



PUBLICATION OF DECISION LIST NUMBER 49/21-22

MUNICIPAL YEAR 2021/22

Date Published: 7 February 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 refer to:

– Claire Johnson (ext.1154)

Phone 020 8132 then extension number indicated

INDEX OF PUBLISHED DECISIONS – 7 February 2022

List Ref	Decision Made by	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)	Page No.
1/49/21-22	Cllr Caliskan, Leader of Enfield Council	15 February 2022	1	Fox Lane Area Quieter Neighbourhood	KD 5403	Palmers Green, Southgate, Southgate Green, Winchmore Hill	14 February 2022	3-8
DECISIONS								
For additional copies or further details please contact Claire Johnson (020 8132 1154), Governance and Scrutiny Team.								

LIST REFERENCE: 1/49/21-22

SUBJECT TITLE OF THE REPORT:							
Fox Lane 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	Palmers Green, Southgate, Southgate Green, Winchmore Hill	Cllr Caliskan, Leader of Enfield Council	15 February 2022	None	KD 5403	Richard Eason, Healthy Streets Programme Director Richard.eason@enfield.gov.uk	14 February 2022
DECISION							
<p>Agreed, subject to call in:</p> <ol style="list-style-type: none"> That, in order to retain the operation of the Fox Lane Area Quieter Neighbourhood, 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: <ul style="list-style-type: none"> The Enfield (Prescribed Routes) (No. 6) Experimental Traffic Order 2020 (as amended) The Enfield (Waiting and Loading Restriction) (No. 187) Experimental Traffic Order 2020 The Enfield (Goods Vehicles Loading Bay) (No. 5) Experimental Traffic Order 2020 The Enfield (Residents and Shared Use Parking Places) (Palmers Green) (No. 1) Experimental Traffic Order 2020 The Enfield (20 m.p.h. Speed Limit) (No. 2) Experimental Traffic Order 2020 The Enfield (Prescribed Routes) (No. 5) Experimental Traffic Order 2021 Taking into account the various matters set out in this report, it is considered that the factors in favour of making the experimental traffic orders permanent outweigh the disbenefits and/or disadvantages of removing the trial. It is further recommended that no Public Inquiry is required on this project on the basis that there has been significant opportunity for all views to be canvassed during the 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.
- The Council makes some small scale and short-term adjustments to the Southgate Circus roundabout to assist traffic flow.
- The Council explores funding opportunities to conduct a more detailed design review of the options for Southgate Circus, accepting that this would require significant investment / partnership with TfL and therefore could not be delivered in the short to medium term.
- Resident views are gathered on a future proposal to alter the current modal filter on the Meadway. Considerations may include the removal of this restriction entirely, or to operate it on a timed basis.
- The filters on The Mall, Selborne Road and Oakfield Road are investigated with a view to consider whether to convert them from a bollard to a camera controlled filter, increasing permeability for the emergency services and for any future exemptions.
- A further review is undertaken of traffic speed and volume on some roads outside of the scheme area to consider any additional mitigating actions.
- A post-project monitoring plan is developed to continue to carry out some high-level monitoring in this area of the Borough.
- Potential measures to mitigate some increases in bus journey times are reviewed.

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 paragraph 6 of the report.

OPTIONS CONSIDERED

Option	Comment
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.
Holding a Public Enquiry 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 the consultation period,

	<p>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. Therefore, a Public Inquiry, where the decision would ultimately be returned to the Council, would add no further value to the process.</p>	
<p>Residents only access, for example via ANPR</p>	<p>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 considering an approach to improve access for residents with disabilities by means of an exemption from the camera enforced filter.</p>	

<p>Other changes to the modal filters, such as removing one or more modal filters</p>	<p>Removing one of the modal filters 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.</p> <p>The recommendation at paragraph 6 regarding Meadway will need to take these factors into account in any future considerations.</p>	
<p>Removing the trial and implementing an alternative treatment, such as one-way streets, traffic calming, or more speed enforcement</p>	<p>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. 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.</p>	
<p>Timed access restrictions</p>	<p>Timed access restrictions would have the following benefits:</p> <ul style="list-style-type: none"> • 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 <p>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. There is also potential for vehicles to queue whilst</p>	

	<p>waiting for the end of the restriction time. The recommendation at paragraph 6 regarding Meadway will need to take these factors into account in any future considerations. However, the Council is committed to considering an approach to improve access for residents with disabilities by means of an exemption from the camera enforced filter.</p>
<p>Remove the trial and rely on the electrification of motor vehicles.</p>	<p>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 wear^{19F19F}¹. 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.</p> <p>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.</p>
<p>Relocating the filters</p>	<p>The community was invited to provide feedback on designs for a Quieter Neighbourhood in late 2019. This typically included modal filters located at the 'outside' of</p>

¹ https://uk-air.defra.gov.uk/assets/documents/reports/cat09/1907101151_20190709_Non_Exhaust_Emissions_typeset_Final.pdf

	<p>the internal roads, i.e., at the junctions of the minor roads within the QN with the relevant boundary road. In response to feedback received, the designs were revised to the layout that was implemented at the start of this trial. Amending the layout back to the previous design was not considered suitable due to this prior work. There does not appear to be sufficient 'requests' for other layout changes, for example relocating one or more filters to another location along the road, to outweigh the disbenefits of the community adjusting to a revised layout.</p>	
<p>Extending the area of the QN</p>	<p>This was discounted on the basis that the impacts of the current QN should be assessed and before investigating extending the QN area.</p>	

REASONS FOR PROPOSAL

A number of experimental traffic orders were made to bring into operation the trial measures implemented in the Fox Lane 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 made against the project objectives and objections to the scheme being made permanent, alongside details of the monitoring of this trial.

Key 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%² of the Borough's emissions, it is essential that this sector plays a key role in moving towards the goal of being a carbon neutral Borough by 2040. 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, set against this wider context.

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

² <https://new.enfield.gov.uk/services/environment/enfield-climate-action-plan-2020-environment.pdf>

