

London Borough of Enfield

Portfolio Report

Report of: **Richard Eason, Healthy Streets Programme Director**

Subject: Fox Lane Area Quieter Neighbourhood

Cabinet Member: Cllr Caliskan

Director: Doug Wilkinson

Ward: Palmers Green, Southgate, Southgate Green, Winchmore Hill

Key Decision: KD 5403

Purpose of Report

1. The purpose of this report is to provide details of the Fox Lane Area Quieter Neighbourhood (Fox Lane QN) trial measures introduced by means of Experimental Traffic Orders (ETOs) in September 2020. This report invites a decision on making the trial permanent.
2. The Fox Lane QN project objectives are outlined in the published Project Rationale¹ and published Statement of Reasons for the ETOs. This report sets out the activities undertaken during the trial to monitor the project and understand the extent to which the trial is contributing towards creating healthier streets (including the reduction of motor traffic speed and volume in the streets set out in the ETO), alongside any associated impacts. The pre-published monitoring plan² sets out how the trial will be assessed against these objectives.

Proposal(s)

3. 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:
 - The Enfield (Prescribed Routes) (No. 6) Experimental Traffic Order 2020 (as amended)

¹ <https://letstalk.enfield.gov.uk/2734/widgets/9482/documents/12256>

² <https://letstalk.enfield.gov.uk/2734/widgets/9482/documents/12257>

- 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) (Palmer's 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
4. 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.
5. 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.
6. 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.
7. 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.

Reason for Proposal(s)

8. 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.
9. 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%³ 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.

Relevance to the Council's Corporate Plan

10. Good homes in well-connected neighbourhoods. This project supports the Council's commitment to encourage people to walk and cycle, which improve connectivity of neighbourhoods.
11. Sustain strong and healthy communities. The project, and the underlying Enfield Healthy Streets Framework, seeks to create healthier streets. This approach puts people and their health at the heart of decision making. It is a long-term plan for improving the user experience of streets, enabling everyone to be more active and enjoy the subsequent health benefits.
12. Build our local economy to create a thriving place. Wider investment in the walking and cycling network forms part of the Council's strategy to support our high streets and town centres by providing safe and convenient access to local shops and services.

³ <https://new.enfield.gov.uk/services/environment/enfield-climate-action-plan-2020-environment.pdf>

Background

13. This Quieter Neighbourhood project adopts a Low traffic neighbourhood (LTNs) approach. LTNs have been in use in London since the 1960s. They are increasingly being used in London and other cities in the UK and beyond to reduce through traffic in residential areas, aiming to increase levels of walking and cycling. The Enfield Healthy Streets Framework sets out a range of interventions, including Low Traffic Neighbourhoods, which was endorsed by the Council's Cabinet. Prior to the implementation of the more recent projects, there is a range of historic measures that the Borough has taken to 'filter' unclassified roads to address the problem of excessive motor traffic on roads that were not classified or designed with that function.
14. The project aims align with the policy context of local, regional and national policies and strategies that seek to respond to the climate emergency and increase levels of physical activity, and post-pandemic to enable a green recovery.
15. Enfield Council has received concerns from residents and Ward Councillors in the Fox Lane area for many years about the impact of motor traffic passing through the area. In response, conversations started back in 2014 as part of the Cycle Enfield programme. In 2019 an earlier trial was implemented which looked to introduce road narrowing's at junctions within the Fox Lane Quieter Neighbourhood area. That trial was looking to explore the extent of the impact of reducing the constant flow of traffic through the area, with the aim that these interventions would discourage people from a perceived 'short cut' and encourage motorists to use the principal roads which are designed for the purposes of carrying higher volumes of traffic. Data collected illustrated that this approach was not effective, with no significant reductions in traffic volumes. Indeed, the Council received feedback from residents that the junction narrowing created a more aggressive road environment, with drivers vying to get through the narrow junctions and then speeding up along the residential roads to 'make up lost time'. The trial was removed, with acknowledgement from the Cabinet Member of the time that if this approach did not work more robust measures would be considered.
16. Following further design work, the community were invited to provide feedback on revised plans for a Quieter Neighbourhood in late 2019 which adopted more robust measures, including modal filters (bollards) on many of the roads within the area. The Council listened to this feedback and in response, the designs were further revised, with a key change to create an increase in the number of access/exit points into the area. Conversations were also held with the emergency services who requested the use of some camera-controlled filters to enable unhindered access for emergency services vehicles. The trial implemented in September 2020 reflected the revised designs. The trial was implemented with funding provided by the TfL Streetspace programme. The interventions are shown in Annex 1.
17. The trial was introduced using a number of Experimental Traffic Orders (ETOs), which are valid for a maximum of 18 months. The Orders came into operation on 7 September 2020 and expire on 7 March 2022. The Local Authorities'

Traffic Orders (Procedure) (England and Wales) Regulations 1996 make provision for orders to be made giving permanent effect to the experimental orders, subject to a number of requirements being met, including:

- The notice of making containing the required statements;
- The deposited documents being available for inspection (allowing for the temporary arrangements made during the coronavirus pandemic);
- The deposited documents including a statement of the reason for making the experimental order;
- No variation or modification of the experimental orders was made more than 12 months after the order was made.

Main Considerations for the Council

Alignment with strategic context

18. The Fox Lane QN is delivered in the context of local, regional and national policies and strategies that seek to respond to the climate emergency, reduce traffic congestion and increase levels of physical activity, and post-pandemic, to enable a green recovery.

19. The Climate Change Act, amended in 2019, commits the UK to achieving net zero carbon emissions by 2050. The Government is supporting local authorities to encourage sustainable travel through its Active Travel Fund and the 2020 national walking and cycling strategy, Gear Change. The strategy includes:

- *“That physical inactivity is responsible for one in six UK deaths (equal to smoking) and is estimated to cost the UK £7.4 billion annually”*
- *“In order to really deliver a step-change in the UK, we must go further, faster. Millions more journeys need to be walked or cycled.”*
- *“Low-traffic neighbourhoods will be created in many more groups of residential streets.”*

20. The Government’s Net Zero Strategy: Build Back Greener⁴, released in October 2021, sets out the Government’s long-term plan to end the UK’s domestic contribution to man-made climate change by 2050. Two transport key commitments in this plan are:

- *“Increase the share of journeys taken by public transport, cycling and walking”*
- *“Invest £2 billion in cycling and walking, building first hundreds, then thousands of miles of segregated cycle lane and more low-traffic neighbourhoods with the aim that half of all journeys in towns and cities will be cycled or walked by 2030.”*

21. Additional guidance was published by the Secretary of State for Transport in July 2021⁵ to assist local authorities to meet their statutory network management duty. The guidance sets out high-level principles to help local

⁴ <https://www.gov.uk/government/publications/net-zero-strategy>

⁵ <https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19>

authorities to manage their roads and identify what actions they should take, bearing in mind the ambitions set out in 'Gear Change'⁶. In particular, the guidance emphasises the need to implement and retain schemes that support a green recovery from the Coronavirus pandemic by encouraging walking and cycling.

22. The 2018 Mayor's Transport Strategy⁷ (MTS) set the overall direction and objectives for transport in London. The MTS, and the supporting evidence⁸ for the MTS, includes the following statements:

- *A target for 80% of all trips to be made on foot, by bicycle or by public transport by 2041*
- *74% of car trips could be made by a more sustainable mode, for example cycling, walking or public transport*
- *The majority (58%) of car trips are made by London residents in outer London*
- *Without further action, the average Londoner will waste 2.5 days a year sitting in congested traffic by 2041. Most congestion is caused by there being more traffic on a day-to-day basis than there is space for – traffic methods can help but ultimately, we need to reduce traffic volumes*
- *Even in a densely populated city such as London, some journeys can only reasonably be made by car. But the amount of space that can or should be taken up by private road transport is limited, and the population is growing. As well as prioritising more space-efficient and sustainable modes, research suggests that most people agree that the limited remaining space should be prioritised for 'essential' traffic.*
- *Poor air quality causes the equivalent of up to 9,400 deaths per year and an annual health cost of £1.4-3.7 billion*
- *Without further action, London is expected to exceed World Health Organisation levels of PM2.5 until well after 2030.*

23. Quieter Neighbourhoods align closely with the following policies in the MTS:

- *Policy 1: The Mayor, through TfL and the boroughs, and working with stakeholders, will reduce Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.*
- *Policy 2: The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by cycle, and promoting the benefits of active travel. The Mayor's aim is that, by 2041, all Londoners do at least the 20 minutes of active travel they need to stay healthy each day.*
- *Policy 6: The Mayor, through TfL and the boroughs, and working with stakeholders, will take action to reduce emissions – in particular diesel emissions – from vehicles on London's streets, to improve air quality and support London reaching compliance with UK and EU legal limits as soon as possible. Measures may include retrofitting vehicles with*

⁶ <https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england>

⁷ <https://tfl.gov.uk/corporate/about-tfl/the-mayors-transport-strategy>

⁸ <https://content.tfl.gov.uk/mts-supporting-evidence-challenges-opportunities.pdf>

equipment to reduce emissions, promoting electrification, road charging, the imposition of parking charges/ levies, responsible procurement, the making of traffic restrictions/ regulations and local actions.

- *Policy 10: The Mayor, through TfL and the boroughs, and working with stakeholders, will use the Healthy Streets Approach to deliver coordinated improvements to public transport and streets to provide an attractive whole journey experience that will facilitate mode shift away from the car.*

24. TfL's Healthy Streets for London⁹ sets out how TfL will put people and their health at the centre of decision making, helping everyone to use cars less and to walk, cycle and use public transport more. The Healthy Streets Approach is the framework underpinning the MTS. Key to the Healthy Streets Approach, are the ten Healthy Streets Indicators¹⁰, shown in Figure 1 below.



Figure 1 The ten Healthy Streets Indicators. Source: Lucy Saunders

25. The Enfield Healthy Streets Framework was approved by Cabinet in June 2021. The report sets out the framework for developing and delivering Healthy Streets projects which incorporates the Healthy Streets Approach. It provides greater clarity on the approach the Council will take to deliver on a range of policies already in place, including the Mayors Transport Strategy published in 2018. The framework identifies activities to deliver on these local, London and national policy objectives. Low Traffic Neighbourhoods are identified and discussed in Activity 1 (creating a high-quality walking and cycling network) of the Healthy Streets Framework. Annex A¹¹ of the framework sets out the following:

⁹ <https://content.tfl.gov.uk/healthy-streets-for-london.pdf>

¹⁰ <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets#on-this-page-3>

¹¹ https://governance.enfield.gov.uk/documents/s87877/Enfield%20Health%20Streets%20Annex%20A_Additional%20Information.pdf

- *Enfield's share of sustainable transport trips is amongst the lowest in London, with 31% trips walked, <1% cycled and 22% made on public transport. Correspondingly, the proportion of car trips exceeds the London average with 48% of trips made by private vehicles in Enfield, compared to 35% in London.*
- *Findings from the 2016 analysis of Walking Potential conducted by TfL highlights that Enfield is within the top five Boroughs in terms of potentially walkable trips and of cycling potential. The analysis suggested that an additional 315,000 trips could be cycled daily.*
- *Between 2008 and 2019, the number of miles driven on Enfield's roads increased by 313,000,000.*
- *While the level of traffic on 'main roads' (A and B roads and motorways) has remained relatively constant since the 1990s, the volume of traffic using 'minor roads' (C and unclassified roads) has increased substantially since the late 2000s.*
- *Continued growth in population is expected to cause further strain on the road and public transport network if the modal split trends remain.*

26. Government guidance¹² on roads classification states:

- "The system of roads classification is intended to direct motorists towards the most suitable routes for reaching their destination. It does this by identifying roads that are best suited for traffic.
- All UK roads (excluding motorways) fall into the following 4 categories:
 - *A roads – major roads intended to provide large-scale transport links within or between areas*
 - *B roads – roads intended to connect different areas, and to feed traffic between A roads and smaller roads on the network*
 - *classified unnumbered – smaller roads intended to connect together unclassified roads with A and B roads, and often linking a housing estate or a village to the rest of the network. Similar to 'minor roads' on an Ordnance Survey map and sometimes known unofficially as C roads*
 - *unclassified – local roads intended for local traffic. The vast majority (60%) of roads in the UK fall within this category"*

27. With reference to the above, the boundary roads of the Fox Lane QN are A roads:

- A1004 High Street / The Green / Cannon Hill / Aldermans Hill
- A105 Green Lanes
- A111 The Bourne, Bourne Hill

28. As set out in the Fox Lane QN Project Rationale¹³ document published on the project page, it is acknowledged that it will take a number of years to deliver the range of infrastructure projects that are necessary to enable longer-term change. An example of longer-term growth in active travel observed is

¹² <https://www.gov.uk/government/publications/guidance-on-road-classification-and-the-primary-route-network/guidance-on-road-classification-and-the-primary-route-network>

¹³ <https://letstalk.enfield.gov.uk/2734/widgets/9482/documents/12256>

described in a study¹⁴ of LTNs in Waltham Forest. The study concluded that after three years, LTN residents did 115 minutes more walking per week and 20 minutes more cycling per week, compared to the control group.

Monitoring of the trial

29. The monitoring data and outcomes are discussed in Table 1. The project Monitoring and Evaluation Plan¹⁵ sets out the areas of focus for monitoring. In Table 1 each of the areas have been considered individually and the impacts assessed.

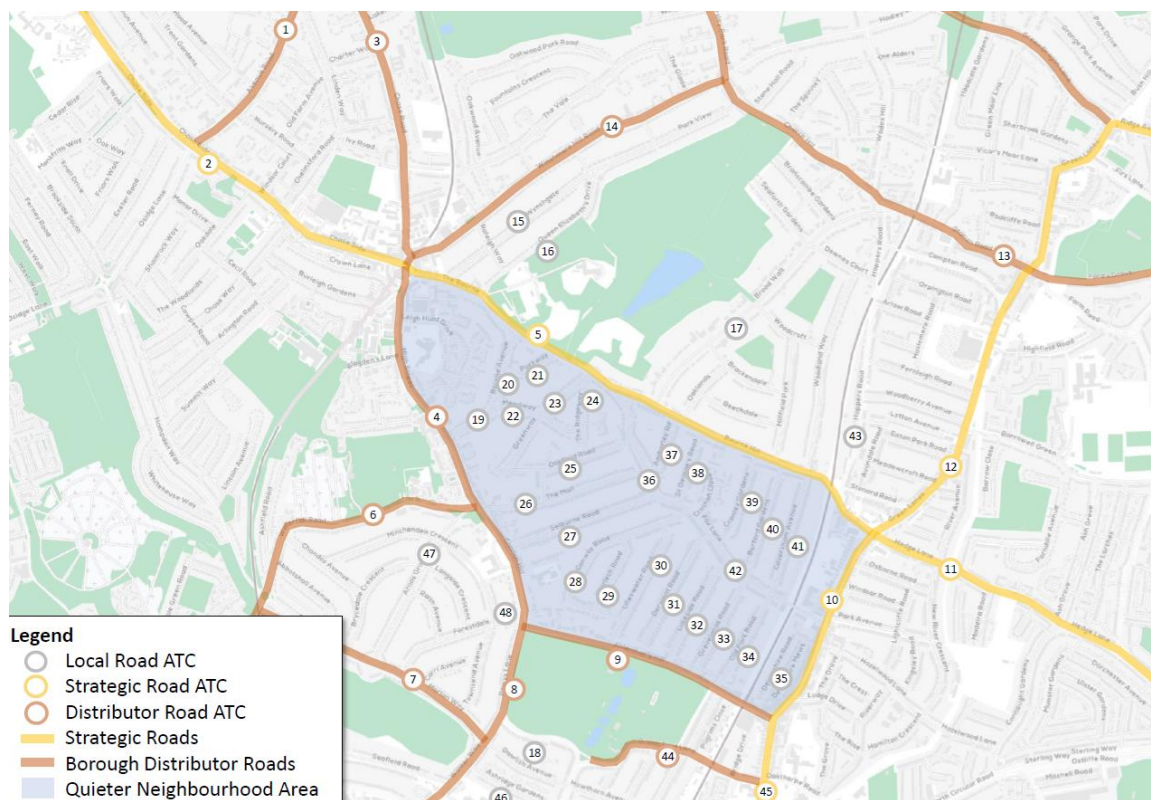


Figure 2 Roads monitored for traffic volumes and speeds, and traffic survey locations. The numbers show the survey location.

30. Two areas of focus set out in the Monitoring and Evaluation Plan are discussed in later sections within this report; ‘Residents, businesses and stakeholders’ views’ are discussed in paragraphs 94 to 109 and ‘equality considerations’ are discussed in paragraphs 114 to 141.

Table 1: Project Monitoring

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| Traffic volumes | <p>31. Traffic volumes were monitored via Automatic Traffic Counts (ATCs).</p> <p>32. Overall, on the surveyed local roads within the QN volumes of traffic have reduced by an average of 72%.</p> |
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¹⁴ <https://findingspress.org/article/17128-low-traffic-neighbourhoods-car-use-and-active-travel-evidence-from-the-people-and-places-survey-of-outer-london-active-travel-interventions>

¹⁵

33. Three of the 24 sites surveyed within the QN have seen an increase in traffic. The Ridgeway and Harlech Road have seen a minor increase. On the Ridgeway in an average 24-hour period vehicle numbers have gone from 245 vehicles to 300 and on Harlech Road from 368 to 435. These are relatively modest increases and result in overall low volumes of traffic. Devonshire Road has seen higher flows of traffic owing to the conversion to two-way.
34. 24-hour traffic volumes on the QN boundary roads have increased by 6% on average. The largest increase occurs on High Street, where volumes have changed from 17,523 to 19,402 vehicles (11%).
35. On the monitored roads on the wider network (beyond the internal and boundary roads) 24-hour traffic volumes have reduced by 5% on average. Some roads have seen an increase in average 24-hour traffic volumes. These vary by location as detailed in Appendix 1. A further review is recommended to be undertaken of traffic speed and volume on some roads outside of the scheme area to consider any potential mitigating actions.
36. The 24 hour increases in volumes on Winchmore Hill Road, High Street and The Bourne indicate potential for impacts on the performance of Southgate Circus. In the AM peak, a reduction in volumes on The Bourne is attributed to westbound queues developing back from Southgate Circus. In the PM peak, a reduction in volume on High Street is attributed to northbound queues developing back from Southgate Circus.
37. The surveys were carried out in March 2019 (pre-pandemic) and September 2021, when most Covid restrictions had been removed. Data collected in the days following the 24th September have not been used due to the fuel crisis that took place in this month as that may have impacted further travel patterns.
38. Further details of the analysis are in Appendix 1.
39. In addition to the ATC and traffic speed analysis, a review of Southgate Circus has been undertaken, which considers how traffic patterns have changed at the gyratory. The review is based on video surveys taken over a limited time, but nevertheless provides a useful insight into the operation of the junction. The report is included in Appendix 2. Some short-term interventions to improve the operation of the gyratory have been identified, which the Council will look to implement should the trial be made permanent. Some medium to long term interventions are also identified, which will be reviewed and considered following implementation of any short-term interventions. As part of the process of developing longer-term

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| | <p>proposals, Council Officers will meet on site and discuss with Ward Councillors to seek their views and observations of the area. Southgate Circus is, and has been for some time, a constraint on the local network, but is not dissimilar in terms of its performance compared to major junctions with restricted capacity across Enfield and London. Further infrastructure improvements to Southgate Circus, such as full signalisation, would require significant investment. There would also need to be heritage considerations for the area as part of any potential redesign, reflecting the listed status of the tube station. However, the feasibility of such options should be investigated further to identify possible longer-term solutions, subject to funding being identified.</p> <p>40. The reported changes in the network should not be considered as only influenced by the Fox Lane QN. This project has been implemented during the pandemic which has created changes in travel patterns. It is not known what longer-term impacts the pandemic will have. The analysis in Appendix 1 includes a 'sensitivity test' which provides an estimate of the potential impact of the scheme if the pandemic had not happened.</p> <p>41. Acknowledging limitations in the data and the unprecedented impacts of the pandemic, the traffic data does not suggest that the trial should not be made permanent.</p> |
| Vehicle speeds | <p>42. Vehicle speeds were monitored via Automatic Traffic Counts (ATCs). Details of the analysis is in Appendix 1.</p> <p>43. Across the 24 surveyed local roads within the QN, vehicle speeds have reduced from an average of 22 mph to an average of 20 mph over a 24-hour period. Of the 48 sites measured (24 roads in both directions), 30 saw a reduction in average speed over the 24-hour period, 12 increased, and 5 have not changed. Of the locations where the average speed increased over the 24-hour period, speeds remain below 20 mph, with the exception of Amberley Road (22 mph), Ulleswater Road (23 mph) and Devonshire Road northbound (28 mph).</p> <p>44. Traffic speeds on the QN boundary roads, reduced from an average of 25 mph to an average of 23 mph over a 24-hour period. High Street northbound in the PM peak and The Bourne in the AM peak have large decreases in speed (24 mph to 14 mph, and 29 mph to 17 mph, respectively). These decreases are likely the result of congestion associated with Southgate Circus during the peak periods.</p> <p>45. On the wider network (beyond the internal and boundary roads), whilst there is some variation, most monitored roads experienced little change in average speed over the 24-hour period.</p> |

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| | <p>46. The observed changes in traffic speeds do not suggest that the trial should not be made permanent.</p> |
| <p>Bus journey times</p> | <p>47. Bus journey times in the area have been analysed using iBus data supplied by TfL. Pre scheme journey times are an average journey for the period from September 2019 to February 2020, before travel restrictions were introduced due to the pandemic. Post scheme journey times are an average journey time for September and October 2021, following the lifting of restrictions. Details of the analysis is in Appendix 1.</p> <p>48. The data has been assessed for the AM, PM and Saturday peak periods. The Saturday peak has been assessed in addition to the AM and PM peaks as the high street areas of Palmers Green and Southgate Circus are likely to be busy on a Saturday.</p> <p>49. Some routes have seen increases of more than 60 seconds. These are:</p> <ul style="list-style-type: none"> • W9 westbound (137 seconds in AM peak) • 121 northbound (98 seconds in PM peak, 103 seconds on Saturday) • 298 northbound (61 seconds in PM peak, 159 seconds on Saturday) • 299 northbound (72 seconds in PM peak, 116 seconds on Saturday) • W6 westbound (111 seconds in PM peak, 187 seconds on Saturday) • 329 southbound (70 seconds on Saturday) • W6 eastbound (68 seconds on Saturday) <p>50. The increase for the W9 in the AM peak cannot be easily defined as this includes a Hail & Ride section. This means the journey times recorded within the iBus data may be considerably variable. It is likely that congestion on the approach to Southgate Circus on The Bourne is contributing to an increase in bus journey times.</p> <p>51. Highlighted increases in bus journey times on routes 121, 298, 299 and W6 are associated with routes that travel northbound on High Street as they approach Southgate Circus, which is evident in the data in both the PM peak and Saturday. Increases on routes 329 and W6 eastbound are associated with routes that travel southbound on Green Lanes, and eastbound along Aldermans Hill and into Green Lanes, respectively.</p> <p>52. Acknowledging the role of public transport in encouraging sustainable travel alongside active travel, the Council has identified the following interventions to be developed should the trial be made permanent. These include reviewing:</p> |

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| | <ul style="list-style-type: none"> • Pinch points caused by short sections of kerbside parking along Cannon Hill and Alderman’s Hill • Introducing fixed stops along sections of Hail & Ride to limit the number of stops and improve accessibility (W9 along Fox Lane, and W6 along Hedge Lane) • Signal timings at key junctions in the area <p>The above first two listed proposals would result in the removal of short sections of parking along the bus corridors and be subject to consultation. Interventions identified as part of a review of Southgate Circus discussed in paragraph 39 would also be expected to improve bus journeys that are impacted by congestion at Southgate Circus.</p> <p>53. The Council will continue to work with TfL to identify ways in which bus journey times can be improved across the Borough and continue to review bus journey times in the area as part of the commitment to post-project monitoring.</p> <p>54. The impacts on bus journeys identified, when considered in isolation, are not considered to be significant enough to not make the trial permanent.</p> |
| Pedestrians | <p>55. Post implementation pedestrian surveys have been undertaken which shows significant volumes of pedestrians (900 in a 24-hour period) along Fox Lane. Baseline pedestrian data is not available. However, a post-project monitoring plan will be developed to continue to carry out pedestrian monitoring in this area, along with a number of other control sites.</p> |
| Cycling | <p>56. Cycle volumes were monitored via Automatic Traffic Counts (ATCs). Details of the analysis is in Appendix 1.</p> <p>57. Cycle volumes can be highly seasonal, and this should be taken into account when reviewing the data. A study carried out using DfT ATC data suggests a 20% increase in flows between September and March, based on data from 2012-2016.</p> <p>58. The results show an overall increase in cycle numbers by an average of 121% (390 to 863 cycles) on the surveyed local roads within the Quieter Neighbourhood. 22 of the 24 monitored sites have increased. The increases range from an additional 4 cycles (on Parkway) over 24 hours to an additional 76 (on Old Park Road). Fox Lane (west of Selborne Road) has the highest post-scheme volume of cycles (128 over a 24-hour period). A reduction was recorded on Devonshire Road and Burford Gardens (16 to 10, and 12 to 1 respectively over a 24-hour period).</p> |

59. Cycle numbers have also increased on average on boundary roads and monitored surrounding roads.

60. In addition to seasonal variation, there may be other factors that could influence the surveyed increase in cycle volumes. TfL has reported that cycling has generally increased across London as a result of the pandemic. There have also been a number of cycle schemes implemented across Enfield that may have also contributed to an increase in cycle activity since 2019.

61. Demand for cycle parking in the area is high, as shown in Figure 3. Whilst these trends cannot be directly attributable to the QN, they indicate a strong demand for cycle parking in the area.

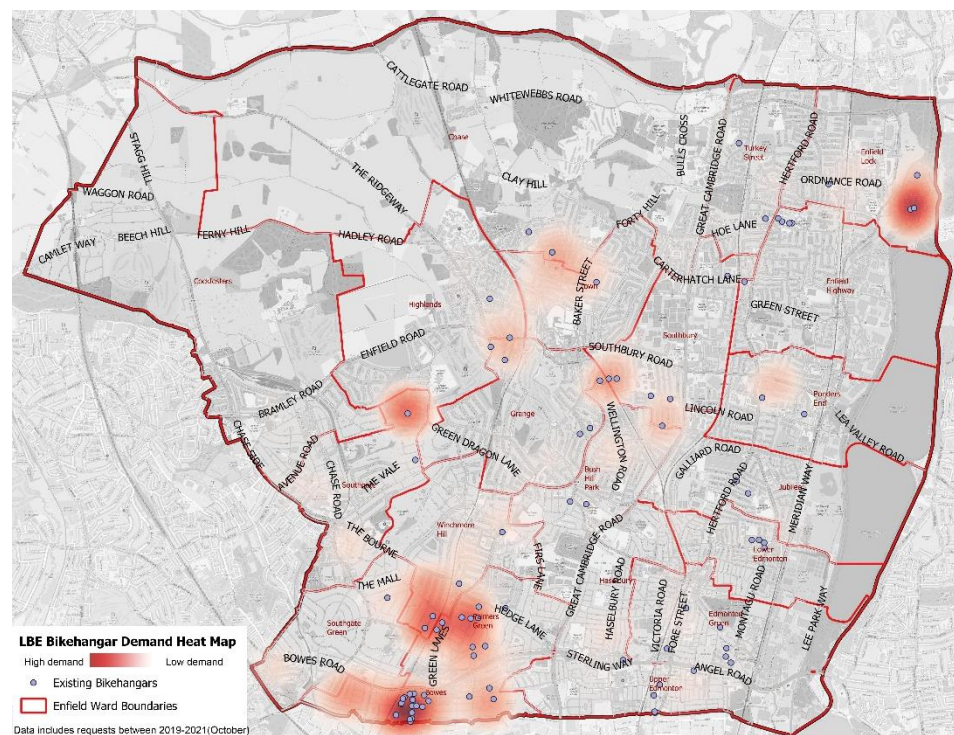


Figure 3 Cycle hangar demand heat map of requests between January 2019 and October 2021

62. One of the aims of projects such as this is to create a network of streets that when connected together will enable the development of safe corridors for walking and cycling on quiet streets. Where space allows, and as part of the development of a wider network, this approach can be complemented by segregated cycling facilities on primary roads. It should be acknowledged that changing travel behaviours is part of a longer-term programme that the Council is pursuing. Acknowledging the limitations of the data, the data suggests a positive trend in terms of increased cycling. This supports making the trial permanent.

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| Emergency services | <p>63. In November 2020, in response to feedback from emergency services and to improve permeability through the area, the modal filter on Conway Road was amended from a bollard to camera enforced, enabling unhindered access to emergency services at this location. The Council remains committed to working with the emergency services and through regular dialogue will continue to be responsive to any issues raised.</p> <p><i>London Ambulance Service (LAS)</i></p> <p>64. Since the implementation of the trial in September 2020, there have been 22 incidents reported by the LAS. 13 of these were reported together to Enfield by the LAS only recently in late November 2021. The LAS were asked to provide feedback for input to this report. This representation has been included at Annex 2</p> <p>65. To improve permeability and access for emergency service vehicles in the area, the Council will investigate converting the fixed modal filters (bollards) at Oakfield Road, The Mall and Selborne Road to camera enforced filters.</p> <p>66. As part of the implementation of the project, the Council has invested in technological solutions to ensure that updates are effectively made to commercially available navigation solutions such as Google, TomTom and Bing. This enables the emergency services to update their own navigational systems as they deem necessary. The Council continues to work with the emergency services to gain more insight into the navigational approach that crews are taking if any delays occur, to help determine whether there are any further steps that can be taken to minimise any issues. The solution provider is now working with TfL and the large commercial providers to examine how changes can be made to support emergency services more effectively by providing navigation data which understands exemptions for emergency vehicles. This is a highly technical and developing market which will require a lot of development over time.</p> <p><i>London Fire Brigade (LFB)</i></p> <p>67. LFB has not reported any issues regarding the QN. The Council has not received any objections from the LFB. The LFB were invited to provide additional comment as part of the development of this report, no concerns were raised.</p> <p><i>Metropolitan Police Service (MPS)</i></p> <p>68. The MPS has not raised any incidents of delayed response due to this project. The Council has not received any objections from the MPS. However, in preparing for this report the MPS were contacted, informed that the report was being produced, and were offered an opportunity to provide comment. The MPS did not provide any specific comments other than confirmation that the project has not directly</p> |
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| | <p>affected their core policing responsibilities. Considerations on crime are addressed in the following section.</p> <p>69. It should be noted that during the trial, where removeable bollards were used, following repeated vandalism, those bollards have been upgraded to a more advanced locking mechanism that the LFB carry keys for. The LAS and MPS have made their own operational decisions to not carry keys to removeable bollards.</p> <p>70. On the basis of no objections from the emergency services, the potential for further use of ANPR and the Council to continue to work with the LAS to understand navigational issues, this area of monitoring is not viewed as a reason to remove the entire scheme.</p> |
| <p>Crime and anti-social behaviour</p> | <p>71. Public mappable Police data has been reviewed in the Fox Lane QN area and the Southgate Green, Winchmore Hill, Palmers Green and Southgate wards. The QN is made up of these four wards which have seen the following changes +5% (Southgate Green), +5% (Winchmore Hill), +3% (Palmers Green) and -11% (Southgate). Within the specific QN area there has been a small change of +3%.</p> <p>72. Details of the crime data, including a breakdown of offences by category, is included in Appendix 3.</p> |
| <p>Noise</p> | <p>73. To understand the impact on noise the Council employed specialist consultants. The assessment shows that the effect of the scheme on road traffic noise on the internal roads of the QN has been largely beneficial. Most of the internal roads have observed significant beneficial changes in road traffic noise. A minor adverse change in road traffic noise has been calculated for Devonshire Road. Although an adverse change, this change is not significant.</p> <p>74. On the surrounding roads, the calculated changes in road traffic are broadly negligible. There are no significant changes in road traffic noise on the surrounding roads.</p> <p>75. The impacts of the scheme on road traffic noise have been assessed using detailed noise modelling with the assistance of traffic data which has been obtained by surveys prior to, and after, the implementation of the QN. The assessment has addressed, as far as possible, the uncertainties relating to the irregular traffic flows associated with the Covid-19 pandemic. There are inherent uncertainties within the modelling and as such the results should not be considered exact, but represent the best possible estimates, using the best available data at the time the report was undertaken.</p> <p>76. The assessment is included in Appendix 4. When considering the noise impact there is nothing to indicate that the scheme should not be made permanent.</p> |

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| Air quality | <p>77. Local air quality monitoring by Enfield Council includes two diffusion tubes; one situated on Aldermans Hill at Devonshire Road and one on Winchmore Hill Road near Southgate Circus.</p> <p>78. An air quality assessment was carried out by an external agency. The assessment focusses on nitrogen dioxide (NO₂) and fine particulate matter (PM₁₀ and PM_{2.5}) as these are the main pollutants of concern associated with road traffic emissions.</p> <p>79. Overall, whilst the scheme leads to changes in pollutant concentrations, the scale of the change in relation to total predicted concentrations are sufficiently small to lead to no significant effect, neither beneficial nor adverse.</p> <p>80. The assessment shows that the predicted changes in annual mean PM₁₀ and PM_{2.5} pollutant concentrations result in negligible impacts at all assessed locations. Impacts of changes in NO₂ concentrations are described as negligible at most receptors, with the exception of two locations located along Green Lanes, where slight adverse impacts are predicted, and two locations at the junctions of Meadway/High Street and Fox Lane/Amberley Road where slight beneficial impacts are predicted.</p> <p>81. The impacts of the QN on air quality have been assessed using detailed dispersion modelling and traffic data obtained by surveys prior to, and after, the implementation of the QN. A combination of local air quality monitoring and dispersion modelling is consistent with the Borough wide approach to air quality monitoring. Uncertainties associated with the assessment, including those that would have influenced measured traffic data (i.e., the Covid-19 pandemic) have, to some extent, been taken into account within the assessment and conclusions. Traffic data affected by the fuel crisis in the September 2021 post-implementation traffic surveys were discounted from the traffic data analysis. There are inherent uncertainties within the modelling and as such the results should not be considered exact, but represent the best possible estimates, using the best available data at the time the report was undertaken.</p> <p>82. The assessment is included in Appendix 5. In addition, diffusion tube data is included in Annex 2. Based on this data, it is not considered that the trial should not be made permanent.</p> |
| Road collisions | <p>83. Personal injury collision data is collected when the police attend an incident; this data is then collated by Transport for London and is passed on to boroughs on a six-monthly basis.</p> |

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| | <p>84. Typically for area wide schemes such as a Low Traffic Neighbourhood (LTN), personal injury collision data for the most recent three-year period is considered adequate to identify any collision patterns that engineering measures could address.</p> <p>85. A personal injury collision search for the three year period to 7 September 2020 shows that there were 69 personal injury collisions within the Fox Lane QN area. Of these 69 collisions, 61 involved slight injuries and 8 serious injuries.</p> <p>86. A personal injury collision search has been completed post-implementation. Data is available up to 30 June 2021 providing approximately 10 months of data. The results of this search indicate there have been 25 personal injury collisions within the QN area post implementation, 2 resulting in serious injuries and 23 in slight injuries.</p> <p>87. The personal injury searches included the QN Boundary Roads, namely Green Lanes, Bourne Hill/The Bourne, Cannon Hill/Southgate High Street, Aldermans Hill and Green Lanes.</p> <p>88. Whilst a trend cannot be established based on just 10 months of data, the information available to date does not suggest the Fox Lane QN has had a significant negative impact on personal injury collisions.</p> <p>89. A summary of the personal injury searches and associated plans are included in Appendix 6.</p> |
| Healthy Streets Indicators | <p>90. The Healthy Streets check for designers has been utilised to review the Healthy Streets score for several roads in the QN. The tool is designed for use on a corridor, so a sample of streets within the QN and boundary roads have been assessed.</p> <p>91. Several streets within the QN have increased their Healthy Streets score. Key to improving the score is an improvement on several roads of the 'reducing private car use' metric by introducing access restrictions for motorised traffic. This metric contributes to a higher score within the tool in seven out of the 10 indicators.</p> <p>92. Further details of the assessment are included in Appendix 7.</p> |

Alignment against project objectives

93. The project had a number of objectives and an overall assessment of how these have been achieved is set out below:

Table 2: Alignment against project objectives

| Project Objective | Project Outcomes |
|---|---|
| Create healthier streets in the Fox Lane Area in line with the Healthy Streets indicators ¹⁶ | Several streets within the QN area have increased their Healthy Streets score. Key to improving their scores is an improvement on several roads of the 'reducing private car use' metric by introducing access restrictions for motorised traffic. This metric contributes to a higher score in seven out of the 10 indicators. |
| Significantly reduce the volume of through motor traffic on minor streets within the project area | Traffic volumes have decreased on monitored minor/ local streets within the QN by an average of 72%. The impact on boundary roads have experienced an average increase of 6%. |
| Enable a longer-term increase in the levels of walking and cycling within and through the scheme area | Significant increases in cycling levels have been identified. Walking data shows significant volumes of pedestrians within the residential area, with further monitoring to be conducted. |

Community engagement

94. Details on earlier community engagement and the earlier trial implemented in this area is outlined at paragraphs 15-16.

95. Communications with the community regarding the project included:

- Update of Let's Talk project page in October 2020, which hosts information on the project, FAQs, documents, the electronic consultation survey, and project updates posted to the page
- A project flyer detailing the project background, a plan of the project, and information on the consultation delivered in July 2020
- A notification letter with details of the construction delivered in August 2020
- A letter inviting residents to participate in the consultation and providing details of how to do so, delivered in October 2020
- The Deputy Leader and Healthy Streets Programme Director met with representatives of Fox Lane & District Residents Association on 21st January 2021 as part of the ongoing engagement and consultation process, to provide an opportunity to listen to different perspectives on the project.
- A letter to Blue Badge Holders in the Fox Lane area inviting their participation in the disabled people and carers survey for the project, delivered in February 2021

¹⁶ <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets#on-this-page-3>

- Emails to survey participants who stated they were a carer or disabled person as well as Blue Badge Holders in the Fox Lane area, inviting their participation in the disabled people and carers survey for the project, sent February 2021
- A letter inviting residents to join an online public webinar and the closing date of the online survey, delivered in May 2021
- An online webinar with a Q&A session hosted on 26 May 2021
- A letter with information on the continued opportunity to comment on the traffic orders remaining open until 11 January 2022, delivered in November 2021.

96. Notice of the making of the ETOs was published in the London Gazette and Enfield Independent newspapers on 26 August 2020. A modification to The Enfield (Prescribed Routes) (No. 6) Experimental Traffic Order 2020 relating to Conway Road came into force on 19 November 2020. A new Prescribed Routes ETO was subsequently made on 30 June 2021 (The Enfield (Prescribed Routes) (No. 5) Experimental Traffic Order 2021) to correct a typographical error in the previous Conway Road modification notice. The new ETO came into operation on 12 July 2021, with the statutory period for objections ending six months later on 12 January 2022.

97. Statutory consultees were sent notice of the traffic order and invited to provide an objection or representation on 20 August 2020. Responses were received from the London Ambulance Service and Metropolitan Police. The LAS shared concerns from crews about delayed response times. The Metropolitan Police Service questioned access for emergency services through the filters on Meadway and Fox Lane, which was clarified. No further response or objections were received from the Metropolitan Police Service.

98. Grounds for objections that were raised have been extracted from the consultation report and listed in Annex 3. Common themes included objections regarding:

- Motor traffic and traffic related impacts, and environmental impacts
- Physical and mental health and/or safety
- Equalities
- The process and decision making of the project
- Design of the QN and the infrastructure in the area

The Council have carefully considered these alongside all objections and provided a response to objections in Annex 4. Comments around an increase in journey times and congestion, and the associated impacts of these, were common in feedback received. Further to the responses provided in Annex 4, the Council is considering the extent to which alterations of the filter at the Meadway could respond to a number of the concerns raised. To listen further to residents, a survey is proposed. This would allow a further opportunity to hear the views of residents, both inside and outside the area, on potential changes to the Meadway filter. This filter could be removed entirely, which

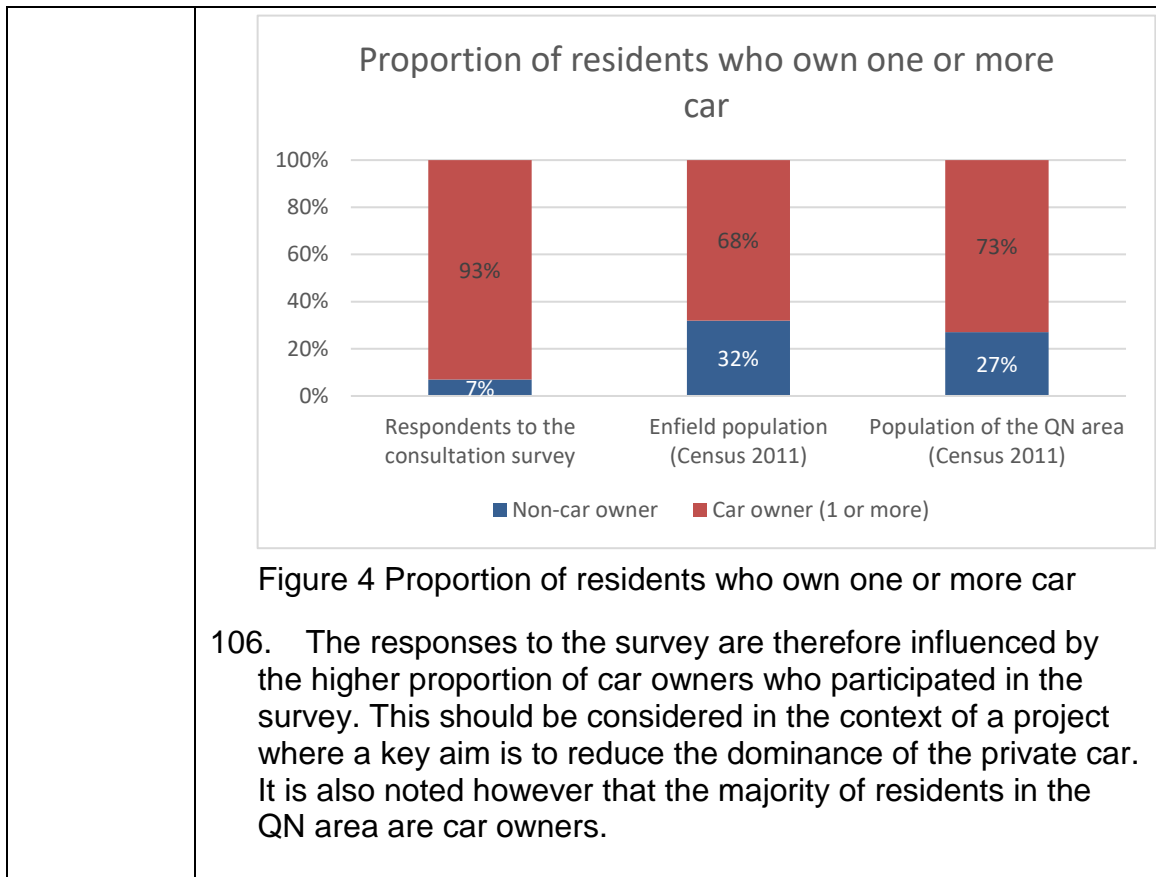
would alter the shape of the existing Quieter Neighbourhood, or it could be amended to operate on a timed basis. Further discussions will also take place with the relevant Ward Councillors, with some support for change to Meadway already provided. However, no changes are proposed at this time, but the outcomes of a subsequent survey would be contained in a future report for consideration.

99. Responses via the consultation survey hosted on the project page received up to 11 July 2021 have been analysed by an external company and consolidated into a report which is at Appendix 8. An overview is discussed in Table 3. Objections and comments received after this date are discussed in paragraph 109.

Table 3: Overview of the consultation report (responses received up to 11 July 2021)

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| Number of responses | 100. There was a total of 4126 responses from 2947 unique respondents to the online consultation survey, plus 30 responses received via a paper copy of the survey. In addition to this, 2755 emails were received by the Council (this includes letters sent as attachments within an email) from 1689 unique email addresses. |
| Location | <p>101. Of the respondents, 1,310 (44%) live within the scheme area. There were a further 1,637 (55%) respondents living outside the area, and 30 who did not provide the relevant information. The 1,310 respondents living within the scheme area represent approximately 12% of the population of the scheme area. These numbers do not include the emails received from 1689 unique email addresses as demographic information was not available.</p> <p>102. There was significant variation in perceptions about the impacts of the scheme between respondents living inside and outside the area. These trends can be seen in Figures 4-1 to 4-9 of Appendix 8. In general, a greater number of respondents living inside the scheme reported positive impacts compared to those reporting negative impacts. There are some exceptions which are addressed in 'Equality considerations' in paragraphs 114 to 141. In contrast, for those living outside the area the number of respondents reporting positive impacts were well outweighed by those reporting negative impacts. This is reflected throughout the consultation report. This trend can also be seen in each of the sections listing 'Oppose' themes generated from open response questions. Typically, the majority of those raising the themes live outside the QN. The key underlying reason to the opposition stems from congestion and an increase in journey times.</p> |

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| | <p>103. Respondents were asked questions about how important some aspirations for the area are to them. The following four are related to the aims of the scheme:</p> <ul style="list-style-type: none"> • 'Reduced number of motor vehicles cutting through the area' • 'Slower speeds of vehicles travelling in the area' • 'Feeling safe to walk and cycle in the area' • 'Improved air quality throughout the area' <p>Figure 5-4 of Appendix 8 shows that overall, the majority of respondents support these aspirations. The exception to this is 'reduced number of motor vehicles cutting through the area' which was typically not considered important by those living outside the area. This suggests that these respondents outside the scheme do not support the primary objective of this scheme, and this is reflected throughout the report in their responses. Car owners also contributed to a lower level of support for this aspiration.</p> |
| Car ownership | <p>104. Overall, car owners were more likely to report negative impacts on the scheme than non-car owners, and non-car owners were more likely to report positive impacts than car owners. This is evidenced by Figure 4-9 of Appendix 8. This trend is more noticeable in respondents living outside the QN area where a very small proportion of car owners reported positive impacts. Inside the QN area a higher proportion of both car owners and non-car owners reported positive impacts than negative impacts.</p> <p>105. Car owners were over-represented in the consultation survey, based on the 2011 Census as shown in Figure 4. Note the census data only collects car ownership data at the household level, and the respondents' car ownership data was collected at the individual level.</p> |



107. A letter to Blue Badge holders was sent to residents in the area at the end of February 2021. The letter invited residents to participate in a survey, separate to the main consultation survey. This survey aimed to find out more about how people with disabilities and carers perceive the scheme to help inform the Equalities Impact Assessment for the scheme. A paper copy of the survey was included in the letter delivery. Additionally, all respondents to the main consultation survey who indicated they have a disability, receive care, or provide care to someone in the area, were sent an email advising them of the additional survey and how to participate. Outcomes of this survey is discussed in 'Equality Considerations' in paragraphs 114 - 141.

108. The Council engaged businesses in the area surrounding the Fox Lane QN during the period of Tuesday 17 August to Monday 6 September 2021. The purpose of engaging businesses at this time was to further understand themes and comments that had already been raised in order for the Council to consider impacts specifically on businesses in the area and offer a further opportunity to provide comment. Engagement consultants were appointed to visit businesses in the area to speak with business owners and managers and hear their comments. Respondents to the consultation survey that had stated they were a business owner in the area were emailed ahead of these visits to let them know that Council representatives would be visiting businesses to speak with them. Issues that were raised included:

- A perceived increase in traffic particularly on boundary roads
- A perceived reduction in footfall caused by increase in traffic, particularly on boundary roads

- A view that the Council is using the trial to generate income.

109. The statutory consultation period ended on 11 January 2022. Responses received up to and including 11 July 2021 are included in the consultation analysis at Appendix 8. Between 12 July 2021 and 11 January 2022, 15 letters were received, and 1315 emails received from 1143 unique email addresses. Objections and representations to the traffic orders received during this period have been reviewed. Responses to grounds for objections have been incorporated into Annex 3.

Safeguarding Implications

110. None identified.

Public Health Implications

111. The positive effects of increased physical activity on health and wellbeing are well documented; it can help prevent and/or ameliorate a range of lifestyle related conditions, including obesity, type 2 diabetes, heart disease, stroke, some cancers, musculoskeletal issues, and poor cognitive and mental health. Prevention of lifestyle related conditions can also lead to significant cost savings within health and social care services. If England were to match spending levels on cycling infrastructure in the Netherlands, the NHS could save £1.6 billion a year (Burgess 2013).

112. Achieving a modal shift towards active travel can also help reduce the health damaging effects of motorised transport including road traffic injuries, air pollution, community segregation, and noise. Creating an environment where people actively choose to walk and cycle as part of everyday life has the potential to reduce health inequalities. This is due to the fact that income or wealth would become a less significant factor in a person's ability to travel within the borough and gain access to healthcare, employment, social networks, etc. Therefore, improving active travel in the Borough is likely to benefit those who are less prosperous and therefore likely to own motorised transport. Active travel can also be more cost-effective than other initiatives that promote exercise, sport and active leisure pursuits.

113. Climate change been named as one of greatest threat to human health in the 21st century. Reducing motorised traffic and promoting forms of active travel can help lower local greenhouse gas emissions that contribute to climate change and will lead to improvements in health of residents and the environment in the long run.

Equalities Impact of the Proposal

114. The Council is required to abide by the Public Sector Equality Duty under section 149 of the Equality Act 2010 which states;

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.

- Foster good relations between people who share a protected characteristic and those who do not.

These can be referred to as the three aims or arms of the general equality duty. The Act explains that having due regard for advancing equality involves:

- Removing or minimising disadvantages suffered by people due to their protected characteristics.
- Taking steps to meet the needs of people from protected groups where these are different from the needs of other people, where the steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.
- Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.

Section 149 also states that compliance with the duties in this section may involve treating some persons more favourably than others; but that is not to be taken as permitting conduct that would otherwise be prohibited by or under this Act.

115. A full Equality Impact Assessment is attached at Appendix 9. A bespoke survey for blue badge holders was undertaken and focus groups have been run with disabled people to understand their needs better and delve deeper into the consultation responses. Protected characteristic data was collected during the consultation and breakdowns are included in the associated report.

116. In order to assess the Equality Impact, a baseline study of demographic data was completed, and initial impact assessed against previous similar schemes, academic research and publications. A presentation was given to the members Equality Board and during the experimental period consultation responses and emails were received. These were reviewed regularly for equality related content and as a result a specific disability related survey was commissioned. Focus groups were then held with disabled people and carers to better understand the detail of responses. Several public events were virtually held where the attendees provided comments and questions. The Equality Impact Assessment was reviewed and updated during this work and is attached at Appendix 9.

117. The Equality Impact Assessment does not consider that there are impacts on groups with the following protected characteristics:

- Gender reassignment
- Religion and belief
- Marriage and civil partnership
- Sexual orientation.

118. The predominant theme for other protected characteristic groups is concern around increased journey times and congestion. These journey times are particularly relevant to disabled people who may have limited travel choices as a result of their disability. However, the most important factor across the protected characteristics by far was whether the respondents lived inside or outside the area. People living outside the area tended to feel much more negatively towards the scheme.

119. It should be noted that the current position in relation to congestion and journey times is not static. Traffic volumes are growing year on year and the current position will not remain static. Without a significant change in trend, congestion and therefore journey times will increase irrespective of whether the quieter neighbourhood is in place or not. In that respect, some of the matters raised will present themselves over time in both cases.
120. Getting a representative sample of all age groups in consultation has proved to be challenging with persons under 29 representing a sample 60% lower than the Enfield population and the 60-69 years age bracket being around 77% higher than the background population.
121. Younger people are more likely to benefit from the scheme long term as they are likely to adopt more active travel behaviours on a long-term basis and less likely to drive or own a car.
122. Older people are more likely to have age related mobility issues which do not qualify as disability but may result in less likelihood of taking active travel choices owing to the discomfort experienced in extended periods of walking.
123. As a group, disabled people felt that the scheme had negatively impacted them significantly more than other protected characteristic groups had indicated. It is also important to note that the scheme was in place during Covid lockdown measures which affected disabled people significantly more than non-disabled people, potentially amplifying feelings of frustration or anxiety. People who were shielding reported that they avoided public transport and had reverted to car journeys in many cases.
124. Of the respondents who said they had a disability in the survey, 72% perceived that the trial had had a 'very negative' or 'somewhat negative' impact on them, whilst 22% perceived that they had experienced a 'very positive' or 'somewhat positive' impact. Overall, respondents with disabilities appear to perceive the QN more negatively than the other survey respondents, although both respondents with and without disabilities inside the QN perceive its impacts more positively their counterparts outside of the QN. In fact, for respondents without disabilities living inside the QN, more respondents felt the impacts had been positive (45%) than negative (36%) as shown by Figure 4-1 of Appendix 8, which has been repeated below in Figure 5.

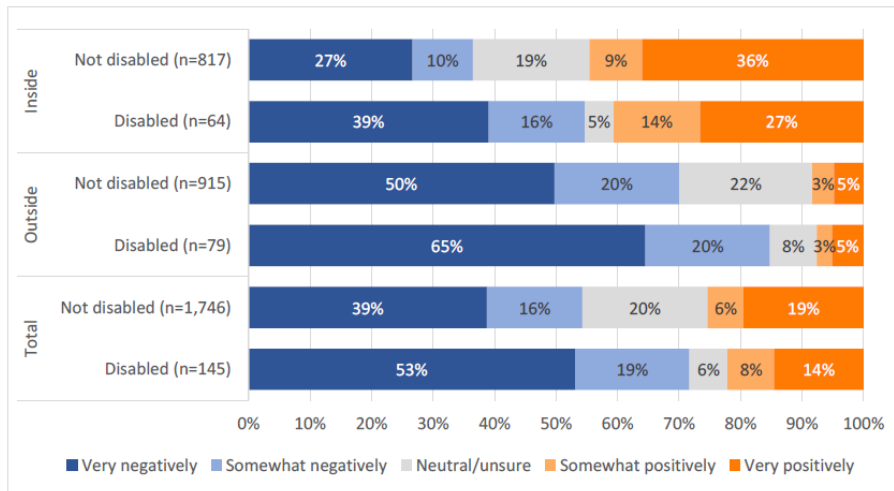


Figure 5 Perceived impacts of the QN by disability. Source: Appendix 9 Consultation Analysis

125. A specific survey was commissioned for blue badge holders. In this survey the most common objection to the scheme was a perceived increase in traffic, travel times and air pollution. It was noted that disabled people had concerns about finding it harder to access healthcare/childcare (GP, hospitals, pharmacy, therapists), obstruction of emergency services, difficulty in welcoming visitors/visiting residents, perception that public transport and/or active travel are generally not suitable alternatives to car journeys.
126. Specific focus groups were held with disabled people and carers. Carers indicated that as the people charged with delivering goods or services for the benefit of disabled people, they were concerned about motor vehicle journey times to and from the person they care for. There were testimonies from people who had dual responsibilities to both young children and elderly parents whilst also travelling to their place of employment.
127. Disabled people and carers also described difficulties in getting services such as caring services (formal and informal), ride hailing services and social visits to come to them inside the scheme area. In some cases, ride hailing services or taxis cancelled pickups at short notice. Recent articles in London Cab trade publications identified that although a pickup may be a short distance as the crow flies, it could take several minutes to get to the pickup point owing to the route required to be taken. Discussions were held with the local RMT representative for cab drivers who indicated that their members may not understand the exact nature of restrictions and may assume locations to be unreachable.
128. Disabled people and carers also reported that understanding the breadth and scope of the changes was difficult and caused anxiety. The changes had created more demands on planning journeys by motor vehicles which increased complexity for established routines.
129. Carers reported that commercial care providers were changing a package of care delivered to them by reducing the number of daily visits or reducing the duration of appointments. In many cases, carers pay commercial providers directly and are apportioned a care budget to spend on these services.

130. These impacts increased feelings of social isolation, anxiety and increased frustration in that community who were in parallel dealing with the impact of the pandemic.
131. Disabled residents and carers living outside the area also reported increased journey times for appointments as a result of increased traffic on roads outside the area. Where respondents had a condition, which resulted in discomfort when travelling, they reported experiencing this discomfort for longer which meant some journeys were cancelled rather than taken.
132. Some responses in the survey were related to its effects on mobility. Public transportation or active travel were stated by respondents as not being a suitable alternative due to disability by 16 residents (50% of these comments came from inside the QN). 9 respondents referred to a perceived reduction in mobility for disabled people; 11% of these comments came from respondents inside the QN.
133. Some disabled people and carers are uniquely impacted by the scheme and the EQIA has recommended that an exemption system be considered as described in the early part of the report to alleviate the impact on those people and those providing care for them.
134. In respect of pregnancy and maternity, expectant mothers and mothers who have recently given birth may have increased numbers of medical appointments. Where this travel is made by car it may take slightly longer, but where the journey is walked or cycled through the experimental area, it is likely to be less polluted and have reduced volumes of traffic. The Royal College of Midwives recommends exercise such as brisk walking for new and expectant mothers. This will be safer and quieter in the scheme area.
135. In respect of race, the consultation analysis showed that responses from people who identified as having an Asian background stated that the scheme affected them 'very negatively' at a rate of 73%, versus an average of 56%. Around half of the Asian respondents were also disabled with an average age of 50 yrs.
136. In addition, the number of respondents identifying from black backgrounds was only 1% of the responses against a 2011 census proportion of 17% across the borough. As the area lies at the juncture of four wards, it is not possible to more accurately determine the local population characteristics. Some comments in the survey related to a fear of using public transport during Covid which has disproportionately affected people in this group.
137. The scheme will benefit ethnic groups who are disproportionately likely to walk ('Asian or Asian British', 'Mixed or multiple ethnic groups' and 'Other Ethnic Groups'), as well as 'Black and Black British' and 'Other Ethnic Groups' who are disproportionately likely to use public transport (as every public transport journey starts or ends on foot or cycle).
138. In respect of gender, females are more likely to use the bus, but less likely to drive or cycle. The scheme will improve access to bus stops on foot by

reducing motor vehicle traffic in the area but there will be a slight negative impact in respect of bus journey times which have increased slightly.

139. There has been an increase in concern around public safety particularly for women. A study of the impact of Low Traffic Neighbourhoods on crime rates in Waltham Forest over several years indicated a 10% decrease in total street crime with further significant decreases in violent crime and sex offences. The effect increased with the passage of time. However, females have reported feeling vulnerable with lower traffic volumes in the scheme area.

140. In terms of socio-economic status, over half of respondents did not disclose their income. From that information, we can see that within that cohort people in the lower income brackets also had higher instances of being disabled.

141. It is recommended that work be undertaken to consider the implementation of an exemption system for disabled people and appropriate carers. The challenges faced by disabled people travelling are significant and limited travel choices are available for some disabled people.

Environmental and Climate Change Considerations

142. Table 4 provides an overview of environmental and climate change considerations.

Table 4 Environmental and climate change considerations

| Consideration | Impact of Proposals |
|-------------------------------------|--|
| Energy consumption | <p>Neutral</p> <p>There are no changes proposed to the current service delivery arrangements. Refuse vehicles continue to be able to collect refuse from all residential properties, in some cases using different routes.</p> |
| Measures to reduce carbon emissions | <p>Positive</p> <p>As set out below in climate change mitigation, a longer term view is taken. Transport generates a significant amount of greenhouse gas emissions (39%¹⁷ of Enfield's borough-wide CO2 emissions in 2018). The proposals will enable:</p> <ul style="list-style-type: none"> • Increased levels of active travel by making journeys safer and more appealing. • Discouraging private vehicle trips by making alternatives more attractive. <p>In the shorter term, there may be some increase in carbon emissions on the surrounding primary road network. The air quality monitoring to date does not indicate any significant issues.</p> |

¹⁷ <https://new.enfield.gov.uk/services/environment/enfield-climate-action-plan-2020-environment.pdf>

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| Environmental management | <p>Neutral</p> <p>There are no changes proposed that would materially impact environmental management, for example large construction activities.</p> |
| Climate change mitigation | <p>Positive</p> <p>In the longer term, as part of a wider programme to encourage active and sustainable modes of travel, the project is expected to contribute towards reducing the negative environmental impacts of private motor vehicle use through reduced carbon emissions, lower rates of road traffic collisions and improved public realm.</p> <p>There will be no long-term contracts entered into as part of this project that would introduce environmental risks and require mitigation measures to counteract any negative impacts on future climate change.</p> |

Risks that may arise if the proposed decision and related work is not taken

143. Several risks have been identified:

Table 5: Risks that may arise if the proposed decision and related work is not taken

| Risk | Risk Description |
|--|---|
| Motor traffic returns to previous volumes on the unclassified/ local roads within the project area | Without the protection of the modal filters preventing traffic cutting through this residential area, traffic volumes will return and subject to historic trends of increasing motor vehicles on unclassified/ local roads, traffic volumes are likely to continually increase. |
| Reduction in walking and cycling levels | With a return to traffic dominated unclassified/ local streets, the early indications of uptakes in cycling could stall or be reversed. It is likely levels of pedestrian activity would reduce. |
| Failure to provide a contribution to tackle the climate crisis | Risks associated with this include continued traffic volume increases on unclassified/ local roads within the area, restricting the opportunity for mode shift to more sustainable transport options. Transportation emits 39% of the borough's emissions ¹⁸ , making it the largest source of emissions of all sectors. |
| Reputational damage with regards to project assessment | The Council has committed to considering a series of factors when measuring the impact of the trials. Whilst a number of residents have demonstrated that they do not support the interventions, on balance, the view of the Council is that the benefits outweigh the dis-benefits, |

¹⁸ <https://new.enfield.gov.uk/services/environment/enfield-climate-action-plan-2020-environment.pdf>

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| | particularly when taking a longer-term view. Whilst the views of residents are a key consideration, the views of those participating in the engagement and consultation do not necessarily become a deciding factor. The Council needs to demonstrate that it is able to objectively assess the broad impacts of projects and be willing to make decisions, in the context of a climate crisis and in the interest of public health, that may not be universally popular. |
| Reputational damage with regards to action on the climate emergency | The public's confidence in Enfield Council's ability to deliver on its Climate Action Plan may be reduced. |

Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks

144. Several risks have been identified:

Table 6: Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks

| Risk | Risk Description and mitigating action |
|---|---|
| Negative impact to some people with disabilities | The Council will work with groups to develop for consideration options to improve access for residents with disabilities in the area by means of an exemption from camera enforced filters. In addition, the Council will look to adjust some of the modal filters so they are camera controlled rather than through the use of a bollard, this will create further options for those with exemptions. |
| Potential for further incidents of navigational issues with the LAS | The Council will continue to work with the LAS to gain greater insights into the causes of any delays and will respond to any further measures that are identified, beyond the work already done, to ensure that LAS navigational systems have access to the latest data. Furthermore, the Council will look to adjust the filters on The Mall, Selborne Road and Oakfield Road so that it is camera controlled rather than through the use of a bollard. This will increase the permeability of the area for the LAS and other emergency services. |
| Traffic volumes significantly increase | The 'new normal' of motor traffic volume is currently uncertain. Should the worst case occur and traffic volumes continue to increase then this could lead to more significant impacts than those outlined in this report. The Council will therefore continue with some monitoring activity in the area to be able to identify any significant changes. |
| Active travel trends will not continue to increase | A key objective of this project was to enable a longer-term increase in walking & cycling levels. |

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| | Whilst the early trend in cycling indicates an uplift, the Council needs to continue to take a comprehensive approach to enabling a shift to sustainable travel. This will include the continued provision of cycle parking, cycle training, Dr Bikes along with continuing to grow the network of safe cycle routes through a combination of segregated cycling facilities and linking together a network of quiet roads where the volume of motor traffic is not hostile to walking & cycling. |
| Reputational damage with regards to suggestions that the Council does not listen to residents | The Council is often accused of not listening when it makes a decision that may not have universal acceptance. The Council has ensured that consultation feedback has been carefully analysed and collated into a report by an external organisation. This report is fully published in Appendix 8 and the key themes have been discussed. The range of objections have been listed in Annex 3 and a response provided to each, demonstrating that all the issues raised have been considered. The Council has a responsibility to balance up these views with long term benefits to the local and regional areas and how these contribute towards national and global challenges. |
| Some minor roads continue to see an increase in vehicle volume | A post-project monitoring plan is to be developed to continue to carry out some high-level monitoring in this area of the Borough. |

Financial Implications

145. The cost of implementing initiatives in the Fox Lane Quieter Neighbourhood capital scheme has been £210,215.95 in 2020/21 and £169,787.25 as at 19th January 2022. A further £7,451.75 is expected to be incurred by 31 March 2022. Total cost for 2021/22 is anticipated to be £177,239. This will bring the total cost of implementing the respective initiatives to £387,454.95, which has been capitalised, and financed by external grants from Transport for London.

146. Prior to 2020, the Quieter Neighbourhoods Programme was developed under previous grants from TfL as part of the Local Implementation Plan.

Legal Implications

147. Section 122 of the Road Traffic Regulation Act (RTRA) 1984 places a duty on the Council to exercise its functions, so far as practicable having regard to certain specified matters, to secure, the 'expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway'. The specified matters are the desirability of securing and maintaining

reasonable access to premises, and the effect on the amenities of any locality affected, the national air quality strategy, the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles, and other relevant matters. In taking a decision as to whether to make the experimental measures permanent, regard needs to be had to this duty.

147. Section 6 of the RTRA enables experimental traffic management orders made under section 9 to be made permanent by the Council.
148. A decision as to whether to make the trial measures permanent must also be consistent with the Council's network management duty under section 16 of the Traffic Management Act 2004 ("the 2004 Act"). That is, the duty "to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives (a) securing the expeditious movement of traffic on the authority's road network; and (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority".
149. Procedures for making the experimental traffic orders permanent are set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("the 1996 Regulations"). Regulation 23 of the 1996 Regulations provides that where the provisions of an experimental order are reproduced and continued in force indefinitely, it is not necessary to carry out further consultation, provide further notice, or allow for further objections.
150. Regulation 9 of the 1996 Regulations provides that the Council may cause a Public Inquiry in reaching a decision on whether to make the Orders that are the subject of this report, permanent. This is not mandatory but due consideration has nevertheless been given as to whether or not the Council will hold an Inquiry in the main body of this report,
151. Section 149 of the Equality Act 2010 requires the Council to pay due regard to public sector equality considerations in the exercise of its functions. Such due regard should be had when taking the decision as to whether or not to make the experimental traffic orders permanent.
152. The recommendations contained within the report are in accordance with the Council's powers and duties as the Highway Authority.
153. In arriving at the recommendations set out in this report, Officers have sought advice from Legal Services and Queen's Counsel.

Workforce Implications

148. None identified.

Property Implications

149. None identified.

Other Implications – Network Management

150. S122 of the Road Traffic Regulation Act 1984 requires the Council to exercise the powers provided by the Act, so far as reasonably practical, to secure the 'expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). Section 16 of the Traffic Management Act 2004 also places a specific network management duty on local traffic and highway authorities:

"It is the duty of a local traffic authority or a strategic highways company ("the network management authority") to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

(a) securing the expeditious movement of traffic on the authority's road network; and

(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority".

151. It is important to note that guidance on this duty was originally published in 2004 and has been more recently updated in light of the coronavirus pandemic to place emphasis on active travel and reallocating road space for pedestrians and cyclists.

152. The guidance sets out techniques that have proved effective in improving the management of road networks, recognising that not all will be applicable to all local traffic authorities, including:

- Identifying and managing different road types
- Monitoring the road network
- Identifying locations where regular congestion occurs
- Co-ordination and direction of works
- Dealing with planned events
- Management of incidents
- Making the best use of technology
- Managing parking and other traffic regulation
- Enforcing road traffic regulation
- Accommodating essential service traffic
- Regular reviews of the network
- Consultation and engagement with stakeholders
- Provision of travel information to road users and the community

153. The guidance acknowledges that management of demand can play a role in helping meet the network management duty. In particular, paragraph 38 states:

Government and local authorities have been looking at ways of reducing the demand so as to moderate or stem traffic growth even when the economy is growing. This has resulted in changes to land use plans, the establishment of school and workplace travel plans, and the promotion of tele-working amongst

other things. More directly this has led to the desire to make cycling and walking safer and more attractive and the encouragement of public transport through ticketing schemes or better information, bus priority and quality initiatives, and congestion charging. These can all help to secure the more efficient use of the road network and successful measures can have an impact on its operation. They should not be seen as being in conflict with the principles of the duty and it is for the LTA to decide on the most appropriate approach for managing demand on their own network.”¹⁹

154. Further network management guidance was published by the Secretary of State in July 2021 in response to the Coronavirus pandemic. This makes it clear that local authorities should continue to reallocate road space to people walking and cycling. A range of measures are highlighted to maintain this ‘green recovery’, including:

- *modal filters (also known as filtered permeability); closing roads to motor traffic, for example by using planters or large barriers. Often used in residential areas, when designed and delivered well, this can create low-traffic or traffic-free neighbourhoods, which have been shown to lead to a more pleasant environment that encourages people to walk and cycle, and improved safety*

155. Table 1 above summarises the results of the monitoring carried out before and after implementation of the scheme, with Appendix 2 providing further details. From a network management perspective, some of the key points to note are:

- The boundary roads comprise a number of Principal (A) Roads: The Bourne/Bourne Hill (A111); Green Lanes (A105) and Alderman’s Hill/Cannon Hill/High Street (A1004). All therefore have an important function in catering for buses and other traffic. The A111 also forms part of London’s Strategic Road Network where, although Enfield remains both the relevant traffic and highway authority, TfL have oversight of changes affecting this key route.
- The traffic flow data should be considered in conjunction with the bus journey time data as this provides an indication of delay on the network. This highlights a number of sections of the network under pressure and both the High Street and The Bourne approaches to Southgate Circus in particular. It should be noted that the before and after bus journey times analysis shows some savings elsewhere on the network. However, these cannot necessarily be attributed to the QN scheme and cannot be relied on to mitigate the negative impacts around Southgate Circus.
- As noted in paragraph 39 of the report, a number of short-term measures have been identified to improve the operation of Southgate Circus. These are described in the report attached at Appendix 2 and it is recommended that they be implemented, their impact monitored, and the feasibility of further longer-term measure be investigated.

¹⁹ <https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19>

- Congestion on the network is not just a traditional weekday peak hour problem and the report highlights in paragraphs 47-51 that delays can occur on the approaches to Southgate and Palmers Green town centres at weekends.
- Most of the local roads within the QN area have seen a reduction in traffic levels.

156. Weight needs to be given to the recently published network management duty guidance undated by the Secretary of State for Transport in July 2021. This does not replace the original guidance published in 2004 but provides additional advice that needs to be taken into account. In particular, it helps guide traffic authorities in how to meet the ambitions set out in the Department for Transport's vision for cycling and walking set out in 'Gear Change', published in July 2020. The 2021 guidance stresses the need for local authorities to 'continue to make significant changes to their road layouts to give more space to cyclists and pedestrians and to maintain the changes they have already made'.

157. The negative impact of the scheme on some parts of the road network set out in the report needs to be balanced against direction set by Government to introduce schemes that reallocate road space to promote more active and sustainable forms of travel.

Options Considered

158. The following alternative options have been considered:

Table 7: Options considered

| Option | Comment |
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| 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, 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. |

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| 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 considering an approach to improve access for residents with disabilities by means of an exemption from the camera enforced filter. |
| Other changes to the modal filters, such as removing one or more modal filters | <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> |
| 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. 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 | <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 waiting for the end of the restriction time. The</p> |

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| | <p>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 wear²⁰. 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 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> |

²⁰ https://uk-air.defra.gov.uk/assets/documents/reports/cat09/1907101151_20190709_Non_Exhaust_Emissions_typeset_Final.pdf

Conclusions

159. The Council have been working with residents in the Fox Lane Area for a number of years to address the many concerns raised about traffic speed and volume. Unclassified roads such as Amberley Road, The Mall and Old Park Road have been known to carry large daily volumes of motor traffic (approximately 3600, 3800 and 2800 vehicles respectively in average 24-hour period). In 2018 the Council consulted and implemented a trial in an effort to tackle these concerns. Rather than preventing through motor traffic, this trial attempted to discourage it with the use of junction narrowing. The trial was not judged to be a success and was removed, with a commitment from the Council to try an alternative approach.
160. Pre-pandemic, community engagement took place on this alternative approach. Feedback was received and listened to, with a re-design of the proposed trial. The revised design, the QN project currently in place, was then implemented.
161. The trial takes a bold approach to removing through traffic from a series of unclassified roads. Rather than simply tackling the worst impacted roads in the area, an area wide approach was adopted.
162. As anticipated, a project such as this has elicited a range of views from the community, both those who live within and outside the QN area. Within the area, support from residents is evident. These residents, whilst facing some inconvenience in terms of more limited access routes to their homes, gain the benefit of reduced through traffic. Some residents within the area, including those who lived on roads which suffered less from through traffic, now have the inconvenience of reduced access and arguably less benefit in terms of through traffic reduction. Residents outside the area are typically less than supportive and less likely to support the objectives of the scheme. In broad terms, this is likely to be a result of less options for through routes and more motor traffic concentrated on the primary road network. Whilst the scheme objectives have largely been met and it is recommended to be made permanent in its current form. However, the Council would like to hear more on the views of residents from both inside and outside the QN area, on the potential to make amendments to the current Meadway filter, such as if this were to be opened up, on either a permanent or timed basis, this may address some of the concerns of limited routes for local traffic.
163. The impact of reassigning motor traffic from unclassified roads to the primary network (a known outcome prior to implementation) has been assessed through the monitoring. Boundary roads are carrying more motor traffic than pre-implementation which is likely to be creating longer journey times for some trips. A focus of the monitoring has been on bus journey times which has identified some impacts. A number of mitigating actions have been identified in the area, including some interventions at Southgate Circus.

Transport for London have been involved in discussions on these impacts. Close attention to Southgate Circus has been made, with a number of potential short-term interventions that could help with congestion at this junction. However, it is recommended that longer-term options are considered at this location which include both transport and public realm opportunities as part of a wider approach to town centre improvements. Whilst there are a series of noise benefits for the area, the position on air quality is neutral. The Council continues to hold the view that air quality in the borough cannot be addressed by singular projects, but rather as part of a comprehensive approach of enabling and encouraging mode shift to more sustainable forms of travel. This project forms part of that overall longer-term strategy.

164. This project has proved to be controversial, often polarising views of those that have chosen to participate in the engagement and consultation process. This report is not intended to offer a view on the principle of adopting Low Traffic Neighbourhoods as part of the Quieter Neighbourhood programme. A decision on that has already been taken by Cabinet, supported by local, London and national policy guidance. The focus of this report is to determine whether this particular project should move from an experimental to permanent traffic order. It considers the range of impacts, alongside a number of proposed future steps that could be taken forward which have the potential to bring further improvements. After careful consideration of these factors, the recommendation is to make the traffic order permanent.

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Annexes

Annex 1 Plan of interventions

Annex 2 London Ambulance Service response

Annex 3 Diffusion tube data

Annex 4 Responses to objections

Appendices

Appendix 1 Post-scheme monitoring

Appendix 2 Southgate Circus review

Appendix 3 Crime analysis (Nov 19 to Oct 21)

Appendix 4 Noise assessment

Appendix 5 Air quality assessment

Appendix 6 Personal collision search and reports

Appendix 7 Healthy Streets check

Appendix 8 Consultation analysis

Appendix 9 Equalities Impact Assessment (EqIA)

Background Papers

None