Council, Urgent)	Contact Details	Eligible for Call-in & Date to be called in by
Part 1 & Part 2 (para 3)	Bowes	Leader of the Council	Tuesday 11 th January 2022	N/A	KD5402	Richard Eason Healthy Streets Programme Director Richard.eason@enfield.gov.uk 02081320698	Monday 10 th January 2022

DECISION

AGREED subject to not being called in:

1. That, in order to retain the operation of the Bowes Primary Area Quieter Neighbourhood, it is recommended that the provisions of the following experimental traffic orders continue in force by means of permanent orders made under sections 6, 45, 46 and 84(1) of the Road Traffic Regulation Act 1984.
 - The Enfield (Prescribed Routes) (No. 4) Experimental Traffic Order 2020,
 - The Enfield (Waiting and Loading Restriction) (No. 185) Experimental Traffic Order 2020
 - The Enfield (20 m.p.h. Speed Limit) (Amendment No. 1) Experimental Traffic Order 2020
 - The Enfield (Waiting and Loading Restriction) (Amendment No. 170) Experimental Traffic Order 2019 (Variation No. 1) Experimental Traffic Order 2020
 - The Enfield (Residents' Parking Places) (Bowes Park) (No. 1) Experimental Traffic Order 2019 (Variation No. 1) Experimental Traffic Order 2020
2. Taking into account the various matters set out in the body of the report, the factors in favour of making the experimental traffic orders permanent outweighs the disbenefits and/or disadvantages. This report sets out how the volume of local traffic has dropped within the area and the number of people walking and cycling in the area has increased.
3. It is further recommended that no Public Inquiry into this project takes place on the basis that there has been significant opportunity for all views to be canvassed during an extended consultation period, including objections to making the orders permanent, and for these views to be presented to the decision-maker for consideration; the proposal does not contain issues which are particularly complex.
4. These recommendations should be considered in the knowledge that:
 - A subsequent report is to be produced as soon as possible which explores mitigation measures to improve access for residents with disabilities through potential exemptions and includes consideration of those with caring responsibilities.

- A subsequent report is produced which recommends the implementation of a School Street at Bowes Primary.
 - The filter on Maidstone Road at its junction with Warwick Road is amended from a bollard to camera controlled filter, increasing permeability for any exemptions, including the emergency services.
 - The filter on Maidstone Road at its junction with Warwick Road is reviewed to determine whether further public realm improvements could be implemented at this location.
 - A review is undertaken of traffic speed and volume on the unclassified roads, monitored as part of this project, that are outside the Bowes QN area. This will inform the potential residential areas of focus for further QN style interventions.
 - A post-project monitoring plan is developed to continue to carry out some high-level monitoring in this area of the Borough.
 - A decision on the implementation of a bus gate on Brownlow Road is taken when further monitoring has occurred following the implementation of Haringey's Bounds Green LTN, enabling a full assessment of network impact.
 - Measures to improve an East / West walking and cycling route through the area are investigated.
5. Note that the Leader must make the decision in relation to the proposals in this report on the basis that the Council may reject or accept the future proposals set out in this paragraph 7 of the report.

OPTIONS CONSIDERED

Removing the trial:

Removing the trial would return the network to the situation prior to implementation, seeing the return of through traffic across the unclassified/ local streets within the project area and therefore prevent the opportunity to realise the benefits that the project objectives can deliver. There could also be further traffic impacts should Haringey continue with their LTN proposals without the Bowes QN scheme in place.

Holding a Public Inquiry prior to a decision:

Consideration was given to referring this project to a Public Inquiry however it is recommended that no Public Inquiry into this project takes place on the basis that there has been significant opportunity for all views to be canvassed during an extended consultation

Residents only access, for example via ANPR: One of the aims of the project is to enable a longer-term increase in the levels of walking and cycling within and through the scheme area. Allowing residents exemptions from the modal filters, via ANPR or other means, could restrict the level of changes in travel behaviour by those residents who drive and live within the project area. Furthermore, the additional motor traffic within the area from trips made by residents would 'dilute' the benefits to others in the area and potentially limit the potential for growth in walking and cycling in the area.

However, the Council is committed to developing an approach to improve access for residents with disabilities by means of an exemption from the camera enforced filter.

Relocating the modal filters from their current location to the junctions at the A406 North Circular Road:

This option was considered in detail. In principle this would involve the relocation of the Warwick Road filter to its junction with the A406, and new filters would be implemented on Ollerton Road, Highworth Road and Natal Roads at their junctions with the A406.

Figure 5-2 of Appendix 8 shows there is a slight preference for access in and out of the area via Bounds Green Road (81% of respondents considered access 'somewhat' or 'very important') over access via the A406 (72% of respondents). Reasoning provided by those who suggested relocating the filters generally provided reasoning that they more regularly access amenities and carry out visits to the south than to the north of the area. Some expressed feeling uncomfortable driving on the A406.

The recommendation in this report to improve access for residents with disabilities by means of an exemption from the camera enforced filters, would enable access for these residents to and from the area from both the A406 and Bounds Green Road.

The current design has the following advantages over this option:

- Residents have had time to adjust to the changes implemented.
- There are currently four entry points to this area within the QN25, (noting the implementation of a School Street on Highworth Road may change this). This disperses the local access traffic across these streets. The relocation of filters to the A406 would reduce the number of access points concentrating traffic entering/exiting the area onto fewer roads.
- Warwick Road at the A406 is signal controlled, providing a controlled exit from the area, and management of traffic flows at the junction.

These advantages are not considered to be fundamental flaws in a design that relocates the filters to the A406. However, following consideration of these factors, the limited preference displayed by respondents, and recommended exemptions for disabled residents, on balance it was considered that the current layout offered the best solution at this time.

Other changes to the modal filters, such as removing one or more modal filters:

Removing one of the modal filters, for example York Road or Maidstone Road, would create an additional access point for residents, but it would also create an opening for through traffic to pass, channelling all through traffic onto that particular route. It may also induce traffic demand for through trips, which isn't currently travelling through the area. It has therefore been discounted.

Removing the trial and implementing an alternative treatment, such as one-way streets, traffic calming, or more speed enforcement:

This would not be in line with the project objective to significantly reduce the volume of through motor traffic on minor roads within the project area, which has been achieved through the trial. York Road, for example, has speed cushions along the street, however traffic volumes remained high prior to the trial. This project is aimed at generating longer-term changes in travel behaviour, rather than simply managing the flow and speed of motor traffic through a particular neighbourhood.

Timed access restrictions:

Timed access restrictions would have the following benefits:

- Improved motor vehicle access for journeys outside of camera operating times
- Improved motor vehicle access for work based trips into the area, such as deliveries

Changing the camera enforced filter(s) to a timed restriction would however result in through traffic travelling through the area outside of the

camera operating hours, which is not in line with the project objectives. There is also potential for vehicles to queue whilst waiting for the end of the restriction time.

However, the Council is committed to developing an approach to improve access for residents with disabilities by means of an exemption from the camera enforced filter.

Removing the trial and implementing other access restrictions, for example banning the right turn from Warwick Road onto the A406, or various width / weight restrictions:

This project is aimed at generating longer-term changes in travel behaviour, rather than simply managing the flow of motor traffic through a particular neighbourhood.

Remove the trial and rely on the electrification of motor vehicles:

Electric vehicles are an important part of Enfield's plan to be a carbon neutral borough by 2040, and efforts are being made in accordance with the Enfield Climate Action Plan 2020 to increase electric vehicle charging provision. They however are not a solution on their own.

As much as 50% of particle pollution from vehicles comes from brake wear, tyre wear and road surface wear²⁶. These particles contribute to what is known as 'non-exhaust emissions' particulate matter. Non-exhaust emissions increase with vehicle mass and electric vehicles tend to be heavier than their petrol/diesel counterparts due to the battery mass. An effective way to reduce these emissions is to reduce traffic volumes. Further, other problems associated with motor vehicle use, for example collisions, congestion and parking availability, will not be solved by a transition to electric vehicles.

Removing the banned right turn at the A406 / Bounds Green Road junction:

An external report investigated the feasibility of re-introducing the right turn from Bounds Green Road into the North Circular, which was introduced in 2012 by TfL. The outcome of this study concluded that the junction operates at absolute capacity in both the AM and PM peak periods and has a relatively efficient method of control. Adding a right turn movement could be done in theory but this would reduce the junction capacity, generating significant queuing that would likely result in vehicles re-routing to other local roads and the peak periods would be significantly extended. No feasible physical changes to the junction could be identified and introducing the right turn is not considered to be viable.

REASONS FOR PROPOSAL

1.A number of experimental traffic orders were made to bring into operation the trial measures implemented in the Bowes QN. To enable the scheme to be retained, further orders need to be made under sections 6, 45, 46 and 84(1) of the Road Traffic Regulation Act 1984. To help inform the decision, the report sets out the progress against project objectives and objections to the scheme being made permanent, as well as details of the monitoring of this trial.

2.The primary objectives of the project were to create healthier streets within the area, significantly reduce the volume of through motor traffic and enable a longer-term increase in walking and cycling levels. With transport accounting for 39% of the Borough emissions, it is essential that this sector plays a key role in moving towards the goal of being a carbon neutral Borough by 2040. In transport terms, no singular project will provide the answer. The Healthy Streets programme consists of a comprehensive range of interventions that collectively will enable more sustainable transport choices. As projects are knitted together and a coherent network of quiet streets and safe walking and cycling infrastructure on primary roads is delivered, longer-term change will be enabled. This report sets out the impacts for consideration of this particular project, considered against this wider context.

BACKGROUND

Please note that a copy of the Part 1 report is available on the Council's democracy pages.

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31 December 2021