

Bowes Primary Area Quieter Neighbourhood

Post Scheme Monitoring Addendum

LB Enfield



QA RECORD:

DOCUMENT REF	7577AD01	Rev	1.0
DRAFTED BY	AG	Date	16 December 2021
CHECKED BY	AS	Date	16 December 2021
APPROVED BY	AS	Date	16 December 2021

1 BOWES PRIMARY AREA QUIETER NEIGHBOURHOOD

1.1 Post Scheme Monitoring Addendum – 16th December 2021

- 1.1.1 This document has been produced as an addendum to the Bowes Primary Area Quieter Neighbourhood report PL 21.056 P to provide clarification around the post scheme monitoring traffic assessment (Appendix 2 of the report) and the fuel crisis in September 2021. In addition, it provides some adjustments to some of the reported data within Appendix 2. This addendum should be considered alongside the Bowes Primary Area Quieter Neighbourhood report.
- 1.1.2 A fuel crisis was triggered by comments in the media on Thursday 23rd September 2021 relating to lorry driver shortages resulting in the temporary closure of some petrol stations. This triggered panic buying over the weekend 25th/26th September 2021 and onwards.
- 1.1.3 For the Bowes Primary Area Quieter Neighbourhood monitoring assessment, ATC surveys were installed on the 16th and 17th September 2021 and data was collected up to 28th September 2021.
- 1.1.4 Weekend data was removed from the assessment as the peak periods differ from weekdays. For consistency across the analysis, the summary of the post consultation traffic flow data, was used from Monday 20th to Friday 24th September only, for all sites except three.
- Green Lanes
 - Nightingale Road
 - Sidney Road
- 1.1.5 The data from Monday the 27th September was included at these locations because there was a lack of reported data during the initial days of data recording. This can occur if the counter is vandalised, or if there is a technical fault with the equipment. As a result, data captured on the 27th September was initially used to include more days in the assessment. This decision was taken following a review of a TfL count site in the local area, which has data for every day in September. The data from this site indicated that the drop in traffic flow was only 1% below average on the 27th September, compared to the weekdays from the 2nd to 22nd September, and therefore it was reasonable to include in the analysis.
- 1.1.6 Since that analysis was completed, additional surveys undertaken across the borough of Enfield have been analysed. A review of this data indicated a greater drop in traffic on the 27th September, compared to the previous week.
- 1.1.7 Therefore the decision has been taken to remove 27th September from the 3 Bowes sites assessed using that day.
- 1.1.8 The results of the removal do not change the conclusions of the assessment, with the changes summarised below.

Table 1.1: Previously reported values

Location	24hrs				AM				PM			
	Pre	Post	Difference	% Difference	Pre	Post	Difference	% Difference	Pre	Post	Difference	% Difference
Sidney Road	709	682	-27	-4%	34	54	20	59%	55	40	-15	-27%
Nightingale Road	2612	3351	739	28%	168	212	44	26%	197	243	46	23%
Green Lanes	16084	10114	-5970	-37%	885	481	-404	-46%	861	457	-404	-47%

Table 1.2: Adjusted values

Location	24hrs				AM				PM			
	Pre	Post	Difference	% Difference	Pre	Post	Difference	% Difference	Pre	Post	Difference	% Difference
Sidney Road	709	896	187	26%	34	44	10	29%	55	51	-4	-7%
Nightingale Road	2612	3459	847	32%	168	221	53	32%	197	248	51	26%
Green Lanes	16084	14898	-1186	-7%	885	770	-115	-13%	861	632	-229	-27%

1.1.9 The adjusted numbers change the summaries, as follows.

- The average reduction in traffic on the surveyed local roads within the Quieter Neighbourhood changes from 17% to 16% in the 24-hour period. In the AM peak the average increase remains 18%. In the PM peak the average reduction changes from 26% to 25%.
- The average reduction in traffic on the strategic/ distributor roads on the boundary of the Quieter Neighbourhood changes from 7% to 2% in the 24-hour period. In the AM peak the reduction changes from 9% to 3%. In the PM peak the reduction changes from 11% to 8%.
- There is an increase on Sidney Road over the 24-hour period, rather than just the AM peak.

1.1.10 The post scheme monitoring assessment reviewed bus journey time data for September and October 2021. The bus journey time data were reviewed in light of the fuel crisis issue during the initial assessment of bus journey times. From this assessment, it was determined that only bus route 221 showed a significant impact on certain days during the fuel crisis period (journey time increases of up to 250%), so journey times for some days were removed for this route. The other routes were reviewed but did not indicate any significant changes in journey times from the 25th September onwards, over and above variations in bus journey times for the other periods of September and October. The reported bus journey times have not changed since the original publication of the Quieter Neighbourhood assessment.

1.1.11 This addendum clarifies how the impact of the fuel crisis was mitigated during the assessment of the surveys and bus journey times. An adjustment has been made to 3 of the 37 reported survey locations but as previously stated, the conclusions within the monitoring report have not been affected by these adjustments.