

Overview and Scrutiny Committee - 29 September 2022

Officer Response: Conservative Group Call-in by Cllr Maria Alexandrou of Key Decision KD 5512, Fox Lane and Surrounding Streets Quieter Neighbourhood Meadway Filter Survey and Bowes Survey (Decision List 22/22-23)

The arguments to the reasons for call-in set out under item 5 are detailed below:

Reason for call-in
1. Inadequate and sham Consultation
Officer response
The additional engagement that took place was intended to identify some additional resident insights, following significant previous engagement and consultation on both the Bowes and Fox Lane Quieter Neighborhood (QN) projects. This engagement was not intended to be a further opportunity to comment on the broader nature of the projects but rather to gather views on specific options. The Council's reasons for not recommending further changes to the layout of the projects are contained within the report at paragraphs 27 and 28 for Fox Lane QN and paragraphs 31 and 32 for Bowes QN. 746 responses to the survey were received online and all responses were reviewed.

Reason for call-in
2. The scheme's failures and lack of support from residents
Officer response
The decision to make the Bowes and Fox Lane QNs permanent was made separately to this decision, which makes amendments only. This report is following up on recommendations made in two previous KD Portfolio Reports (KD 5512 & KD 5513), which also presented the Quieter Neighbourhood's benefits and disbenefits. Both of these decisions were made and then scrutinised at Overview and Scrutiny Committee on 20 January 2021 and 28 February, respectively. Those previous detailed reports address the issues raised above. The particular locations for the introduction of additional ANPR have been identified by mapping the locations of previous reports where the LAS have reported delays and introducing ANPR at the most common points. It is however important to note that in almost all cases of reported delays, the navigational methods used have been the digital mapping within the LAS vehicle. The Council have suggested that the LAS explore this issue further, as the Council have ensured that the QN modal filters have been reflected on prominent mapping software.

Reason for call-in
3. Council propose more inadequate traffic counts
Officer response
The Council's evaluations of the Bowes and Fox Lane QN trials were informed by a number of different aspects, including monitoring of data collected during the trial, as detailed within previous Portfolio Reports KD 5512 (Bowes QN) and KD 5513 (Fox

Lane QN). The monitoring approach was published earlier in the trial phase within a Monitoring and Evaluation Plan for each project.

Monitoring of the project during the trial phase was reported within the Portfolio Reports and provided details on:

- Traffic volumes
- Vehicle speeds
- Bus journey times
- Pedestrians
- Cycling
- Emergency services
- Crime and anti-social behaviour
- Noise
- Air Quality
- Road collisions
- Healthy Streets Indicators

Details for each area of monitoring was reviewed alongside resident and stakeholder feedback prior to making the scheme permanent. A recommendation was made at the time that further high-level monitoring be carried out.

The purpose of the high-level monitoring proposed within this report is not to re-evaluate the impacts of the QN. Benefits and disbenefits have previously been identified. The purpose of the proposed high-level monitoring is to collect traffic data on boundary and several surrounding roads. This data will be used to consider how and where future efforts could focus for prioritisation of funding submissions and allocations for future interventions.

Automatic Traffic Counts (ATCs) are a relatively affordable survey technique and can therefore provide traffic data in a large number of locations. They are typically used to inform a 'picture' of the traffic environment in the area. Where appropriate, these surveys can be supplemented with other survey techniques. Other survey techniques may be identified in advance, such as during the trial period when the Council monitored bus journey times, this data was able to provide insight into journey times on the network. Previously, the Council recommended that further high-level monitoring be carried out, and the survey methodology is selected in light of this. The Council must take an approach when proposing traffic surveys that balances the level of detail required against the cost of the surveys.

The normal convention for analysis of ATC data is that very slow moving traffic is excluded as it can result in data inaccuracies. ATCs involve placing roadside units at each survey location by an external contractor. The data collected at the roadside units is processed into excel data files and then sent to the Council.

The Bowes QN pre and post implementation ATC data, collected in July 2020 and September 2021, and supplied to the Council excluded vehicles travelling less than

10kph (6.2mph), therefore consistent data was compared in the subsequent analysis and presented alongside bus journey time data.

The Fox Lane QN post implementation ATC data, collected in September 2021, and supplied to the Council excluded vehicles travelling less than 10kph (6.2mph). However, the pre implementation data, collected in March 2019 and supplied to the Council did not exclude vehicles travelling at speeds less than 10kph (6.2mph). This was due to a default setting being changed in the software within the survey units and was not known to the Council until October 2022. The inconsistency has been investigated and the Council carried out a review of the traffic data, noise assessment and air quality assessment. The conclusions of the Statutory Review, published along with these responses to the call-in of this decision (Appendix A), did not result in any changes to the recommendations previously made. The suggestion by those Councillors calling in this decision that the Council have sought to deliberately mislead and subsequently lied is simply untrue.

Reason for call-in

4. Cameras Revenue earner

Officer response

The purpose for converting selected fixed (bollard) modal filters to camera enforced is to increase permeability for emergency services, and other vehicles proposed to be exempt, such as Dial-a-Ride and Blue Badge holders living within the area. The figures quoted do not take into the account the costs associated with the processing of penalty notices, which are only issued to motorists who fail to comply with the road traffic regulations and the law ignoring signs which are clearly displayed.
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Reason for call-in

5. 10,000 Blue Badge Holders disadvantaged
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Officer response

The published Equality Impact Assessments for the Quieter Neighbourhood projects have considered the impacts on people who share one of the nine protected characteristics. A decision has already been implemented to introduce permits for Blue Badge holders living within the Bowes Quieter Neighbourhood area and permits have been issued. A further decision, currently subject to the 'call in' process, has also been made to introduce permits for Blue Badge Holders living within the Fox Lane Area Quieter Neighbourhood area. There are no current plans to provide a blanket exemption for all Blue Badge holders in the Borough from traffic enforcement cameras. However, further work is ongoing to consider a potential expansion of the permitting approach to enable increased access to exemptions. This work will be published following the implementation of the initial Blue Badge exemptions for those living in the Fox Lane area, if this decision is maintained.
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Reason for call-in
6. No impact equality assessments carried out for these proposals
Officer response
<p>The Council is required to abide by the Public Sector Equality Duty under section 149 of the Equality Act 2010 and has done so in this case. An Equalities Impact Assessment for this decision was included at Appendix 6 of the portfolio report. This EqIA considers the impacts of the proposals being recommended. The changes which are likely to impact people are primarily the introduction of permits for Blue Badge holders living within the Fox Lane QN, and increasing permeability to the Bowes and Fox Lane area for exempted vehicles. These are considered to be positive changes.</p> <p>Equalities Impact Assessments for the Bowes QN and Fox Lane QNs assessed the impacts of the Quieter Neighbourhood. The latest versions were published in the previous Portfolio Reports KD5512 & KD5513 and scrutinised at Overview and Scrutiny Committee on 20 January 2021 and 28 February, respectively, and included as references at Appendix 4 and 5 of this portfolio report.</p>

Reason for call-in
7. Failed on Climate Change Agenda
Officer response
<p>The decision to make the Bowes and Fox Lane QNs permanent was made separately to this decision, which makes amendments only. This report is following up on recommendations made in two previous KD Portfolio Reports (KD 5512 & KD 5513), which also presented the Quieter Neighbourhood's benefits and disbenefits. Both of these decisions were made and scrutinised at Overview and Scrutiny Committee on 20 January 2021 and 28 February, respectively.</p>

Reason for call-in
8. No Alternative Solutions
Officer response
<p>The interpretation of this point is that it is referring to alternative solutions to a QN due to the suggestions provided.</p> <p>A number of options were considered as an alternative to making the Bowes QN and Fox Lane QN permanent as reported within the two previous KD Portfolio Reports (KD 5512 & KD 5513). The decision to make the schemes permanent and note the alternative options considered was made and then scrutinised at Overview and Scrutiny Committee on 20 January 2021 and 28 February, respectively.</p> <p>If the call-in is referring to alternative options to the recommendations made within the portfolio report to which this call-in refers, these are described at paragraph 54 of the portfolio report.</p>

Reason for call-in
9. Cost of proposals
Officer response
Since the advance publication of the portfolio report, the Council has been successful in securing further funding from TfL for the implementation of these amendments. Therefore, the cost previously reported to be financed from capital expenditure will now be funded externally via TfL.