

**(1) Reason why decision is being called in:**

The decision for the Bowes Quieter Neighbourhood (QN) has been called in for the following reasons:

Main purpose of the trial was to reduce the motor traffic within the Bowes area and improve healthy physical activity like walking and cycling- this has failed to materialise.

1.The Council must provide its reasons for an experimental traffic order (ETO) and those reasons must be set out in the Statement of Reasons and not use the Mayor's Transport Strategy to support this.

Amendments to an ETO can only be made within the first 12 months of its 18-month cycle to enable the statutory 6-month statutory objection period to run. No further amendments can be added to this traffic order.

2. Enfield Healthy Streets Framework policy post-dates the implementation of the Bowes QN ETO and cannot be applied to support the scheme retrospectively.

3. Lack of comprehensive training for officers attending those focus groups with disabled people in relation to the Public Service Equality Duty which meant they could not fully understand the consequences of this scheme for the disabled.

4. Blue Badge Holders - not everyone received a letter/survey to complete-of those that did participate in the survey, 76% claimed they suffered negatively from the scheme.

5.Contradictory reports on bus delays – Bowes report says bus journey times improved yet the Green Lanes Priority Scheme shows buses are operating with significant delays. This point has not been explored in the report.

6. Active travel shows no increase – only 3 sites were monitored for pedestrian activity- this is a very small sample to make any comment that would be taken into account for making a decision.

7. Cycling data is misleading- some roads recorded a large increase in cycling due to the abnormally low traffic flow before the scheme. If you exclude these 3 roads, the 15 roads show a decrease.

8. Traffic data is not representative. The report has been selective on traffic data - traffic data is missing from 8 of the 29 roads monitored.

9. Inaccuracy of traffic counters – The report references that traffic counters measured between 16<sup>th</sup>-28<sup>th</sup> September. However, this was during the petrol shortage period and therefore is not representative.

**10. Pollution and Noise Modelling-** the report data is misleading as traffic data is missing and therefore an accurate analysis cannot be made- limited time modelling carried out.

**11. Bias against car owners-** car owners have mostly reported negative responses and make up a large number of respondents. However, these views appear to have been disregarded by the decision maker despite them being the biggest group. The report does not give the same weight to responses from car owners as it does to non-motorists otherwise the decision would not be to make the scheme permanent.

**12. Residents rejecting the LTNs-** the report ignores the survey participants' views - there were overwhelming reasons opposing scheme.

**13. Crime offences have increased 8% across Bowes.** Crime figures are higher compared to the rest of Enfield showing a clear link of higher crime levels with the implementation of the QN scheme.

**14. Poor street lighting in Bowes.** The report fails to take into account the poor street lighting in Bowes which in addition to the scheme compounds the safety of residents especially women who have reported that they have felt vulnerable since the QN was implemented.

**15. The impact on mental health has been ignored –** the report fails to mention the scheme's impact on mental health due to the isolation and anxiety of people living within the QN.

**16. Traffic volumes have not been significantly reduced but have been displaced.** The report fails to state why the decision maker is confident that the traffic volumes have not been just displaced.

**17. Impact of Covid pandemic -** the report does not thoroughly address the impact that COVID-19 has had on traffic flows during different times of the pandemic.

**18. Ignored warnings from the London Ambulance Service.** The report ignores warnings from London Ambulance Service about patient safety from traffic delays.

**19. Ignores the benefits of electric cars.** The report fails to take into consideration the role of electric cars as a part solution to reducing emissions which is one of the reasons for the scheme.

**20. Residents overwhelmingly reject the Bowes QN -** three quarters oppose the scheme, yet the council concludes that there are more benefits than disbenefits and no solutions provided to the traffic volumes on the main roads.

**(2) Outline of proposed alternative action:**

Refer back to Cllr Nesil Caliskan, Leader of the Council for review of the decision.

**(3) Do you believe the decision is outside the policy framework?**

No

**(4) If Yes, give reasons:**

**For Governance Use Only:**

Checked by Monitoring Officer for validation –

Name of Monitoring Officer:

Date: