

Public Document Pack



OVERVIEW & SCRUTINY COMMITTEE

Monday, 15 April 2024 at 7.00 pm
Conference Room, Civic Centre, Silver
Street, Enfield, EN1 3XA

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Councillors : Margaret Greer (Chair), Mahmut Aksanoglu (Vice-Chair), Maria Alexandrou, Nawshad Ali, Kate Anolue, Hivran Dalkaya, James Hockney and Michael Rye OBE.

Education Statutory Co-optees: 1 vacancy (Church of England diocese representative), vacancy (other faiths/denominations representative), vacancy (Catholic diocese representative), Alicia Meniru & 1 vacancy (Parent Governor Representative).

Governance Manager – Nicola Lowther

AGENDA – PART 1

1. **WELCOME & APOLOGIES**
2. **DECLARATIONS OF INTEREST**

Members of the Council are invited to identify any disclosable pecuniary, other pecuniary or non-pecuniary interests relevant to the items on the agenda.

3. **DECISION CALLED-IN - KD5694 - APPROVAL OF COUNCIL CAPITAL AND THE PROGRESSION OF BOWES EAST AND EDMONTON GREEN QUIETER NEIGHBOURHOODS** (Pages 1 - 10)

To consider a call-in received on the decision taken by the Cabinet Member for Environment on Approval of Council Capital and the progression of Bowes East and Edmonton Green Quieter Neighbourhoods (KD5694).

The decision that has been called in was taken on 13 March 2024 and included on the Publication of Decision List No: 56/23-24 issued on 15 March 2024.

It is proposed that consideration of the call-in be structured as follows:

- Brief outline of reasons for the call-in by representative (s) of the

members who have called in the decision.

- The Cabinet Member/decision maker and officers respond to the reasons provided for the Call-In.
- Debate by Overview & Scrutiny Committee and agreement on action to be taken.

4. ORIGINAL DECISION OF CALL-IN - KD5694 (Pages 11 - 258)

The original decision documents.

5. DATES OF FUTURE MEETINGS

To note the dates of the future meetings will be confirmed following Annual Council on Wednesday 15 May 2024.

OVERVIEW & SCRUTINY COMMITTEE CALL-IN PROCEDURE

Recommendations

- i. That Overview and Scrutiny Committee considers the called-in decision and either:
 - (a) Refers the decision back to the decision-making person or body for reconsideration setting out in writing the nature of its concerns. The decision-making person or body then has 14 working days in which to reconsider the decision: or
 - (b) Refer the matter to full Council; or
 - (c) Confirm the original decision.
- ii. Once the Committee has considered the called-in decision and makes one of the recommendations listed at (a), (b) or (c) above, the call-in process is completed. A decision cannot be called in more than once.
- iii. If a decision is referred back to the decision-making person or body; the implementation of that decision shall be suspended until such time as the decision-making person or body reconsiders and either amends or confirms the decision, but the outcome on the decision should be reached within 14 working days of the reference back. The Committee will subsequently be informed of the outcome of any such decision

The following procedure is to be followed for consideration of the “Call-in”:

- i. The Chair explains the purpose of the meeting and the decisions which the Committee is able to take.
- ii. The Call-in lead presents their case, outlining the reasons for call in.
- iii. The Cabinet Member/ Decision maker and officers respond to the points made.
- iv. General debate during which Committee members may ask questions of both parties with a view to helping them make up their mind.
- v. The Call in Lead sums up their case.
- vi. The Chair identifies the key issues arising out of the debate and calls for a vote after which the call in is concluded. If there are equal numbers of votes for and against, the Chair will have a second or casting vote.
- vii. It is open to the Committee to either:
 - a. take no further action and therefore confirm the original decision
 - b. to refer the matter back to Cabinet -with issues (to be detailed in the minute) for Cabinet to consider before taking its final decision.
 - c. to refer the matter to full Council for a wider debate (NB: full Council may decide either to take no further action or to refer the matter back to Cabinet with specific recommendations for them to consider prior to decision taking).

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CALL-IN OF DECISION

TITLE OF DECISION: Approval of Council Capital and the progression of Bowes East and Edmonton Green Quieter Neighbourhoods

DECISION OF: Cabinet Member for Environment – Councillor Rick Jewell

DATE OF DECISION LIST PUBLICATION: 13 March 2024

LIST NO: 56/23-24

COUNCILLORS CALLING-IN

(The Council’s constitution requires signatures of seven or more Councillors to call a decision in).

Call in Lead

- | | |
|----------------------------|---------------------------------|
| (1) Signature:..... | Cllr Alessandro Georgiou |
| (2) Signature:..... | Cllr Emma Supple |
| (3) Signature:..... | Cllr Reece Fox |
| (4) Signature:..... | Cllr Paul Pratt |
| (5) Signature:..... | Cllr Elisa Morreale |
| (6) Signature:..... | Cllr Stephanos Ioannou |
| (7) Signature:..... | Cllr Hannah Dyson |

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Overview and Scrutiny Committee Call-in Meeting – 15 April 2024

**Call-in of Decision – KD5694 List No: 56/23-24 (published on 15 March 2024):
Approval of council capital and the progression of Bowes East and Edmonton
Green Quieter Neighbourhoods**

Call-in Lead: Cllr Alessandro Georgiou

Officer Response

Reason for call-in
The consultation was entirely business focused with little weight given to the views on residents and the impact it will have on their lives.
Officer response
The Phase 1 Engagement was a balanced exercise that sought ideas and issues from everyone in the community, including residents and local businesses. Appendix A captures the feedback. It is important to note that this is just Phase 1 of 3 phases of engagement / consultation.

Reason for call-in
LTN's have been proven to reduce ambulance response times and police vehicles, evidence which has been directly contradicted within the report.
Officer response
Continued engagement with the emergency service will take place as the design development phase continues, no concerns about the design have been raised by the emergency service at this early stage. There will be a formal opportunity for any objections to be raised at the statutory consultation stage.

Reason for call-in
The consultation found that “There were concerns that a Quieter Neighbourhood would lead to increased congestion and traffic in the surrounding areas outside of the QN. Additionally, a number of individuals were concerned a QN would create more pollution.”

Officer response

Officers understand that this reason is in reference to issues raised in the Phase 1 engagement. Phase 2 engagement has since taken place and a further report will be produced to consider further community comments on the shared designs. There will be a final phase of statutory consultation before any decision is made to implement the project. The report does outline how a future a further Key Decision report will be brought for approval after statutory consultation has been concluded, to invite a decision on whether to agree and implement either or both schemes.

Reason for call-in

It is correctly identified that Green Lanes is already grid locked at rush hour and this would be further exacerbated by these LTNs.

Officer response

As part of the continued development of the projects traffic assessment will take place to assess the potential impact of the scheme. Where appropriate this will require approval from TfL and other key stakeholders. Both the Council and TfL will want to understand the potential for any negative impact on Bus Journey Times as bus journeys are a key part of enabling more sustainable transport.

Reason for call-in

The consultation also found (Bowes East):

- a. Traffic congestion has been caused by previously implemented LTNs
- b. LTNs affect marginalised communities negatively
- c. LTNs have worsened pollution levels on roads such as Green Lanes and Grenoble Gardens
- d. Haringey LTNs have a knock on effect in adjacent areas
- e. Myddleton Road businesses have suffered and closed
- f. Difficulty for local residents to receive visitors and find access
- g. Residents feel like the Council doesn't listen to their concerns
- h. Concern that there will be an impact on journey times in the area if a QN is implemented
- i. Increased journey times will have an impact on students
- j. travelling to school and their ability to learn
- k. Concern over access to areas to the east of Bowes East

Officer response

This list is those issues that the Officers have captured during the Phase 1 engagement period, which was designed to capture ideas and issues that the community may have. Phase 2 engagement has since taken place and a further report will be produced to consider further community comments on the shared designs. There will then be a final phase of statutory consultation before any decision is made to implement the projects.

Reason for call-in

The consultation also found (Edmonton Green):

- a. Throughout the engagement some participants expressed concern about the Quieter Neighbourhood programme and its impact on local traffic and the economy.
- b. Concern that QN would increase, rather than reduce congestion, by concentrating traffic on alternate streets outside the QN boundary.
- c. Some participants were concerned about the economic impact of reduced traffic on local businesses, particularly services like garages that rely on vehicle access
- d. Concern over the QN's potential to reduce accessibility within the local area and increase journey times
- e. These concerns broadly suggest that participants are highly reliant on private car usage and anticipate continued reliance into the future. The issues identified in this engagement programme suggest that there are significant concerns regarding the safety of public streets and accessibility of alternate transport modes, both of which contribute to an ongoing reliance on private vehicle use.

Officer response

This list is those issues that the Officers have captured during the Phase 1 engagement period, which was designed to capture ideas and issues that the community may have. Phase 2 engagement has since taken place and a further report will be produced to consider further community comments on the shared designs. There will then be a final phase of statutory consultation before any decision is made to implement the projects.

Reason for call-in

The EQIA found (both schemes overlap):

- a. QNs will lead to longer journey times for people who rely on private cars, taxis, or Dial-a-Ride. The scheme may also lead to short- or medium-term delays to motor traffic on the boundary roads of the scheme as traffic is reassigned from minor roads in Bowes East.
- b. Private cars, taxis or Dial-a-Ride are particularly popular for people aged 65 and over. Travelling can also be uncomfortable for some people, particularly for the elderly, therefore extended journey times could exacerbate this issue.
- c. Older people, particularly those who also have mobility impairments or difficulty walking may also be more reliant on time-dependant professional support services such as delivery of items such as food and medication. The higher journey times by car or rerouting of trips may therefore affect these services.
- d. Older people, particularly those who also have mobility impairments or difficulty walking may also be more reliant on time-dependant professional support services such as delivery of items like food and medication. The higher journey times by car or rerouting of trips may therefore affect these services.
- e. Some disabled people with complex needs undertake a significant number of journeys for appointments and to regular locations such as school. They may use a car to transport a wheelchair, complex mobility aid or medical equipment.
- f. The implementation of the Quieter Neighbourhood scheme may negatively impact on car journey times. This may adversely affect a portion of those who are pregnant and parents with infants and/or young children who may prefer the use of door-to-door transport services such as private cars, taxis, or Dial-a-Ride.
- g. Expectant mothers and mothers who have recently given birth may have increased numbers of medical appointments.
- h. Apart from those self-identifying as 'Other Ethnic Groups', car usage in Enfield is high, particularly for 'Gypsy or Irish Travellers'. For this reason, the scheme may disproportionately affect this ethnic group – such as causing slightly longer journey times for trips made by car. This could have some financial impacts such as increased cost of travel and increased travel times.
- i. This scheme may cause increased congestion in the short to medium term on boundary roads to the QN as traffic is reassigned from minor roads within Bowes. As such, these impacts may disproportionately impact 'Black or Black British' and 'Other Ethnic Groups' who are disproportionately more likely to use public transport.
- j. A new one-way road or road closure may impact journey times for people travelling to their place of worship, which will reduce the amount of time they have in their day and may isolate some in the community.

Officer response

Officers understand the importance of their responsibility to meet the Public Sector Duty of the Equality Act 2010. As the report outlines, this project will continue to consider the needs of all highway users including those from the protected characteristic groups. All members of the community have full access to the highways; however, it is recognised that some protected groups may have additional needs that must be considered. EqIAs have been provided in Appendix E & Appendix F, however it should be noted these are in the early stages of development. The EqIAs will continue to be developed as the project progresses – the consideration of the impact of projects on those with protected characteristics is a dynamic process that is ongoing throughout the design and development stages of the project.

Proposal: Councillor Georgiou has asked that the decision is referred back to the decision maker.

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PUBLICATION OF DECISION LIST NUMBER 56/23-24

MUNICIPAL YEAR 2023/24

Date Published: 15 March 2024

This document lists the Decisions that have been taken by the Council, which require publication in accordance with the Local Government Act 2000. The list covers Key, Non-Key, Council and Urgent Decisions. The list specifies those decisions, which are eligible for call-in and the date by which they must be called-in.

A valid request for call-in is one which is submitted (on the form provided) to the Governance and Scrutiny Team in writing within 5 working days of the date of publication of the decision by at least 7 Members of the Council.

Additional copies of the call-in request form are available from the Governance and Scrutiny Team.

If you have any queries or wish to obtain further report information or information on a decision, please contact democracy@enfield.gov.uk

INDEX OF PUBLISHED DECISIONS – 15 March 2024

	Date Decision came/ comes into effect	Part 1 or 2	Subject/Title of Report	Category of Decision	Affected Wards	Eligible for Call-In & Date Decision must be called in by (If Applicable)
Decisions Made by Cabinet						
Cabinet See : Cabinet Decisions, 13th March, 2024	Monday 25 March 24	Part 1	Council Housing Work Plan 2024/25 Council Housing Work Plan Report	KD5720	All	Yes Friday 22 March 24
		Part 1 & 2 (Para 3)	Approval of Council Capital and the progression of Bowes East and Edmonton Green Quieter Neighbourhoods Bowes East & Edmonton Green QNs Report	KD 5694	Bowes, Edmonton Green, and Lower Edmonton	Yes Friday 22 March 24
		Part 1 & 2 (Para 3)	Award of Lease for Millfield Complex Part 1 Millfield Lease Report Part 2 Report Reasons restricted	KD 5699	Haselbury	Yes Friday 22 March 24
		Part 1 & 2 (Para 3)	Delivery of a Mental Health Hub Mental Health Hub Report	KD 5590	All	Yes Friday 22 March 24
		Part 1 & 2 (Para 3)	Disposal of Land and Property Assets Disposals Report	KD 5701	Various	Yes Friday 22 March 24



London Borough of Enfield

Report Title	Approval of council capital and the progression of Bowes East and Edmonton Green Quieter Neighbourhoods
Report to	Cabinet
Date of Meeting	13 March 2024
Cabinet Member	Cllr Jewell, Cabinet Member for the Environment
Executive Director / Director	Executive Director: Perry Scott Director: Brett Leahy
Report Author	Richard Eason, Programme Director Journeys & Places (richard.eason@enfield.gov.uk).
Ward(s) affected	Bowes, Edmonton Green, and Lower Edmonton
Key Decision Number	5694
Classification	Part 1 Public & confidential appendix

Purpose of Report

1. The purpose of this report is to provide an overview of the Bowes East and Edmonton Green Quieter Neighbourhoods (QN) and seek approval for capital funding to progress the project.

Recommendations

- I. Note the findings and ongoing exploratory work in relation to the creation of two new quieter Neighbourhoods at Bowes East and Edmonton Green.
- II. Note that a further Key Decision report will be brought for approval after statutory consultation has been concluded, to invite a decision on whether to agree and implement either or both schemes.
- III. Approve the addition of £1.6m to the capital programme funded by borrowing (£1.4m) and grant (£0.2m), to increase the total budget of the schemes to £2m to facilitate the design, consultation, and (if agreed) implementation of the schemes in in FY 24/25.

Background and Options

Background

2. Over the last few years, Enfield Council has taken action to re-design a number of roads to introduce new pedestrian crossings, segregated cycle lanes, School Streets, and cycle parking alongside other initiatives such as cycle training and free bike repairs. Quieter Neighbourhoods form part of this comprehensive approach that the Council is taking to reduce the speeds and volume of motor vehicles in residential areas and create an attractive and safe environment for people to travel by active and sustainable modes, such as walking and cycling. The aim is delivering longer-term benefits which include improvements in people's health, less congestion and safer roads, and improved air quality.
3. The Journeys and Places team used an evidence-based assessment to consider the next areas that could be most benefited by delivering Quieter Neighbourhoods projects. This assessment considered the following elements:
 - Traffic. This assessed:
 - i. Average traffic speeds
 - ii. Estimated through traffic (weekday AM peak period)
 - iii. Estimated through traffic (weekday midday peak period)
 - iv. Estimated through traffic (weekday PM peak period)
 - Road safety. This assessed:
 - i. Total number of collisions (all types)
 - ii. Killed or seriously injured casualties - vulnerable road users (pedestrian and cyclists)
 - Mode shift potential. This assessed:
 - i. Public transport accessibility level
 - ii. Length of cycle route network within reach
 - iii. Walking potential
 - iv. Cycling potential
 - Population. This assessed:
 - i. Residential population

- ii. Number of primary and secondary school pupils living within the potential QN area
 - Health and deprivation. This assessed:
 - i. Index of multiple deprivation
 - ii. Percentage of children obese at reception year
 - iii. Percentage of children obese at year 6
 - iv. Proportion of residents completing 2x 10-minute active travel trips
 - Open space accessibility. This assessed:
 - i. Size of area deficient in public open space
 - ii. Number of children's play space
 - Air quality and climate emergency:
 - i. Concentration of NO₂, PM_{2.5} and PM₁₀
 - ii. Overall climate risk
 - Trip attractors. This included:
 - i. Number of schools within the potential QN (weighted by number of pupils)
 - ii. Number of amenities in the area, such as pharmacies, community centres, youth centres etc
4. Based on the above assessment, the Journey's and Places team identified two new areas that could be improved by transforming them into Quieter Neighbourhoods. These two areas have been named Bowes East QN and Edmonton Green QN.
5. Bowes East QN is the neighbourhood bound by the A406 to the north, Wolves Lane to the east, Green Lanes to the west, and the boundary with London Borough of Haringey to the south (see **Error! Reference source not found.**). It has been chosen as a potential next QN because the area has:
- poor air quality compared with other areas in Enfield.
 - poor health and deprivation indicators that could be improved with active travel.
 - two schools within the area.
 - limited areas of open space.

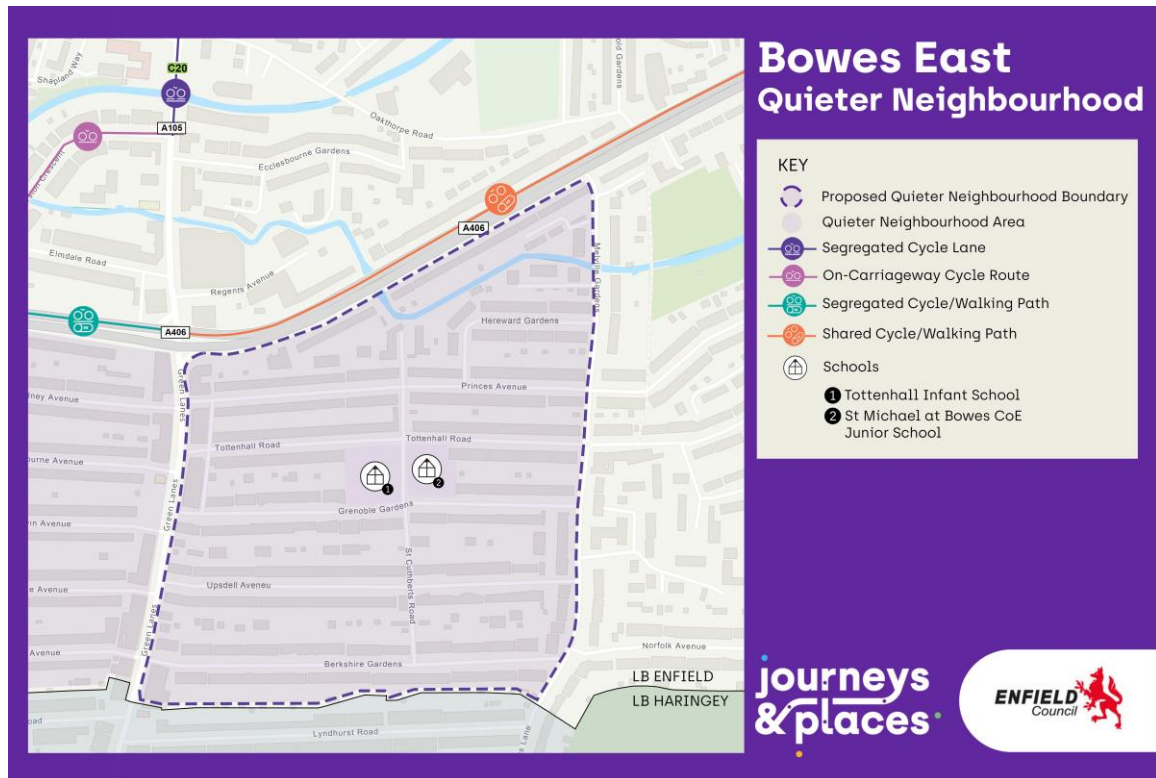


Figure 1: Map of Bowes East Quieter Neighbourhood

6. Edmonton Green QN is the neighbourhood bound by Bounces Road to the North, Montagu Road to the East, the A406 to the south, and the A1010 to the west (see Figure 2). It has been chosen as a potential next QN because the area has:

- poor air quality compared with other areas in Enfield.
- poor health and deprivation indicators that could be improved with active travel.
- three schools within the area.
- amenities in the area that could be accessed using active travel.
- high numbers of collisions for vehicles, pedestrians, and people on bikes.
- a high population density which would benefit from the improvements.

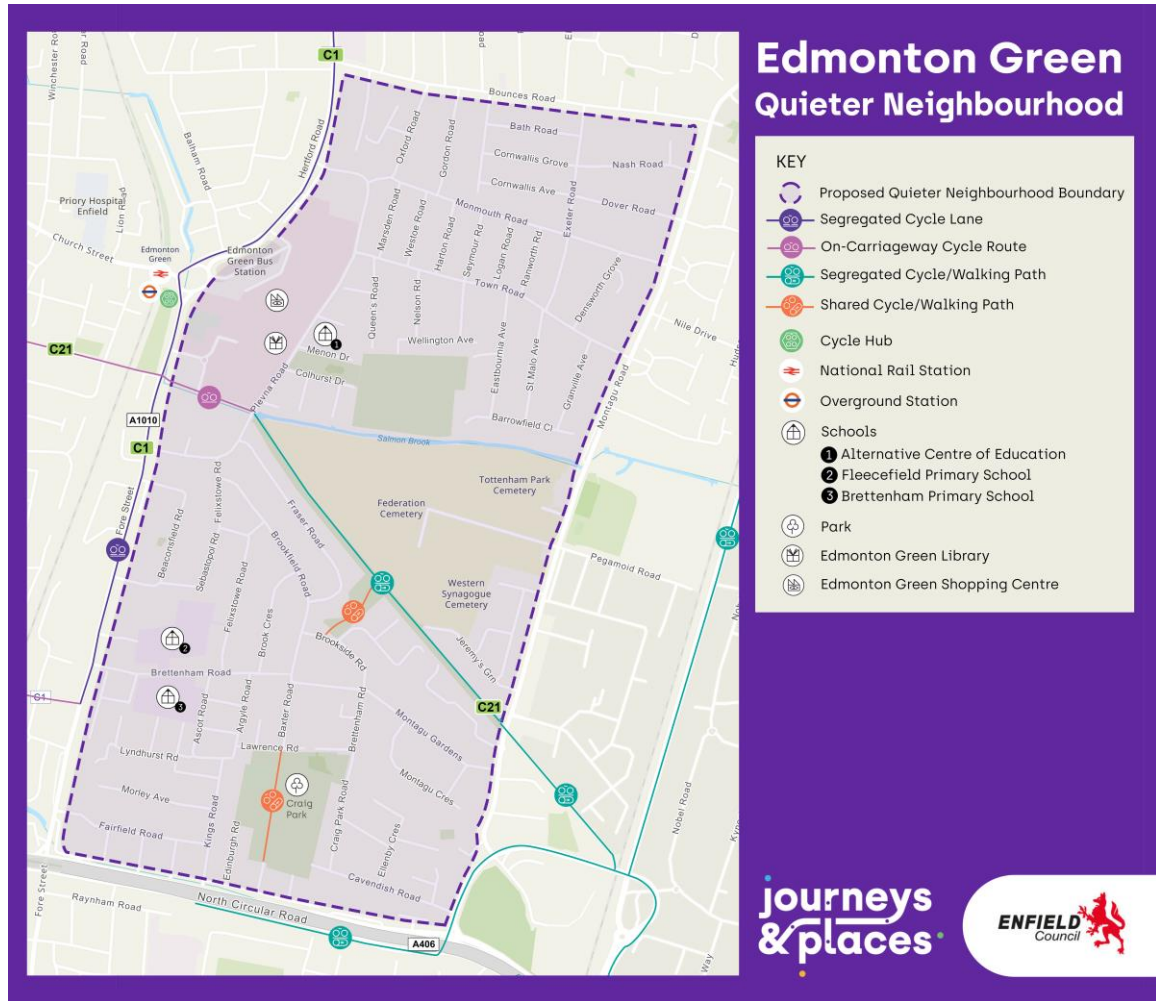


Figure 2: Map of Edmonton Green Quieter Neighbourhood

Methodology

- Following identification of the two Quieter Neighbourhood areas, a methodology to reach a decision on implementation of the project has been prepared. This decision on whether or not to proceed with implementation would take place following completion of the detailed design and statutory consultation, and would require approval on the respective operational report.
- The high-level methodology is as follows:
 - Confirm Ward Councillor and other internal Enfield Council member support for the two Quieter Neighbourhood areas.
 - Engage the community to understand the current issues and ideas that could be included in a potential future Quieter Neighbourhood.
 - Prepare an early engagement report based on the current issues and ideas from the community.
 - Use the current issues and ideas and existing data to develop design(s) for each Quieter Neighbourhood.
 - Share the designs with the community and stakeholders and receive feedback on the proposals.
 - Prepare an engagement report based on the feedback of the design(s).

7. Use the feedback and traffic modelling data to prepare a detailed design proposal for each QN area.
8. Undertake statutory consultation based on the detailed design proposal for each area.
9. Consider the objections and representations to determine whether to progress the proposals to implementation.
10. If it is decided to progress the proposals to implementation, then prepare key decision reports for each QN area which will request approval to proceed to implementation and make the traffic orders.
11. Implement the QN proposals.
12. Undertake post-implementation monitoring.

Works Undertaken to Date

9. A series of workshops and briefings were held with Ward Councillors and other internal Enfield Council members such as the leader, deputy leader, and chief executive. These meetings were to explain the areas proposed for a Quieter Neighbourhood, the rationale for choosing those areas, and the key next steps.
10. External briefings were also held with key stakeholders such as Transport for London and London Borough of Haringey.
11. Following the briefings, the two potential Quieter Neighbourhoods were shared with the community. This phase of engagement is outlined in the following section.

Early Engagement

12. Early engagement took place between 11 September 2023 and 8 October 2023. This was used to gather information from local residents and businesses on the issues that the community currently face and the ideas to improve the area as part of the QN programme.
13. This early engagement period included the following for both projects:
 - Interactive map on the project web page where participants could drop pins for ideas or issues within the area.
 - 2 drop-in sessions per QN area.
 - 1 pop-up session per QN area.
 - Webinar per QN area.
14. For Bowes East, over 15,000 residents were contacted. There were 1900 website views, 33 business addresses were visited, and 400 people actively participated in the engagement.
15. For Edmonton Green over 33,000 residents were contacted. There were 2100 website views, 240 business addresses were visited, and 501 people responded to the engagement.
16. The engagement was planned to encourage input from residents, businesses, young people, and people with diverse cultural backgrounds. To

help achieve this, workshops were undertaken with local schools, and materials were available in Turkish, Greek, Gujarati, Polish, Bulgarian, Romanian, Albanian, Somali, and Bengali/Bangla.

17. An engagement report has been produced for Bowes East and another for Edmonton Green to give insight on general themes, and this will feed into the designs for these QNs. The early engagement reports for both projects can be found in Appendix A for Bowes East & Appendix B for Edmonton Green.
18. Common issues raised for the Bowes East neighbourhood included:
 - High traffic volumes in and around the area.
 - Health and safety concerns.
 - Lack of maintenance.
 - Concerns that the programme may have negative impacts on the area.
19. Common ideas suggested for the Bowes East neighbourhood included:
 - Improved cycling and pedestrian provisions.
 - Implementation of traffic calming measures.
 - Traffic reduction through modal filters or banned right turns.
 - More greening.
 - Improved accessibility.
20. Common issues raised for the Edmonton Green neighbourhood included:
 - Prevalence of illegal dumping, fly tipping, and vandalism.
 - Safety and security concerns due to crime and anti-social behaviour.
 - Lack of adequate transport connectivity.
 - Poor pavement quality.
 - Too many cars parked in the area, including illegal and inconsiderate parking.
21. Common ideas suggested for the Edmonton Green neighbourhood included:
 - Increased surveillance and enforcement.
 - Improved transport connections.
 - Introduction of modal filters and school streets.
 - One-way streets.
 - Implementing a controlled parking zone throughout the area.
 - Investing in public amenity and maintenance.

Next Steps

22. The immediate next steps are to prepare designs based on the current issues and ideas from the early engagement and existing data. These designs are proposed to be shared with the community in early 2024.
23. Traffic modelling is also required to assess the potential impact of the scheme and will then require approval from TfL and other key stakeholders.

24. As designs progress, there will be a further opportunity for public engagement in the form of statutory consultation. Engagement will be carried out with internal and external stakeholders (such as TfL, emergency services, and Haringey Council). Design review workshops will also be undertaken with officers from Enfield Council to refine the designs and liaise with services regarding operational considerations.
- 25.
26. A communications and engagement plan has been developed which outlines these activities. This will continue to be refined as the project progresses. The communications and engagement plan can be found in Appendix C for Bowes East and Appendix D for Edmonton Green.
- 27.
28. Further funding is required to complete the activities this financial year and to progress the projects towards implementation. Funding is in particular required to carry out the traffic modelling which will be essential to determine the feasibility of the projects. Whilst a decision on whether to implement or not will come later, this report is requesting the funding that would be required for full implementation if that decision is taken. Funding for the full project is being requested to ensure that there is sufficient available funding to deliver the QNs before spending more money on the project. If a decision is subsequently reached not to implement the projects, then the remaining funding approved would not be required and would not be drawn down.
29. Although approval for full funding is being sought at this time, there will be another decision point after statutory consultation with a key decision report that will confirm whether to progress to implementation.

Preferred Option and Reasons for Preferred Option

30. The objectives of the Quieter Neighbourhoods Programme are to:
- Make safer streets.
 - Enable more people to walk, wheel, cycle, and access public transport.
 - Improve the health and amenity of the local environment.
 - Improve the physical health of people living within the QN.
31. To deliver on these objectives, Quieter Neighbourhoods are proposed in Edmonton Green and Bowes East areas.
32. These projects are still in an early stage and the different options are still being designed.
33. Designs could include features such as modal filters, one-way streets, school streets, and cycle parking, as well as greening initiatives. These designs will be developed using the feedback from the early engagement and background data.

Relevance to Council Plans and Strategies

34. The new Quieter Neighbourhoods align with the council plans and strategies in the following ways:

35. Clean and green places – Bowes East and Edmonton Green QNs will include the delivery of an improved public realm, including additional greenery and, in the longer-term, contribute towards greater levels of sustainable transport improving air quality. It is unequivocally linked with the Council's cross-cutting theme of Climate Action and its commitment to create a carbon neutral borough by 2040.
36. Safe, healthy, and confident communities – Bowes East and Edmonton Green QNs will help contribute towards creating a safer environment and will help to enable healthier lifestyles through increasing transport choices.
37. Thriving children and young people – Bowes East and Edmonton Green QNs will help improve the borough for future generations and individual project consultations will actively seek the input of young people to help shape their design. The project will also help children have the best start in life by providing opportunities to be active, improving their health.
38. More and better homes – Bowes East and Edmonton Green QNs will help create improved connections with current and future active travel routes, enabling more transport choices for local neighbourhoods to travel in sustainable ways.
39. An economy that works for everyone – Bowes East and Edmonton Green QNs will contribute towards developing town and public spaces that are vibrant, healthy, and inclusive. This 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.

Financial Implications

Summary

40. The proposal in this report is to add £1.6m to the capital programme for the implementation of the Bowes East and Edmonton Green quieter neighbourhood's scheme. The total cost of the scheme is £2m, with approx. £0.4m already included within the capital programme as approved by Full Council in Feb-23.
41. The addition of £1.6m will be funded by £0.2m of Transport for London (TfL) grant money. The Council has received confirmation that TfL will provide £0.2m as a contribution towards delivery.
42. The remaining £1.4m will be funded from Council borrowing, which will cost the Council £0.7m a year in financing costs (interest and loan repayment),

based on an interest rate of 5.3% over 2 years. The financing costs are expected to be repaid from PCN income.

43. The project has already secured £231k of S106 money, and £166k of TfL grant money for 2023/24. The team will continue to apply for funding through grant programmes that this proposal meets the criteria for, such as S106 and CIL. Additional allocations are anticipated and if secured would reduce the borrowing on the project.

Revenue Budget Impact

44. The proposal will include the installation of traffic cameras and issuing PCNs for those that do not follow any new restrictions. Any surplus revenue from penalty charge notices (PCNs) is anticipated to pay back the initial capital expenditure and the annual financing costs.

45. The maintenance of the projects will be managed from within the existing highways revenue budgets.

Capital Budget Impact

46. There will be an addition to the capital programme of up-to £1.6m, funded by £0.2m of TfL grant and £1.4m of borrowing.

	2024/25	2025/26	Total
To be approved CAPEX	£0.6m	£1.0m	£1.6m
<i>Funded by:</i>			
TfL Grant	£0.2m		£0.2m
Borrowing	£0.4m	£1.0m	£1.4m
Total Funding	£0.6m	£1.0m	£1.6m

47. There is already £0.4m in the capital programme for this project, fully funded by S106 (confirmed by strategic planning board on 25th Sep 2023) and secured TfL grant. This was approved by Full Council in Feb-23.

	2023/24	2024/25	2025/26	Total
Approved CAPEX	£0.2m	£0.2m		£0.4m
<i>Funded by:</i>				
S106	£0.2m			£0.2m
TfL Grant		£0.2m		£0.2m
Total Funding	£0.2m	£0.2m	£0.0m	£0.4m

48. Table below summarises the total budget within the capital programme once the project has approval:

	2023/24	2024/25	2025/26	Total
Capital Expenditure	£0.2m	£0.8m	£1.0m	£2.0m
Actual spend up to 30 Nov 2023	£0.0m			£0.0m
<i>Funding:</i>				
S106	£0.2m			£0.2m
TfL Grant		£0.4m		£0.4m
Borrowing		£0.4m	£1.0m	£1.4m
Total Funding	£0.2m	£0.8m	£1.0m	£2.0m

Borrowing Impact

49. Approval of the recommendations in the report will result in increased borrowing of £1.4m, which will cost the Council £0.7m a year in financing costs (interest and MRP), based on an interest rate of 5.3% over 2 years.

Accounting Treatment

50. The works required for the quieter neighbourhood's programme involve enhancing the road network and improving the public realm in the areas mentioned above.

51. Costs will be accounted for in compliance with the Councils capitalisation policy. Any costs that cannot be capitalised will be charged to the revenue budget.

52. All costs identified for this programme will contribute towards the enhancement of the road network and improving the public realm in the areas identified in the main report, and therefore meet the criteria for capitalisation.

53. The table below summarises the anticipated costs for the project:

Capital Expenditure	£m
Communications and Engagement	£0.1m
Construction	£0.7m
Contingency	£0.4m
Design	£0.3m
Legal	£0.0m

Project Management	£0.5m
Total	£2.0m

Tax Implications

54. The council will reclaim all VAT on expenditure through its regular submissions for input VAT. No other known tax implications.

Legal Implications

56. 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, as far as reasonably practicable, 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 that the Council must also have regard to are matters such as the desirability of securing and maintaining reasonable access to premises, 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 implement the quieter neighbourhood schemes outlined in this report, regard needs to be had to this duty.
57. A decision as to whether to proceed with the schemes outlined in this report 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".
58. Sections 6 and 9 of the RTRA enables the Council to as the traffic authority to make both traffic management orders and experimental traffic management orders respectively in order to give effect to the quieter neighbourhood schemes outlined in this report. Procedures for making said orders are set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
59. 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 considering whether to implement the quieter neighbourhood schemes outlined in this report and an initial Equalities Impact Assessment has been prepared and will be revisited as proposals progress.

60. The recommendations contained within the report are in accordance with the Council's powers and duties as both the Highway and Traffic Authority.

Equalities Implications

61. Local authorities have a responsibility to meet the Public Sector Duty of the Equality Act 2010. The Act gives people the right not to be treated less favourably because of any of the protected characteristics. The Council needs to consider the needs of these diverse groups when designing and changing services or budgets so that our decisions do not unduly or disproportionately affect access by some groups more than others. The Public Sector Duty Act 2010 requires Local Authorities, in the performance of their functions, to:

- Eliminate discrimination, harassment, victimisation, and other prohibited conduct.
- Advance equality of opportunity.
- Foster good relations.

62. This project will continue to consider the needs of all highway users including those from the protected characteristic groups. All members of the community have full access to the highways; however, it is recognised that some protected groups may have practical problems in using the service. The needs of those with protective characteristics will be considered throughout the development of the design of these projects.

63. The project has screened for equality implications, and this helped to inform the planning of the early engagement, such as providing engagement materials in multiple languages.

64. EqlAs have been provided in Appendix E & Appendix F, however it should be noted these are in the early stages of development. The EqlAs will continue to be developed as the project progresses.

65. Appendix E presents the EqlA undertaken for Bowes East and Appendix F for Edmonton Green. These indicate that there could be potential positive or negative impacts on several characteristics. Mitigation measures for negative impacts are proposed to address these, which will be considered throughout the progression of the design.

Environmental and Climate Change Implications

66. Table 1 provides an overview of environmental and climate change considerations.

Table 1: Environmental and climate change implications

Consideration	Impact of Proposals
Energy consumption	Neutral There are no changes proposed to the current service delivery arrangements.
Measures to reduce carbon emissions	Positive

	<p>Transport generates a significant amount of greenhouse gas emissions (34% of UK CO₂ Emissions in 2022). It is also making up 39% of borough-wide emissions as per the Climate Action Plan 2020. The primary contributor of these emissions is on-road transport from cars. The proposals will enable:</p> <ul style="list-style-type: none"> • Increased levels of active travel by making journeys safer and more appealing. • Reduced private vehicle trips by making alternatives equally attractive. <p>In the shorter term, there may be some increase in carbon emissions on the surrounding primary road network as drivers adjust to potential changes in road layout; however, the long-term outlook is positive.</p>
Environmental management	<p>Neutral</p> <p>The main impact will be in the implementation of the project and with the resultant embedded carbon. However, recycled materials will be used where applicable, along with environmentally friendly planting and additional greening.</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 projects are 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>Further mitigations will be in place with the introduction of SuDS and greening where possible.</p>

Public Health Implications

67. Transport is one of the fundamental determinants of health; it may be health-damaging or health-promoting. The proposals as outlined here will support measures to encourage active, rather than motorised, travel. This scheme aligns with the Enfield Transport Plan 2019-2041 and the Enfield Healthy Streets Framework.
68. Reducing obesity is a priority for Enfield, as outlined in the Borough's Health and Wellbeing Strategy. 61.4% of adults are classified as overweight or obese (ALS,12016). Data for academic years 2014/15 to 2016/17 shows that the average prevalence of excess weight in year 6 pupils is 41.5%. This is higher than London (37.9%) and England (33.87%) averages. If left unchanged, this will lead to serious health complications later in life, such as diabetes, heart disease and cancers.
69. Maps from the London Atmospheric Emissions Index (LAEI) show the areas of Bowes East and Edmonton Green to contain some of the highest mean concentrations of NO₂ in the borough, particularly due to their proximity to the A406 highway. These areas are subsequently home to some of the highest levels of air pollution in the borough.
70. The Enfield Air Quality Action Plan (AQAP) 2022-2027 says that despite emissions from transport reducing, it is still the main source of pollution in Enfield. The AQAP also estimates that the annual health costs to society in terms of the impacts of air pollution in the United Kingdom is roughly £15 billion. This is likely because air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer and can also exacerbate existing health conditions such as triggering asthma attacks. Air pollution particularly affects children, older people and those with underlying heart and lung conditions. Equality issues are also present as areas with poor air quality are often located in less affluent areas. Not addressing this issue means that some of the most vulnerable people in our communities are put at disproportionate risk of ill health.
71. Creating an environment where people actively choose to walk and cycle as part of everyday life can have a significant impact on public health, and has the potential to reduce health inequalities. It is an essential component of a strategic approach to increasing physical activity and may be more cost-effective than other initiatives that promote exercise, sport, and active leisure pursuits.
72. Shifting trips to active and sustainable transport also has the potential to achieve related policy objectives:
- Supports local businesses and promotes vibrant town centres.
 - Provides a high quality, appealing public realm.
 - Reduces road danger and noise.
 - Increases the number of people of all ages out on the streets, making public spaces seem more welcoming and providing opportunities for social interaction and children's play.

- Provides an opportunity for everyone, including people with impairments, to exercise and enjoy the outdoor environment.

73. Overall, the proposals will encourage sustainable and active travel, helping the Council to manage environmental problems related to congestion and local air quality, while also reducing our impact on climate change and improving health, safety, and accessibility for all in our communities. This supports Public Health's efforts to embed health in all policies across the Council.

Property Implications

74. Any expenditure to actions proposals in this report will be subject to the council's contract Procedure rules.

75. Projects with a contract value over the Public Contract Regulations threshold will be subject to PCR process.

76. Procurement project over £100k for goods and services and £2.5m for works must engage with the Procurement Assurance Group gateway process.

77. As there is no mention of procurement in this report an authority to procurement report may be required and an authority to award report will be needed.

78. Contract Management is expected to ensure that Value for Money is delivered through the lifetime of the contract.

Crime and Disorder Implications

79. The overall objective of the scheme to create a more appealing public realm that encourages more people out on the streets will also help improve safety and the perception of safety.

80. Further engagement and consultation activities will be carried out as the scheme progresses and will seek to gather comments/concerns on the issue of crime and disorder. This will help to develop designs in line with this issue and mitigate it where appropriate.

Network Impact

81. The creation of a Quieter Neighbourhood has a potential to result in some traffic reassignment. The Journeys and Places team has commissioned a consultant to review potential traffic reassignment as the design progresses, and model the impact of potential traffic reassignment to determine network impacts.

82. The design will aim to mitigate potential impacts to the network as far as reasonably practical.

83. Impacts to the network will be discussed with Transport for London prior to confirmation of the final design.

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Appendices

Appendix A – Phase 1 Engagement Report Bowes East

Appendix B – Phase 1 Engagement Report Edmonton Green

Appendix C – Communications and Engagement Plan Bowes East

Appendix D – Communications and Engagement Plan Edmonton Green

Appendix E – Equalities Impact Assessment Bowes East

Appendix F – Equalities Impact Assessment Edmonton Green

Background Papers

None

Departmental reference number, if relevant:

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Bowes East Quieter Neighbourhood: Engagement Report

December 2023

Prepared for London Borough of Enfield by ECF



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Engagement Approach	08
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INTRODUCTION

1. Introduction

ECF was commissioned by the Journeys and Places team at London Borough of Enfield to support the engagement programme that investigated the potential introduction of a Quieter Neighbourhood in Bowes East.

Quieter Neighbourhoods form part of a comprehensive approach the council is taking to reduce the speeds and volume of motor vehicles in the area and create attractive and safe environments. The long-term benefits we hope to see include improvements in people's health, less congestion and safer roads, and improved air quality.

This report focuses on the engagement activities that were targeted towards people that live in and around the Bowes East project area.

The Council wanted to collect evidence on the issues that people would like to be addressed to make the area quieter and safer, and what local people felt could be done to improve the area to make it a Quieter Neighbourhood.

The purpose of this report is to explain the different methods of community engagement that were undertaken, and to summarise the key findings of the feedback that was provided on how to make Bowes East a quieter and safer neighbourhood.



Photograph of the exhibition boards from one of the drop-in sessions

EXECUTIVE SUMMARY

2. Executive Summary

This report presents the findings from the engagement programme undertaken by Enfield Council with support from ECF from Monday 11 September until Sunday 8 October 2023.

Enfield Council is delivering Quieter Neighbourhoods (QNs) as part of a broader strategy to reduce traffic, improve air quality, improve people's health and create an attractive and safe environment for pedestrians, cyclists, and other active transport uses. Bowes East has been identified as an area for a future QN.

The aim of this engagement period was to hear **ideas** to improve the Bowes East area, and about the **issues** in the area that the community currently experience and could be addressed through the Quieter Neighbourhoods initiative.

Throughout the engagement period, there were a wide range of opportunities for people to have their say, including workshops, pop-up events, door knocking, drop-in sessions, an online webinar and an interactive map on the project website. The programme was designed to encourage input from residents, businesses, young people, and people with diverse cultural backgrounds. Materials were available in Turkish, Greek, Gujarati, Polish, Bulgarian, Romanian, Albanian, Somali and Bengali/Bangla.

Top issues included:

- Traffic congestion
- Safety around the A406
- Litter and pollution

Top ideas included:

- Additional off-road cycle paths, pedestrian crossings
- Traffic control to reduce speeds and prevent rat running
- Improved cleaning and maintenance of local streets

Detailed findings, categorised by activity, are presented in [Section 5](#) of this report.

15,300 residents contacted

1900 website views

66 business addresses visited

400 active participants

ENGAGEMENT APPROACH

3. Engagement Approach

In this section of the report, the engagement approach will be explained and each of the methods of engagement will be elaborated on.

We communicated the opportunity to engage through:

- A Resident letter in English and 9 other languages
- An online webinar on Monday 2 October 2023
- Social media (Journeys and Places and Enfield Council channels)
- Council newsletters
- Postcards handed out at two school gates:
 - Tottenham Infant School on Thursday 14 September 2023
 - St Michael at Bowes on Friday 15 September 2023

Community feedback was gathered through the following methods.:

- An online interactive map on Let's Talk Enfield to collect ideas and issues
- Business surveying within the Bowes East area on Thursday 14 September 2023 and Friday 15 September 2023
- Two drop-in public exhibition events at Trinity-at-Bowes Centre Plus, Community Centre, Palmerston Road N22 8RA on:
 - Wednesday 20 September 2023
 - Saturday 30 October 2023
- A paper copy of the questions asked through the online interactive map was available online and at events if people wished to share their ideas and issues in that format. Residents were also able to email the project team at Journeysandplaces@enfield.gov.uk or post a letter to the Council with their comments.
- Two school workshops:
 - Tottenham Infant School on Tuesday 3 October 2023
 - St Michael at Bowes Primary School on Wednesday 4 October 2023
- A pop-up event on Green Lanes on Tuesday 3 October 2023 (between Upsdell Avenue and Princes Avenue) to hand out postcards and speak with passers-by

Disability groups were invited to attend a workshop, however due to limited responses this workshop did not go ahead. Groups were emailed information on the project and invited to participate in the ways mentioned above.

3. Engagement Approach

3.1 Project website and promotion

A letter outlining the project and engagement opportunity was distributed to 15,282 residences. The distribution area is shown in Figure 1.

A project page was launched on the Let's Talk Enfield website (letstalk.enfield.gov.uk/BowesEastQN) to communicate information on the project and engagement opportunity. An interactive map on this page was also used to capture ideas and issues (Figure 2). Eighty-seven people engaged in the project website either by signing up for project updates or by sharing a pin on the project map.

An online webinar was delivered on Monday 2 October 2023 where the project team presented the project aims and shared how to get involved, and attendees were able to ask questions. The recording is available on the project page above.

The opportunity to engage was advertised in the Journeys and Places newsletter, the Enfield Council Have Your Say newsletter, and promoted on social media through the Journeys and Places and Enfield Council Facebook and X (formerly Twitter) pages (Figure 3).

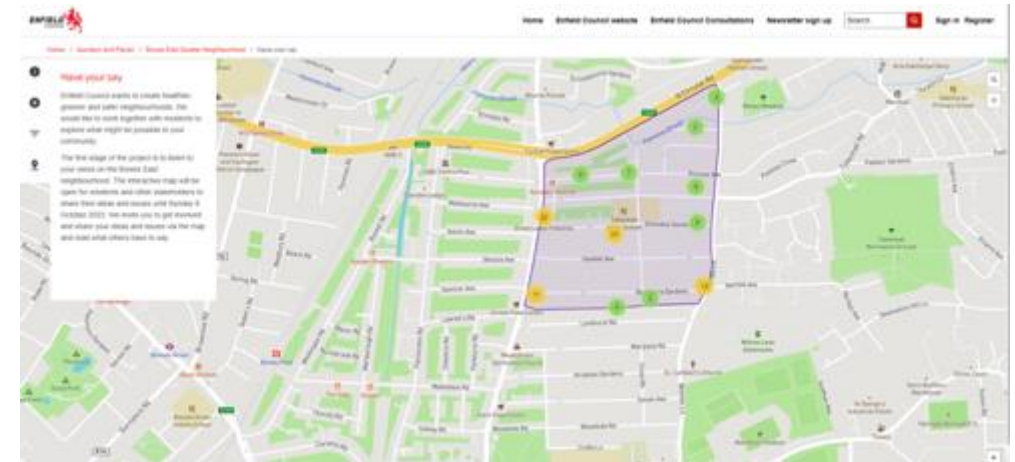


Figure 2. Screenshot of the project website map



Figure 1. Area map of resident letter drop



Figure 3. Social media promotion for a drop-in event

3. Engagement Approach

3.2 Door-knocking / business surveying / Postcards at school gates

ECF conducted door-to-door surveying with businesses in the Bowes East area. Members of the project team visited 66 addresses within the area with the aim of encouraging local businesses to engage with the project. Staff and business owners were asked to complete a survey with members of the project team which was recorded through MS Forms on tablets.

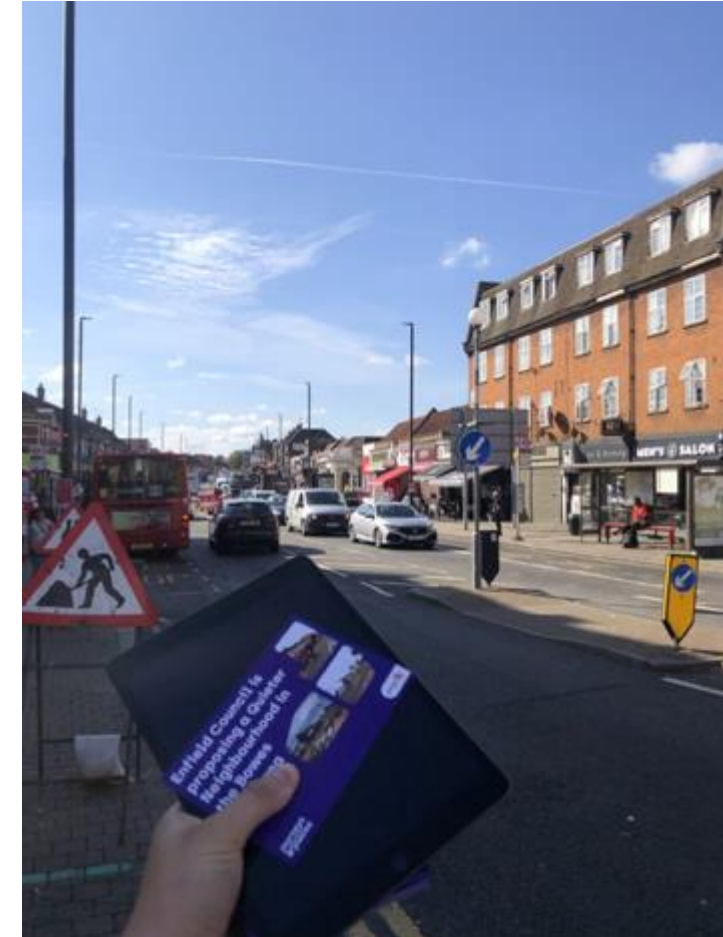
The survey asked one closed ended question and two open ended questions:

- How are you connected to the proposed Bowes East area?
- Please tell us about the main issues you'd like us to address in the area so that it could be quieter and safer.
- Please tell us about ideas you have that you feel could improve your area to make it a Quieter Neighbourhood.

Respondents were encouraged to specify road names for both open-ended questions.

Postcards containing information about the project and a QR code directing to the project website were provided to those who were unavailable or did not have time to complete the survey in person.

ECF also distributed information postcards at the school gates of St Michael-at-Bowes Primary School and Tottenhall Infant School. 185 postcards were distributed in total.



Photograph from business surveying along Green Lanes

3. Engagement Approach

3.3 Drop-in events

The project team hosted two community drop-in events at Trinity-at-Bowes Centre Plus Community Centre on Wednesday 20 September from 4pm to 6pm, and Saturday 30 October 2023 from 10am to 12pm.

Seventy-five residents attended across the two drop-in events. Attendees were able to view information boards and speak with the project team to learn more about the project. We invited attendees to share their ideas and issues through completing a paper survey or adding comments to post-it notes and attaching to the relevant information board

The project team recorded notes from conversations with attendees which have been included in the analysis detailed later on in this report.

3.4 Pop-up events

The project team held one pop-up event on Green Lanes on Tuesday 3 October from 4pm to 6pm. The intention of this event was to capture views from members of the public who might not typically attend an engagement event. We spoke to shoppers and visitors to the area about the project, hearing their ideas and issues and handing out postcards that directed them to the project page to find out more.



Photograph of one of the Bowes East drop-in events

3. Engagement Approach

3.5 School Workshops

Two local schools, St Michael-at Bowes Primary School and Tottenhall Infant School, participated in workshops to ensure the views of younger residents were captured in the engagement process.

In each session a member of the ECF team introduced the topic to the students which was followed by an activity that was centred around the idea of a Quieter Neighbourhood. The activity involved the students being asked to draw four drawings of issues they observed in their neighbourhood and area surrounding the school, as well as ideas for how these can be improved.

School workshop attendance

St Michael-at Bowes Primary School: 21 students aged 9-11

Tottenhall Infant School: 11 students aged 6-7



Students engaging in a workshop activity

PARTICIPANTS

4. Participants

This section of the report covers participation rates in the engagement process.

Overall participation

61 contributors added to the interactive map featured on the project page at letstalk.enfield.gov.uk/BowesEast.

185+ postcards with project information were distributed to parents at St Michael-at-Bowes Primary School and Tottenham Infant School.

35 businesses were engaged as part of the process

75 residents attended a drop-in session.

12 residents attended the online webinar.

32 primary school pupils engaged in dedicated workshops.

Overall engagement

The project page, hosted on the Let's Talk Enfield website, was visited by 1,900 individuals. Of this total, **769** interacted with the project website (either by downloading a document, visiting the FAQ, visiting the key dates page visiting multiple project pages or contributing to the interactive map).

Of the 769, 78 participants engaged with the project website either by asking questions or contributing to the interactive map. 111 pins were placed on the interactive map.

Project materials were available in Turkish, Greek, Gujarati, Polish, Bulgarian, Romanian, Albanian, Somali and Bengali/Bangla on the Engagement HQ site, as well as available at the drop-in events. Any additional material translation could be requested by contacting Enfield Council.

Nearly **400** individuals and businesses were engaged as part of the engagement process through the public exhibition, pop-up events, business surveying and online webinar.

In total, approximately **1200** people engaged in the project across the Let's Talk Enfield website and other engagement activities.

4. Participants

This section breaks down the participant demographic data for those that engaged online through the project page on the Let's Talk Enfield website. This is the only activity where demographic data was collected. However, the project team undertook dedicated activities with younger people to ensure their voice was captured within the engagement process.

Participants were asked to provide their connection to the area, year of birth, age, postcode, whether they identified as having a long-term physical or mental health condition or illness, gender, marital status, religion, sexual orientation, whether they are pregnant or on maternity leave and if they hold a blue badge. Participants had the option to choose which demographic questions they completed. A copy of the survey questions is provided in **Appendix J**.

This information was collected to understand who engaged with us on this project and to identify characteristics that may be underrepresented to inform future processes.

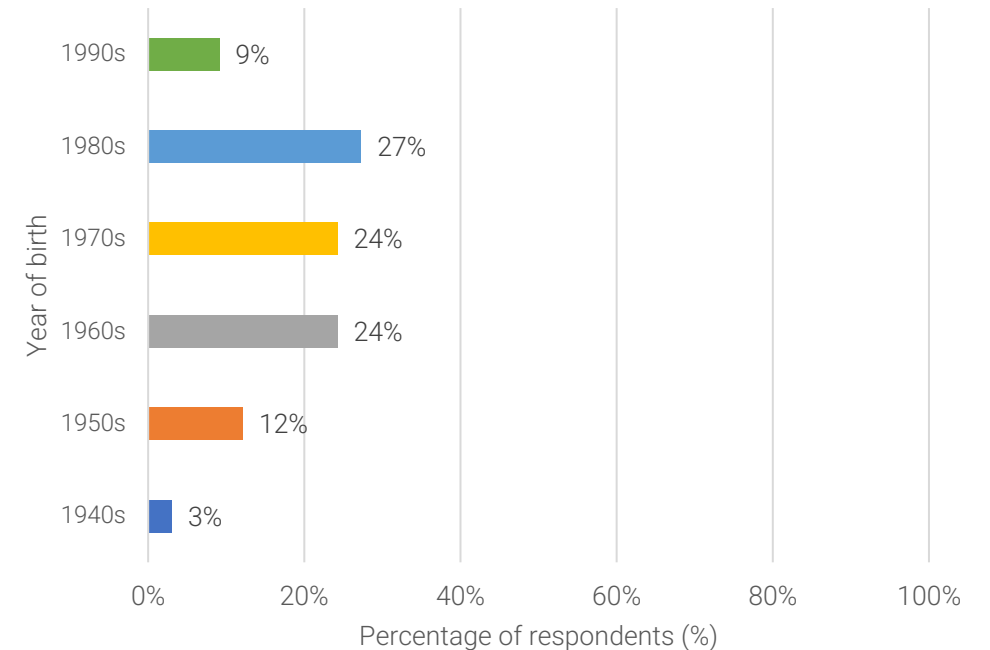
The majority of participants did not share their demographic data and therefore this information should not be considered representative of all participants in the engagement process.

Participant demographics - Age

The Bowes East ward has relatively higher numbers of young adults and proportionately few older adults.¹ The majority of respondents in this sample were born between 1950s – 1970s (Figure 1).

¹Enfield Council, *Ward Profile: Bowes East 2023*, page. 3 [Accessed 28 November 2023]

Figure 1: What is your year of birth? (n=33)



4. Participants

Participant demographics – connection to Enfield

- The majority of participants live in Enfield (Figure 2), specifically postcode N13 (Figure 3).

Figure 2: What is your connection to the London Borough of Enfield? (n=73)

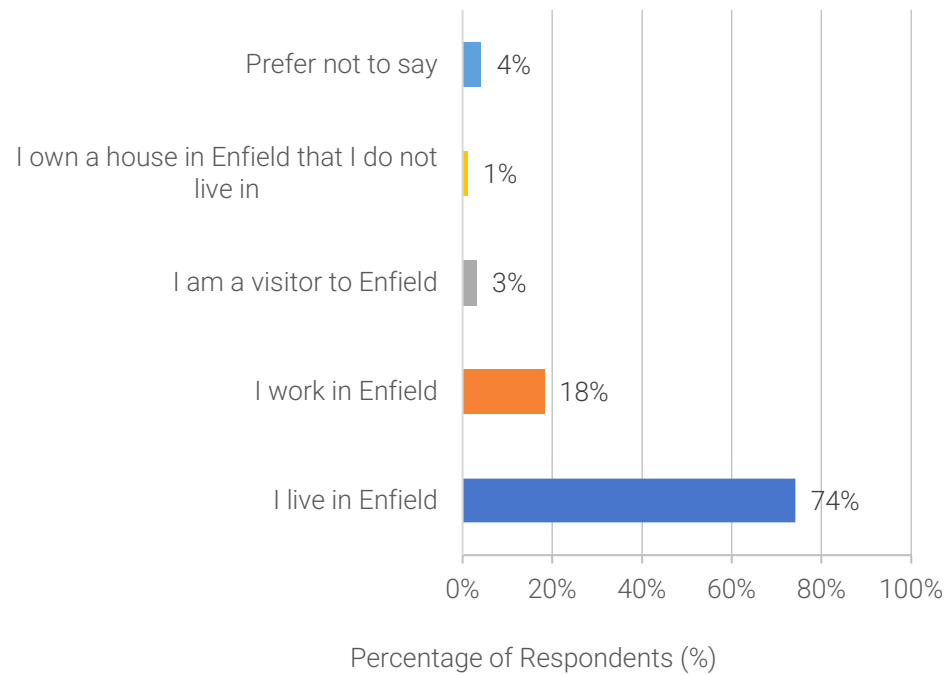
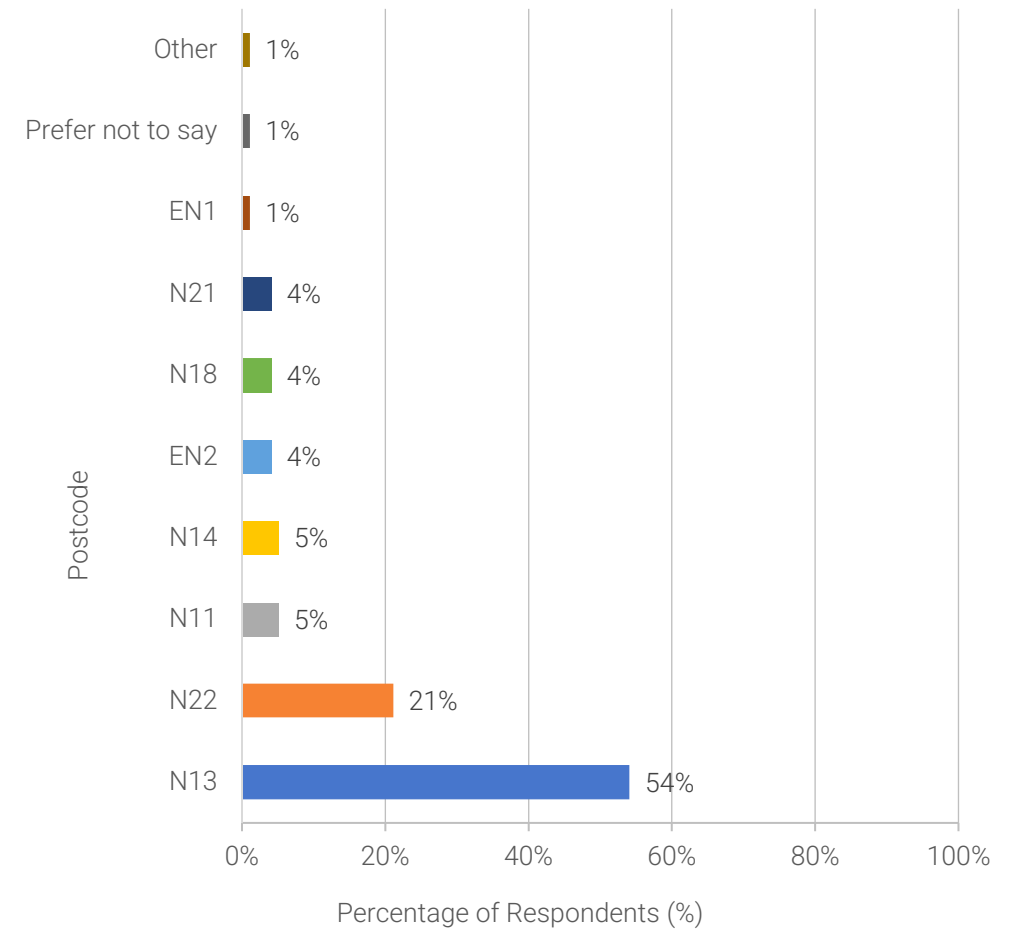


Figure 3: What is your postcode? (n=61)



4. Participants

Participant demographics – Religion and ethnicity

- 16 people provided information on their religion. Of these, 50% of people identified as being non-religious, 31% identified as Christian, 2% preferred not to say and 1% identified as Buddhist.
- From the 2021 Census data, around half of residents in Bowes East identify as Christian². In this sample, one third of residents identified as Christian.
- 32 people provided information on their ethnicity. Of these, 53% identified as 'White - English/Welsh/Scottish/Northern Irish and British' ethnicity and 13% identified as 'Any other White background' (13%). This aligns to data from the 2021 Census for the Bowes East Area which has 'White British' and 'White other' as the largest ethnic groups in the area².
- A smaller proportion of participants identified as 'White-Irish' (9%), 'Any other Mixed/Multiple ethnic background' (6%), 'I do not wish to state my ethnic group' (6%), 'White- Italian' (3%), 'Mixed/multiple ethnic groups – white and Asian' (3%), 'Asian or Asian British – Indian' (3%) and 'Asian or Asian British – Pakistani' (3%).
- The demographic questions and full list of options are provided in Appendix J.

² *Enfield Council, Ward Profile: Bowes East 2023, page. 4-5 [Accessed 28 November 2023]*

4. Participants

Participant demographics – Health and accessibility needs

- 36 people provided information on disability status. Of these, 81% of respondents identified as not having a physical or mental health condition or illness lasting or expected to be longer than 12 months or more.
- 15 people provided information on their Blue Badge status and all respondents reported to not hold a blue badge.
- 16 people provided information on pregnancy or maternity leave status and all respondents were not pregnant or on maternity leave.

Participant demographics – Gender, sexuality and marital status

- 36 people provided information on their gender. Of these, 42% identified as female, 55% identified as male and 3% preferred to no say.
- 16 people provided information on their marital status. Of these, 69% identified as being single, 25% married and 6% widowed.
- 16 people provided information on their sexual orientation. Of these, 75% identified as heterosexual/straight and 13% preferred not to say.

ENGAGEMENT FINDINGS

5. ENGAGEMENT FINDINGS

5.1 Interactive Map

The following feedback was collated from the interactive map.

Current Issues:

- 31 people said that traffic congestion is an issue in Bowes East
- 14 people mentioned that vehicles rat running across the area is an issue
- 9 people raised concerns over vehicles speeding within the Bowes East area
- 8 people said that traffic poses a risk for children at schools
- 7 people mentioned that the A406 causes air pollution in the Bowes East area

Future Issues:

- 46 raised concerns that QN will push traffic elsewhere into surrounding areas
- 16 people were concerned that a QN will create more pollution
- 12 people raised concerns that a QN will increase journey times in the area
- 10 people mentioned that they are concerned over the impact a QN will have on accessibility of the area for local residents and their visitors

Ideas:

- 7 people suggested that segregated cycle lanes be implemented
- 7 people suggested a cycling and pedestrian bridge be built
- 7 people said that vehicles travelling through Grenoble Gardens should not be allowed to turn right on to Green Lanes towards the A406
- 6 people suggested that provisions should be made for elderly or disabled residents to have access to roads and parking in the area
- 5 people said they would like modal filters to be installed

Traffic congestion and vehicles rat running and speeding were identified as the top *issues* for the Bowes East Area.

There were concerns that a Quieter Neighbourhood would lead to increased congestion and traffic in the surrounding areas outside of the QN. Additionally, a number of individuals were concerned a QN would create more pollution.

Segregated cycle lanes, cycle and pedestrian bridge and modal filters were ideas for the area.

5. ENGAGEMENT FINDINGS

5.2 Business surveying

Sixty-six businesses were visited in the Bowes East area.

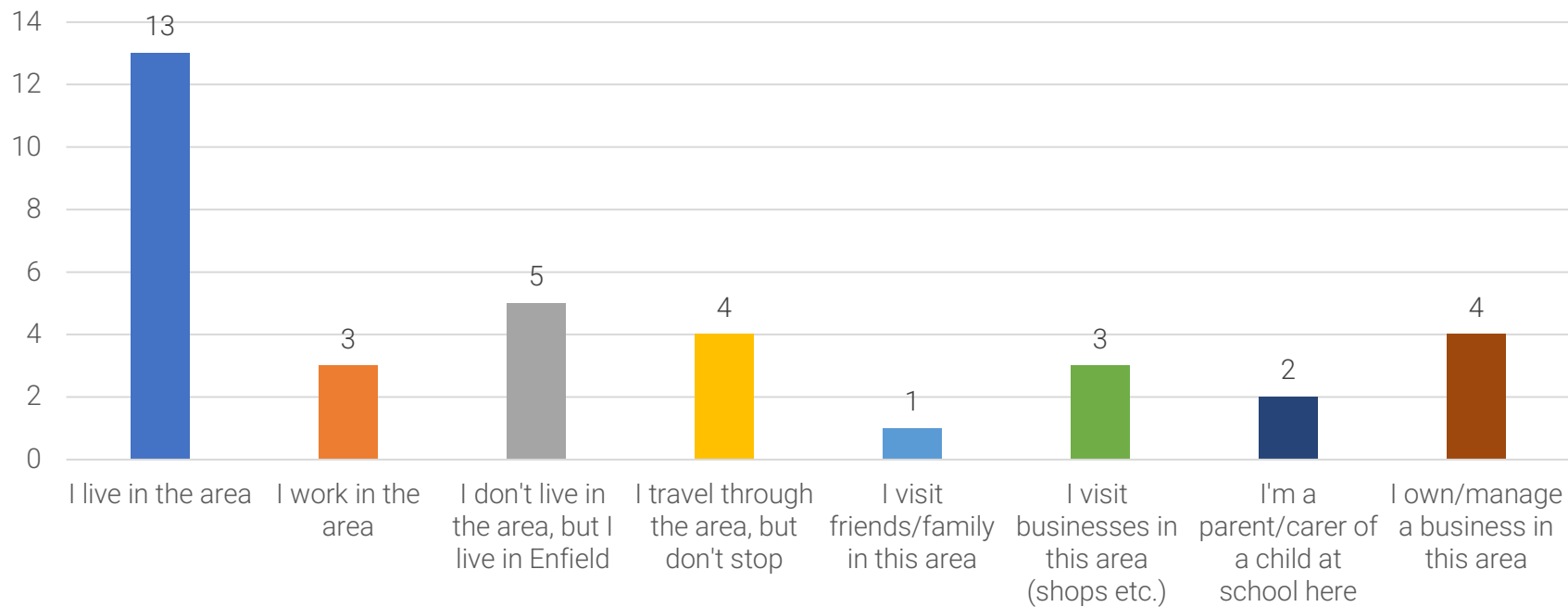
The table below sets out the statistics from the tracker of door-to-door activity. From the 66 businesses visited, 35 either completed surveys or accepted postcards.

Actions			
Site Area	Survey completed	Accepted project materials (ie. Postcard)	Total businesses engaged
Bowes East	13	22	35

5.2 Business surveying continued

Slides 22-24 provides the findings from the business surveying.

Q1) How are you connected to the proposed Bowes East area? (Respondents could select one or more options)



Most respondents who completed the survey live in the Bowes East area, or another part of Enfield.

A smaller proportion own a business, travel through the area or don't live in the area.

5.2 Business surveying continued

Q3) Please tell us about the main *issues* you'd like us to address in the area, stating any specific road names, so that it could be quieter and safer (n=13)

Comment	Number of times mentioned
Traffic congestion and rush-hour congestion, particularly on the following roads: <ul style="list-style-type: none"> Green Lanes (5 mentions) Victoria Road (1 mention) 	10 mentions
Disruptive road closures, particularly on the following roads: <ul style="list-style-type: none"> Green Lanes (3 mentions) Clockhouse Parade (1 mention) 	4 mentions
Lack of available parking, including on: <ul style="list-style-type: none"> Green Lanes (1 mention) Princes Avenue (1 mention) 	3 mentions
Dangerous roads: <ul style="list-style-type: none"> A406 North Circular (2 mentions) Green Lanes (1 mention) 	3 mentions

Green Lanes and Victoria Road were identified as key roads for traffic congestion.

Disruptive road closures were identified on Green Lanes and Clockhouse Parade.

Green Lanes and the A406 North Circular were identified as dangerous roads.

5.2 Business surveying continued

Q4) Please tell us about *ideas* you have, stating any specific road names, that you feel could improve your area to make it a Quieter Neighbourhood (n=13)

Comment	Number of times mentioned
Speed limits/bumps needed, particularly on: <ul style="list-style-type: none"> • Tottenham Road (1 mention) • Grenoble Gardens (1 mention) 	3 mentions
More cycle lanes needed.	3 mentions
Improvements needed to public transport.	3 mentions
Quiet streets pose a risk to businesses.	2 mentions

The introduction of speed limits/bumps on Tottenham Road and Grenoble Gardens were suggested.

Additionally, more cycle lanes and improvements in public transport were ideas captured through the business surveying.

5. ENGAGEMENT FINDINGS

5.3 Drop-in sessions

The following feedback was collated from **staff notes and post-it notes** at the drop-in sessions. Many people understood Quieter Neighbourhoods to be Low Traffic Neighbourhoods (LTNs). It should be noted that Quieter Neighbourhoods is Enfield Council's name for improvements to neighbourhoods to make them greener, healthier and with options for people to travel actively; these may take the form of an LTN, or may involve other interventions such as School Streets, greening, 20mph zones and one-way streets.

Current Issues:

- LTNs
 - Traffic congestion has been caused by previously implemented LTNs
 - LTNs affect marginalised communities negatively
 - LTNs have worsened pollution levels on roads such as Green Lanes and Grenoble Gardens
 - Haringey LTNs have a knock-on effect in adjacent areas
- Safety
 - Knife crime
 - Anti-social behaviour
 - Poor street lighting
- Road safety, traffic and facilities for walking and cycling
 - Limited zebra crossings and no pedestrian crossing near schools in the area
 - Mopeds on footway during congestion, particularly on Grenoble Gardens
 - Bus stop build outs cause traffic to be blocked
 - Rat running on Tottenham Road and Grenoble Gardens
 - One way traffic rules have pushed congestion to Tottenham Road
 - Narrow and poor quality pavements impedes access for pedestrians
 - Lack of space for a cycle lane along Town Road
 - Cyclists travel the wrong way up one-way roads
 - A406 lacks sufficient cycling lanes or pavement for pedestrians
 - Slip road from A406 is dangerous
 - A406 traffic congestion pushes people to cut through residential streets
- Parking
 - Lack of parking has resulted in reduced access to shops
 - Vehicles park in bus lanes and cycle lanes
- Environment and pollution
 - Noise pollution from cars and speeding vehicles
 - Overgrown vegetation on pavements, lack of trees and lots of weed
 - Litter and rubbish
 - Air pollution, particularly for those walking in the area
 - Cyclists are currently deterred by current high levels of pollution, less people cycle in the area than before
- Impact on residents and businesses
 - Myddleton Road businesses have suffered and closed
 - Difficulty for local residents to receive visitors and find access
 - Residents feel like the Council doesn't listen to their concerns
 - Want more consideration for the impact on residents east of Wolves Lane

Attendees raised concerns about the implementation of Low Traffic Neighbourhoods. Limited pedestrian crossings, parking and cycle lanes were identified as current issues.

5. ENGAGEMENT FINDINGS

5.3 Drop-in sessions

The following feedback was recorded from **staff notes and post-it notes** at the drop-in sessions:

Future Issues:

- Impact on journeys
 - Concern that there will be an impact on journey times in the area if a QN is implemented
 - Increased journey times will have an impact on students travelling to school and their ability to learn
 - Concern over access to areas to the east of Bowes East
- Traffic and pollution
 - Road closures will create congestion in Wolves Lane and Green Lanes
 - Increased traffic congestion on roads such as the A406
 - Concern that there would be an increase in air pollution from idling engines
- Impact on residents and businesses
 - QN scheme could impact mental wellbeing of local residents
 - Limited access for residents to businesses
 - Concern that crime will increase on roads which are closed to vehicles

Attendees raised concerns on the impact of journey times, especially students travelling to school with implementation of a Quieter Neighbourhood.

Additionally, the impact of road closures on traffic congestion was raised as a future concern.

5. ENGAGEMENT FINDINGS

5.3 Drop-in sessions

The following feedback was collated from **staff notes and post-it notes** at the drop-in sessions

Ideas

- Walking and cycling interventions
 - Create segregated cycle lanes from A106 to Green Lanes
 - Incorporate a cycle lane adjacent to footways
 - Implement a School Street on Grenoble Gardens
 - Any implementation of School Street should be during rush hours
 - Re-introduce school crossing patrols
 - Implement bike racks and cycle parking on Fairbrook Road and on the high street
 - Implement modal filters
 - Repair pavements
- Safety and environment
 - Implement CCTV cameras and stop rubbish littering
 - Install pollution monitors on the bottom of Grenoble Gardens, bottom of Berkshire Gardens, and bottom of Sidney Avenue
 - Add more greenery, trees and flowers along Green Lanes and on School Streets
 - Upgrade sports facilities
 - Improve Fairbrook Road with play areas
- Road layout and road safety
 - Implement speed cameras
 - No HGVs allowed in the area
 - More speed tables, chicanes and speed bumps along the full width of the road.
 - Introduce a right turn only dedicated signal
 - Extend the QN area
 - Retain one-way roads as they work well
- Accessibility to the area
 - Create provisions/blue badges for local residents to access roads
 - Implement permit parking
 - Improve bus services
 - Provisions should be made to any future QN project allow local residents to enter roads in Bowes East
- Community engagement and project delivery
 - Have more engagement with those who don't speak English.
 - Listen to feedback from local residents
 - Conduct a study on the impacts of local residents
 - More public meetings
 - Publish more information on why Bowes East is being considered for a Quieter Neighbourhoods project
 - Provide vehicle data
 - More statistical analysis of the area

Attendees suggested the introduction of a School Street on Grenoble Gardens, bike racks and cycle parking on Fairbrook Road and on the high street and improving greenery along Green Lanes and School Streets.

Residents were interested to continue to be informed and involved in the project.

5. ENGAGEMENT FINDINGS

5.3 Drop-in sessions

The following results are from the **paper survey** handed out at the drop-in sessions.

Sixteen paper surveys were completed, of these 13 people said they lived in the Bowes East area.

Current Issues:

- Three people said that speeding vehicles are a major issue
- Three people said that traffic congestion is a frequent issue in the area
- Two people said that rat running is a common issue within the area
- Two people said that the area has poor street lighting
- One person said that speeding is a major issue on Berkshire Gardens
- One person raised concerns over lack of maintenance of the streets of the area

Future Issues:

- Two people raised concerns over potential increased journey times
- Two people said they had concerns about the economic impact on local residents
- Two people raised concerns over pollution levels increasing

Ideas:

- Four people suggested that broken pavements need to be maintained better
- Two people suggested that speed humps should be installed
- Two people suggested that Enfield Council should hold regular meetings and consultations with residents
- Two people suggested that if a QN is implemented, residents should be given free access to Bowes East area
- One person suggested that there needs to be better police and traffic warden visibility
- One person suggested that the QN should reduce the amount of speeding cars in the area
- One person recommended cleaner streets to encourage people walking
- One person said that a School Street should be implemented

5. ENGAGEMENT FINDINGS

5.4 Pop-up event

The following feedback was collated from the pop-up event:

Current Issues:

- Noise pollution from cars
- Safety in the area is an issue particularly related to knife crime
- Limited zebra crossings
- Access to shops is blocked by parking
- Overgrown vegetation on pavements impedes access for pedestrians
- Lack of parking

Future Issues:

- Impact on journey times in the area

Ideas:

- Add more greenery and flowers to Green Lanes and on School Streets
- Reintroduce school crossing patrols
- Implement a School Street on Grenoble Gardens
- Incorporate a cycle lane on pavements
- Implement more CCTV to stop rubbish littering

5. ENGAGEMENT FINDINGS

5.6 School workshop

The following comments were collated from the school workshops (students aged 6 -11 years):

Tottenham Primary School comments:

- More trees and flowers should be planted
- Traffic should be reduced to increase walking
- More zebra crossing should be added
- Would like to see less rubbish on the street
- Would like to have more spaces to ride their two-wheeled scooter
- Buses and cars go too fast, their speed should be reduced
- Would like to see less pollution
- Add more grass near houses so that cars cannot come so close to homes

St Michael-at-Bowes Primary School feedback:

- Would like to see more rubbish collections and bins
- Would like to see less fast food and healthier restaurants
- Limit amount of car usage as it causes pollution
- Reduce pollution
- Would like to see more gardens that aren't expensive and are peaceful
- Would like to see more spaces to bike and to ride scooters
- Would like to see people use cars less and scooters and bikes more
- Would like to see people walk and bike more, use cars less and smoke less
- Reduce bumps on the road so it's easier to bike
- Would like no pollution and more greenery

5. ENGAGEMENT FINDINGS

5.6 School workshop



5. ENGAGEMENT FINDINGS

5.7 Email correspondences

The following comments were collated from email correspondence received:

Comment	Number of time mentioned
Concern that diverted traffic will cause congestion and pollution in other areas	11 mentions
There are existing issues with congestion	11 mentions
Concern that there will be an adverse impact on elderly and people with a disability	9 mentions
Concern that it will be more difficult to reach various destinations	7 mentions
That concern that the implementation of a QN will harm businesses	5 mentions
Concern that there is a lack of engagement and feedback is ignored	5 mentions

Existing congestion issues were raised through email correspondences.

Increased congestion and pollution in surrounding areas, adverse impacts of elderly and people with a disability and impacts to businesses were identified as key issues that may occur from the introduction of a Quieter Neighbourhood.

CONCLUSIONS

6. CONCLUSIONS

The following outlines the key themes regarding issues and ideas that were identified from the engagement.

Issues

- Traffic congestion is a major issue in Bowes East, particularly along Green Lanes. Excessive through traffic was frequently cited as a cause of congestion, and several participants expressed safety concerns about the volume and speed of traffic in the area, particularly for school children.
- The nearby A406 contributes to health and safety concerns in the area, including pedestrian safety and air pollution.
- Some participants noted a lack of maintenance in the area. This was particularly prevalent in feedback from school-aged participants, who commented on litter and pollution, and suggested more greenery in the area.
- A considerable proportion of participants have concerns about the implementation of the QN programme in Bowes East. Many were concerned that the programme would shift traffic elsewhere to surrounding areas, while others expressed concerns about a potential impact on journey times and accessibility for local residents.

Ideas

- Participants suggested the installation of segregated cycle lanes throughout the Bowes East Area to encourage cycling. Additionally, a cycling and pedestrian bridge was suggested over the A406.
- To address concerns about the volume and speed of cars in the area, several participants suggested the introduction of speed limits/ bumps on Tottenham Road and Grenoble Road, modal filters, and a no-right-turn onto Green Lanes from Grenoble Gardens.
- School students were particularly interested in more greenery and vegetation along school streets to encourage walking. They also suggested improved cleaning and maintenance of local streets to improve accessibility.
- The installation of additional pedestrian crossings, and reintroducing school crossing patrols were suggested by participants at the drop-in and pop-up events and school workshops.

NEXT STEPS

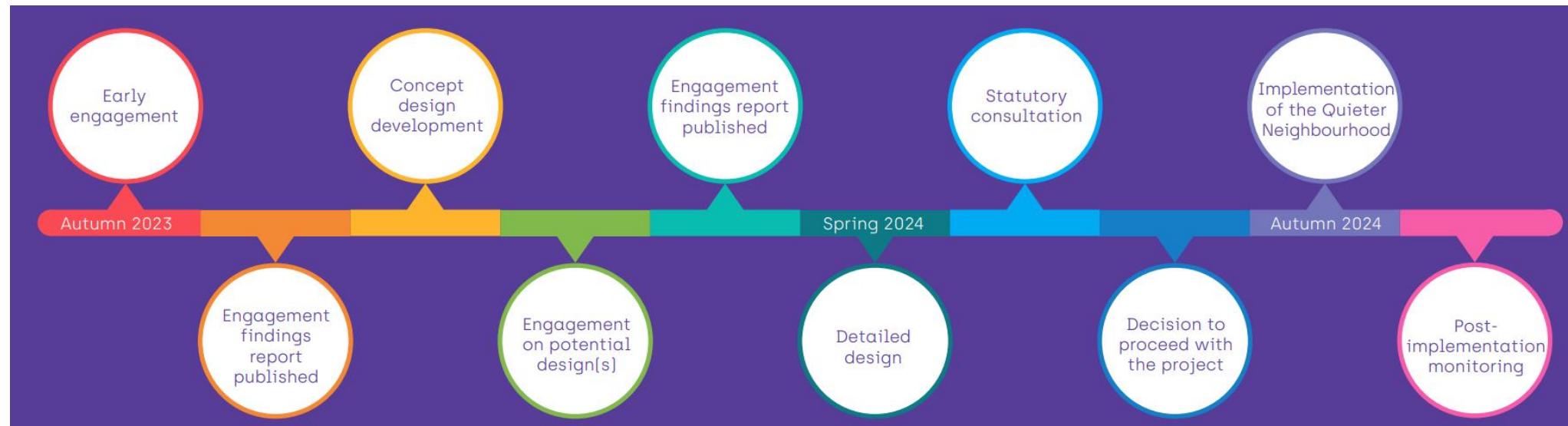
7. NEXT STEPS

Enfield Council have collated the ideas and issues from this phase of engagement. The ideas and issues will be considered to inform a concept design.

The concept design(s) will be shared with the community in early 2024 and the community will be given an opportunity to provide feedback on the proposed design.

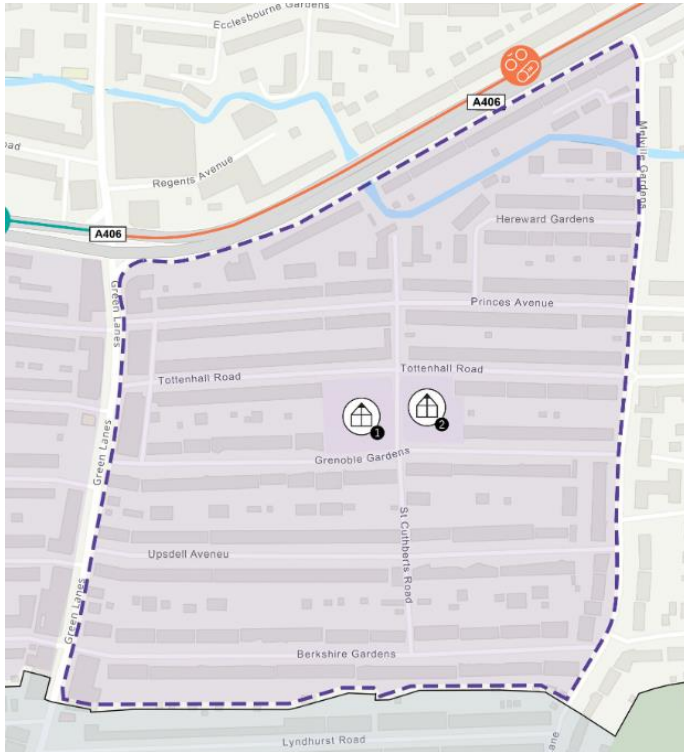
This feedback will be collated and used to refine the design, before issuing an updated design that may be subject to statutory consultation in Summer 2024.

Following the statutory consultation, there will be a decision as to whether the project will proceed to implementation. If the project progresses to implementation it is likely this will be in Autumn 2024.



APPENDICES

APPENDIX A. MAP OF STUDY AREA



Bowes East study area

APPENDIX B. THE TRACKER OF BUSINESSES VISITED

Business Name	Number/Name	Street
London Signs & Graphics	10	Clock House Parade (Green Lanes)
Certax Accounting	8	Clock House Parade (Green Lanes)
Clock House News & Wine	6	Clock House Parade (Green Lanes)
Grand Café UK	4	Clock House Parade (Green Lanes)
Hub IT	2	Clock House Parade (Green Lanes)
Castles housing agency	70	Green Lanes
Snippers	76	Green Lanes
AI Boys Lab	74	Green Lanes
Daniel's Grill House	66-68	Princes Avenue
Elif Food Centre	54	Green Lanes
David's Brassware Wholesalers	52	Green Lanes
Pepe's Piri Piri Palmers Green	50	Green Lanes
Elvan	50	Green Lanes
Greens Pharmacy - Alphega Pharmacy	48	Green Lanes
Alb Mobile Shop	46	Green Lanes
Habari Newsagents	44	Green Lanes
Just Chicken and Kebabs	42	Green Lanes
Kiwi sun Tanning Salon	40	Green Lanes
Shop 4 Less London	36	Green Lanes
Taste of Cyprus Bakery & Patisserie London	34	Green Lanes
The Truth Bar	32-30	Green Lanes
Hestia Estates	28	Green Lanes
Finesse DryCleaners	26	Green Lanes

Business Name	Number/Name	Street
Green Lanes Fisheries	24	Green Lanes
Bracia Polskie Delikatesy	20	Green Lanes
Phoenix Dental Practice	1	Upsdell Avenue
Evto Bricks Restoration Ltd	1A	Berkshire Gardens
Ooh Yes Fish Bar	16	Green Lanes
George London Estate Agents	18	Green Lanes
Zorba the Greek	14	Green Lanes
Scutari	12	Green Lanes
Ladbrokes	10	Green Lanes
Demos Continental London	8	Green Lanes
Kuq e Zi	6	Green Lanes
Melodia Bar and Restaurant	4	Green Lanes
Balkanski Cafe Bakery	2	Green Lanes
Eald Construction LTD	45	Upsdell Avenue
Odyssey Box London	109	Upsdell Avenue
Midami	360	Upswell Avenue
MoneyGram Post Office	358	High Road
Nemi Dry Cleaners	354	High Road
Reena Pharmacy	352	High Road
Bikes for Good causes	350	High road
Sultan International Food	348	High Road
Sparkeaze Electrical Services	11	Berkshire Gardens
AA Instructor Antonio Koureas	84	Berkshire Gardens

APPENDIX B. THE TRACKER OF BUSINESSES VISITED

Business Name	Number/Name	Street
SS Contractors Ltd	51	Grenoble Gardens
Zakłady Pogrzebowe Nowakowski	42	Grenoble Gardens
Medic Mind	16	Tottenham Road
clem browne	28	Tottenham Road
Mobile Car Wash London - Smart Car Wash	65	Tottenham Road
The Old Vicarage London	80	Tottenham Road
Joe Top Garden Services	120	Princes Avenue
Gino Gelato	127	Princes Avenue
Dn Construction Ltd	6	Fairbrook Close
Steven Murdoch Clinical Massage	71	Princes Avenue
J N Heating & Plumbing	22	Princes Avenue
Palmers Green Plumbing and Heating	15	Princes Avenue
BSB Construction	16	Princes Avenue
Data System Electrical		Hereward Gardens
J&M Mechanical Services	35	Millstream Close
Raha Education LTD	304	North Circular Road
ZCampbell Photography		North Circular Road
Miles Ahead Motor Services Ltd	342	North Circular Road
Hand CAR Wash	376-378	North Circular Road
LPG Autos	376-378	North Circular Road
Tottenham Infant School		Tottenham Road
St Michael at Bowes Church of England Junior School		Tottenham Road

APPENDIX C. EXHIBITION BOARDS

Bowes East Quieter Neighbourhood

As part of the Enfield Council Journeys and Places programme, our vision is to make the borough safer, healthier and more vibrant, and enable more people to walk, wheel, cycle and access public transport.

Over the last few years, we have taken bold action across the borough to do just this. We have:



Re-designed many of our streets to be safe and welcoming



Improved public spaces for communities



Created new and upgraded pedestrian crossings



Introduced new segregated cycle lanes



Introduced School Streets to make it safer for children to get to school



Added more cycle parking

Quieter Neighbourhoods form a key part of our approach. Through this initiative, the Council aims to reduce the speeds and volume of motor vehicles in the area and create an attractive and safe environment for people to travel by active and sustainable modes, such as walking and cycling, or using buses and trains. The long-term benefits we hope to see include improvements in people's health, less congestion and safer roads, and improved air quality.



Visit the project page



As part of the Journeys and Places programme, the Council is in the early stages of looking to deliver a Quieter Neighbourhood in the Bowes East area within the streets bounded by the A406 Bowes Road, Green Lanes, Berkshire Gardens at the boundary with Haringey Council, and Melville Gardens.

We have referred to this area as 'Bowes East' because it sits within the eastern part of the Bowes Ward.

What is a Quieter Neighbourhood?

Quieter Neighbourhoods form part of Enfield Council's comprehensive approach to re-design our streets to increase walking and cycling as part of our response to the climate emergency.

The Quieter Neighbourhood initiative considers the introduction of features such as modal filters, one-way streets, School Streets and cycle parking.



Modal filters allow people walking and cycling through, as well as emergency services. All streets are accessible by car but some routes may be subject to change.

Why is a Quieter Neighbourhood being proposed in Bowes East?

Bowes East has been chosen as one of the next QN areas because the area has poor air quality compared with other areas in Enfield, poor health and deprivation indicators that could be improved with active travel, two schools within the area and limited areas of open space.



Visit the project page



APPENDIX C. EXHIBITION BOARDS

We want to hear from residents about their ideas and current issues they face in the area to inform a design for the proposed Bowes East Quieter Neighbourhood.

We want to hear from residents about their ideas and current issues they face in the area to inform a design for the proposed Bowes East Quieter Neighbourhood.

We want to understand what you'd like to see incorporated in the Quieter Neighbourhood project.

We invite you to get involved in the Bowes East Quieter Neighbourhood project and share your views and experiences.

We will be hosting drop-in events in the area, a webinar on the project, as well as collecting your ideas and issues through an online interactive map.

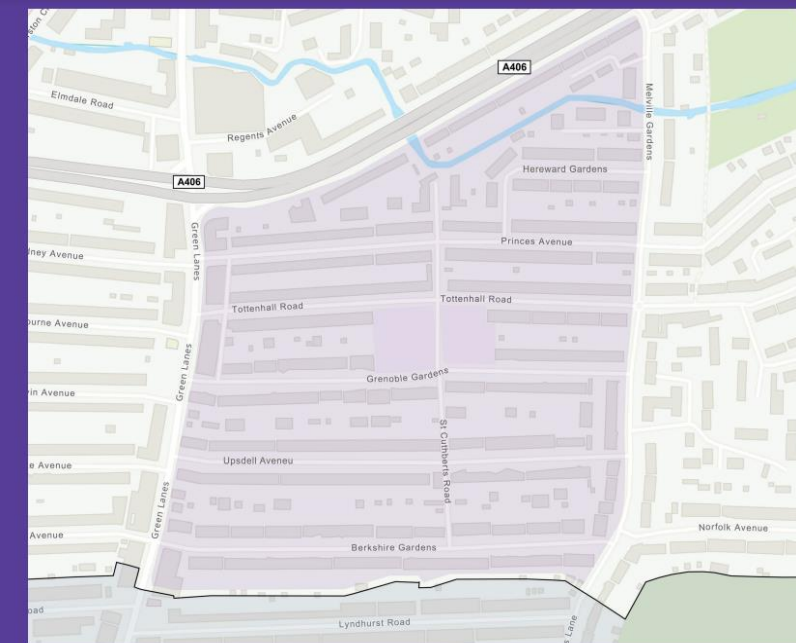
More information on how to get involved can be found on the following boards and on the project page at letstalk.enfield.gov.uk/BowesEastQN

Your ideas and issues will help us to shape the designs for the proposed Bowes East Quieter Neighbourhood.

Download the map of the Bowes East area on the project page.



Visit the project page



What ideas do you have that could be incorporated into the Bowes East Quieter Neighbourhood? Write your idea on a sticky note and place it on the map.

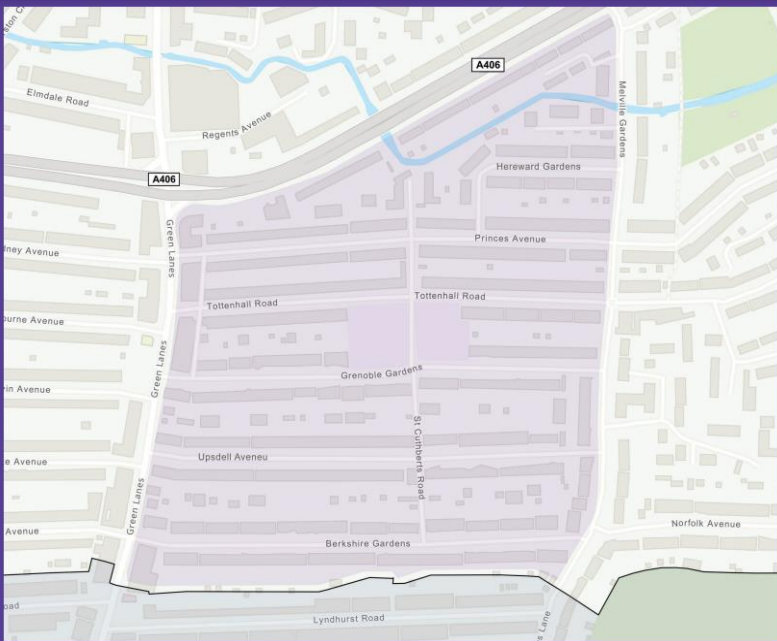
- Modal filters?
- Cycle parking?
- Additional greenery?
- Improved crossing points?
- New public spaces?



Visit the project page to share your ideas with us



APPENDIX C. EXHIBITION BOARDS



Are there any current issues in the area you think we should be considering as part of the Bowes East Quieter Neighbourhood? Write the issue on a sticky note and place it on the map.

- Unsafe to cross the road?
- Congestion?
- Narrow footpaths?
- Vehicle speeding?



Visit the project page to share the current issues in the area with us



We invite you to share your ideas and issues with us to help inform the future stages of the Bowes East Quieter Neighbourhood.

Get Involved

This phase of community engagement ends on Sunday 8 October 2023

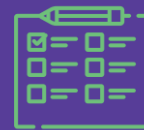


Speak with us at one of the following community drop-in sessions at TaB Community Centre N22 8RA:
 - 4.30pm - 6.30pm on Wednesday 20 September 2023
 - 10am - 12pm on Saturday 30 September 2023

Add your feedback to the Ideas and Current Issues boards using the pins, post-its and pens provided.



Share your ideas and issues via the map and read what others have to say using the QR code below.



Join us at the webinar on Monday 2 October 2023 at 6pm to hear from the project team about the objectives of the project and have the opportunity to ask questions. The webinar will be held on Microsoft Teams.



You can also email or write to us: journeysandplaces@enfield.gov.uk - ATTN Journeys and Places, Enfield Council, Civic Centre, Silver St, Enfield EN1 3XA.



Visit the project page



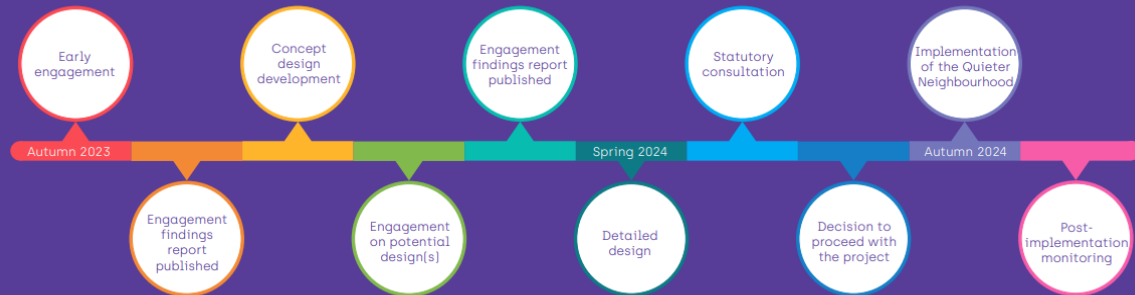
APPENDIX C. EXHIBITION BOARDS

Next Steps

Your ideas and issues will inform the design for the Bowes East Quieter Neighbourhood.

At the conclusion of this period of community engagement, Enfield Council will consider all ideas and issues raised through the activities detailed on the previous board.

We hope to see and hear from you at the activities being held over the coming weeks about your ideas and issues for the Bowes East Quieter Neighbourhood.



Visit the project page



Enfield Council's Journeys and Places programme enables and encourages people in Enfield to make sustainable daily journeys for themselves and for our planet.

We are connecting local people to local places for a greener, healthier future.



Journeys and Places delivers a range of projects across Enfield. Our work includes:

- Delivering a walking and cycling network including cycleways, improved footways, pedestrian crossings, cycle parking and trees and greenery along these routes
- Working with residents and businesses to enhance places including town centres and high streets to support commercial viability and vitality, strengthen local communities, and enhance the environment with greenery and art
- Making neighbourhoods safer for all road users to walk, wheel and cycle to and around including at our local schools, with lower levels of motor traffic, lower speeds of motor traffic, and cycle parking for residents
- Informing and inspiring about active travel through community events; opportunities to wheel and cycle for disabled people, young people and older people including cycle training; and promoting the benefits of active travel.



Visit the project page



APPENDIX D. POSTCARD

Enfield Council are proposing a Quieter Neighbourhood in the Bowes East area



Share your ideas and issues with us on the online interactive map or join us at a drop-in session or the webinar. Find out more information via the QR code below.



KEY	
	Proposed Quieter Neighbourhood Boundary
	Quieter Neighbourhood Aims
	Segregated Cycle Lane
	On-Carriageway Cycle Route
	Segregated Cycle/Walking Path
	Shared Cycle/Walking Path
	Schools
	Tomerhill Infant School
	St Michael of Bowes C of E Junior School

The interactive map will be open for residents and other stakeholders to share their ideas and issues until Sunday 8 October 2023.

APPENDIX E. CERTIFICATE FOR SCHOOL WORKSHOP



APPENDIX F. PHYSICAL SURVEY FORM


journeys & places

ENFIELD Council

Share your ideas and issues: Bowes East Quieter Neighbourhood

Enfield Council wants to create healthier, greener and safer neighbourhoods. Through the Journeys and Places programme, the Council is proposing a Quieter Neighbourhood in the Bowes East area. We would like to work together with residents to explore what might be possible in your community.

The first stage of the project is to listen to your views on the Bowes East neighbourhood. You can share your ideas for the project as well as any current issues in the area that you think the project could address on the map on the project page at <https://letstalk.enfield.gov.uk/BowesEastQN> or complete this form. This form must be received by Sunday 8 October 2023. You can hand this paper copy into the Enfield Civic Centre, or post it to ATTN Journeys and Places, Enfield Council, Silver St, EN1 3XA.



Bowes East Quieter Neighbourhood

KEY

- Proposed Quieter Neighbourhood Boundary
- Quieter Neighbourhood Area
- Segregated Cycle Lane
- On-Corridor Cycle Route
- Segregated Cycle/Walking Path
- Shared Cycle/Walking Path
- Schools
- Woolhead Infant School
- Woolhead St Roman Catholic Junior School


journeys & places

ENFIELD Council

Continued overleaf

Alternative formats and languages

If you need this letter in an alternative format (including audio) and/or language, please email healthystreets@enfield.gov.uk, call 020 8132 1789, or write to us at ATTN Healthy Streets, Enfield Council, Silver St, Enfield, EN1 3XA. The project page can be translated into your preferred language: <https://letstalk.enfield.gov.uk/BowesEastQN>. Visit <https://letstalk.enfield.gov.uk/accessibility> (also available via the QR code on this page) for more information on obtaining information in other formats.



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Εάν χρειάζεστε αυτό το γράμμα σε εναλλακτική μορφή (συμπεριλαμβανομένου ηχητικό) ή/και γλώσσα, στείλετε μήνυμα ηλεκτρονικού ταχυδρομείου (email) στο healthystreets@enfield.gov.uk, καλέστε στο 020 8132 1789, ή στείλετε γράμμα ταχυδρομικής στη διεύθυνση ATTN Healthy Streets, Enfield Council, Silver St, Enfield, EN1 3XA. Η ιστοσελίδα του έργου μπορεί επίσης να μεταφραστεί στην προτιμώμενη γλώσσα σας: <https://letstalk.enfield.gov.uk/BowesEastQN>. Επισκεφθείτε <https://letstalk.enfield.gov.uk/accessibility> (θεωρείται επίσης μέσω του κωδικού QR σε αυτήν τη σελίδα) για περισσότερες πληροφορίες σχετικά με τη λήψη πληροφοριών σε άλλες μορφές.

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Bu mektuba alternatif bir formatta (ses dahil) ve/veya dilde ihtiyacınız varsa, lütfen healthystreets@enfield.gov.uk adresine e-posta gönderin, ya da 020 8132 1789 numaralı telefonu arayın veya ATTN Healthy Streets, Enfield Council, Silver St, Enfield EN1 3XA adresine yazın. Proje sayfası tercih ettiğiniz dile çevirebilir: <https://letstalk.enfield.gov.uk/BowesEastQN>. Diğer formatlarda bilgi edinme hakkında daha fazla bilgi için <https://letstalk.enfield.gov.uk/accessibility> (bu sayfadaki QR kodu aracılığıyla da mevcuttur) adresini ziyaret edin.

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Jestli chciabys otrzymać ten list w innym języku, bądź też w innym formacie (także w formacie audio), napisz do nas na adres mailowy: healthystreets@enfield.gov.uk, zadzwoń pod numer 020 8132 1789, lub napisz na adres: ATTN Healthy Streets, Enfield Council, Silver St, Enfield, EN1 3XA. Strona internetowa projektu również może być przetłumaczona na język który preferujesz <https://letstalk.enfield.gov.uk/BowesEastQN>. Więcej informacji na temat uzyskania informacji w innym formacie, dostępna jest na stronie <https://letstalk.enfield.gov.uk/accessibility> która dostępna jest także poprzez kod QR widoczny powyżej.

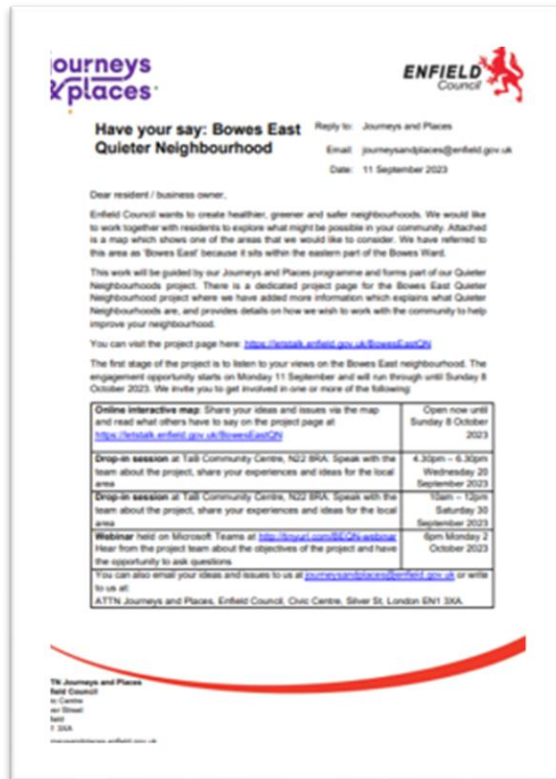
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જો તમારે આ પત્ર બીજા કોઈ માનવા અંગ્રહણમાં, અથવા કોઈ અન્ય ભાષામાં, તો અથવા અન્ય સ્વરૂપમાં (જેમ કે અવાજ) આ પત્ર આપવા માટે, કૃપા કરીને healthystreets@enfield.gov.uk ના ઇમેઇલ કરો, 020 8132 1789 ના કોલ કરો અથવા આ Healthy Streets, Enfield Council, Silver St, Enfield, EN1 3XA ના અધિકારીને લખો. અંગ્રહણમાં અન્ય ભાષામાં અથવા અન્ય સ્વરૂપમાં આપવા માટે, વધુ માહિતી માટે <https://letstalk.enfield.gov.uk/BowesEastQN> ના પૃષ્ઠ પર જઈશો. અન્ય માહિતી અથવા અન્ય સ્વરૂપમાં માટે <https://letstalk.enfield.gov.uk/accessibility> (જ્યાં અથવા QR કોડ દ્વારા પણ ઉપલબ્ધ) ની મુલાકાત લો.

journeys & places

ENFIELD Council

APPENDIX G. RESIDENT EARLY ENGAGEMENT LETTER



Letter in English



Letter in other languages

APPENDIX H. DROP-IN EVALUATION RESULTS

8.1 The following results are from the **drop-in evaluation survey** handed out at the drop-in sessions

8.2 Twenty-six (26) drop-in evaluation surveys were completed, of these 16 people said they lived in the Bowes East area.

8.3 Eight individuals identified as being White, six as British, and four as belonging to other ethnicities.

Q5a: How effective do you think the event was in informing community members about this project?

Responses to this question were very mixed:

- 8 people said that the drop-in event was somewhat effective.
- 7 people responded that the event was not at all effective.
- 3 people said that the drop-in event was very effective.
- 3 people said that the event was not very effective.
- 3 people responded that they were unsure.

Q5b: How effective do you think the event was in hearing the ideas and issues from community members?

- 11 people found the drop-in event somewhat useful in hearing the ideas of community members.
- 5 people said it was not at all effective
- 3 people said the events was very useful
- 3 people said they were unsure

Q6: How clear were the materials presented at this drop-in session in explaining the proposed Bowes East Quieter Neighbourhood?

- 7 people said the materials at the drop-in event were somewhat clear
- 6 people said they were not at all clear
- 5 people said it was very clear
- 3 people said they were unsure
- 3 people said the materials were somewhat not clear

Q7: How else have you engaged in this project?

- Out of the 26 responses received, 23 people said they received a letter from the council
- 7 people said they also emailed the council
- 4 people said they also shared an idea or issue on the online map on the project page
- 2 people said they also attended a webinar
- 2 people said they also asked a question on the project page

Q8: How else would you like to engage with us on this project or similar projects? Please write.

- Five people shared that they would like to attend future meetings with the project team.
- Two people said that they would like to be contacted and updated by email.
- One person said that polls should be implemented on future proposals.

APPENDIX I. ADDITIONAL PHOTOS FROM SCHOOLS WORKSHOP



APPENDIX J. LET'S TALK ENFIELD SIGN UP FORM QUESTIONS

1. What is your connection to the London Borough of Enfield?

- I live in Enfield
- I work in Enfield
- I study in Enfield
- I am a visitor to Enfield
- I own a business in Enfield
- I own a house in Enfield that I do not live in
- Prefer not to say

2. What postcode do you live in?

- EN1
- EN2
- EN3
- EN4
- EN8
- EN9
- N9
- N11
- N13
- N14
- N18
- N21
- N22
- Prefer not to say
- Other (please specify)

3. What is your ethnicity?

- White - English/Welsh/Scottish/Northern Irish/British
- White – Irish
- White - Gypsy/Irish Traveller
- White – Roma
- White - Greek
- White - Greek Cypriot
- White - Turkish
- White - Turkish Cypriot
- White - Kurdish
- White - Albanian
- White - Polish
- Any other White background
- Mixed/Multiple Ethnic Groups - White and Black Caribbean
- Mixed/Multiple Ethnic Groups - White and Black African
- Mixed/Multiple Ethnic Groups - White and Asian
- Any other Mixed/Multiple ethnic background
- Asian or Asian British - Indian
- Asian or Asian British - Pakistani
- Asian or Asian British - Bangladeshi
- Asian or Asian British - Sri Lankan
- Asian or Asian British – Chinese
- Any other Asian background
- Black/African/Caribbean/Black British – Caribbean
- Black/African/Caribbean/Black British – African
- Any other Black, Black British, African or Caribbean background
- Arab
- Any other Ethnic Group
- I do not wish to state my Ethnic Group

4. What is your year of birth? (write date in box)

5. Do you have a physical or mental health condition or illness lasting or expected to last for 12 months or more?

- Yes
- No
- Prefer not to say

6. What describes your gender?

- Female
- Male
- Transgender
- Non-binary
- Other
- Prefer not to say
- Prefer to self-describe (see below)

7. How would you describe your marital status?

- Single
- Married
- Civil Partnership
- Separated, but legally married
- Separated, but still legally in a same-sex partnership
- Formerly in a same-sex civil partnership which is now legally dissolved
- Surviving partner from a same-sex civil partnership
- Divorced
- Widowed
- Prefer not to say
- Prefer to self- described (see below)

APPENDIX J. LET'S TALK ENFIELD SIGN UP FORM QUESTIONS

8. What is your religion?

- Non-religious (Atheist, Humanist etc)
- Christian
- Buddhist
- Hindu
- Jewish
- Muslim
- Sikh
- Alevi
- Prefer not to say
- Prefer to use own definition

9. What is your Sexual Orientation?

- Heterosexual/Straight
- Gay or Lesbian
- Bisexual
- Prefer not to say
- Prefer to self-describe

10. Are you currently pregnant or on maternity leave?

- Yes
- No
- Prefer not to say

11. Do you hold a Blue Badge?

- Yes
- No
- Prefer not to say



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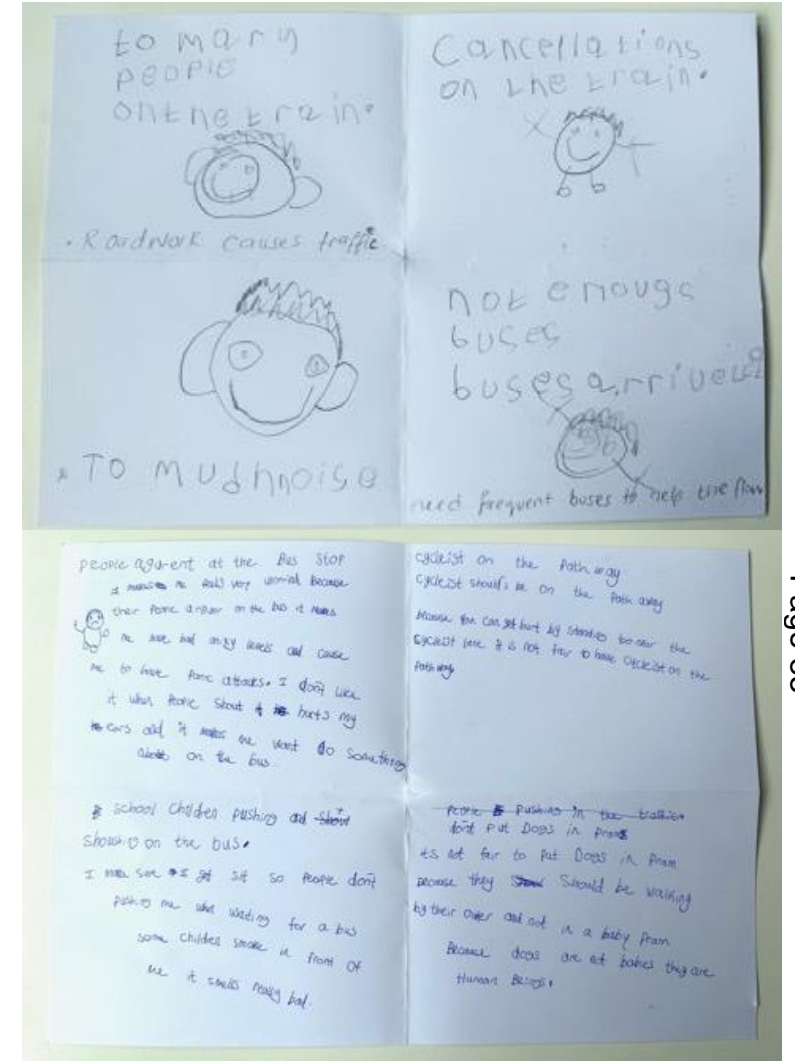
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Edmonton Green Quieter Neighbourhood: Engagement Report

December 2023

Prepared for London Borough of Enfield by ECF



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INTRODUCTION

1. Introduction

ECF was commissioned by the Journeys and Places team at London Borough of Enfield to support the engagement programme that investigated the potential introduction of a Quieter Neighbourhoods in Edmonton Green.

Quieter Neighbourhoods form part of a comprehensive approach the council is taking to reduce the speeds and volume of motor vehicles in the area and create attractive and safe environments. The long-term benefits we hope to see include improvements in people's health, less congestion and safer roads, and improved air quality.

This report focuses on the engagement activities that were targeted towards people that live in the Edmonton Green project area.

The Council wanted to collect evidence on the issues that people would like to be addressed to make the area quieter and safer, and what local people felt could be done to improve the area to make it a Quieter Neighbourhood.

The purpose of this report is to explain the different methods of community engagement that were undertaken, and to summarise the key findings of the feedback that was provided on how to make Edmonton Green a quieter and safer neighbourhood.



Photograph of the exhibition boards from the drop-in session in Westbourne Hall community centre.

EXECUTIVE SUMMARY

2. Executive Summary

This report presents the findings from an engagement programme undertaken by Enfield Council with support from ECF from 11 September to the 8 October 2023.

Enfield Council is delivering Quieter Neighbourhoods (QN) as part of a broader strategy to reduce traffic and create an attractive and safe environment for pedestrians, cyclists, and other active transport uses. Edmonton Green has been identified as an area for a future QN.

The aim of this engagement period was to hear **ideas** to improve the Edmonton Green area, and about the **issues** in the area that the community currently experience and could be addressed through a Quieter Neighbourhoods initiative.

Throughout the engagement period, there were a wide range of opportunities for people to have their say, including through workshops, pop-up events, door knocking, drop-in sessions, an online webinar and an interactive map on the project website. The programme was designed to encourage input from residents, businesses, young people, and people with diverse cultural backgrounds. Materials were available in Turkish, Greek, Gujarati, Polish, Bulgarian, Romanian, Albanian, Somali and Bengali/Bangla.

Top issues included:

- Rubbish and fly tipping
- Anti-social behaviour
- Noise pollution from roads
- Pedestrian safety
- Parking

Top ideas included:

- Improve active and public transport connections
- Increase surveillance enforcement to improve public safety and deter anti-social behaviour.
- Introduce modal filters, one-way streets, and resident parking to reduce traffic and parking issues, and improve road safety.
- Invest in public amenity and maintenance, including repaving footpaths, trimming vegetation, and providing bins and public seating.

Detailed findings, categorised by activity, are presented in [Section 5](#) of this report.

33,300 residents contacted
 2100 website views
 240 business addresses visited
 581 active participants

ENGAGEMENT APPROACH

3. Engagement Approach

In this section of the report, the engagement approach will be explained and each of the methods of engagement will be elaborated on.

We communicated the opportunity to engage through:

- A Resident letter in English and 9 other languages
- An online webinar on Monday 25 September 2023
- Social media (Journeys and Places and Enfield Council channels)
- Council newsletters
- Postcards handed out at two school gates:
 - Fleecefield Primary School on Tuesday 26 September 2023
 - Brettenham Primary School on Wednesday 27 September 2023

Community feedback was gathered through the following methods.:

- An online interactive map on Let's Talk Enfield to collect ideas and issues
- Business surveying within the Edmonton Green area on Tuesday 26 September 2023 and Wednesday 27 September 2023
- Two drop-in public exhibition events on:
 - Tuesday 19 September 2023 at Westbourne Hall Community Centre, Edmonton Green
 - Saturday 30 October 2023 at Edmonton Green Library, Edmonton Green
- A paper copy of the questions asked through the online interactive map was available online and at events if people wished to share their ideas and issues in that format. Residents were also able to email the project team at Journeysandplaces@enfield.gov.uk or post a letter to the Council with their comments.
- A school workshop at Horizon Campus, West Lea School (school for students with special educational needs) on Tuesday 3 October 2023.
- A pop-up event at Edmonton Green Shopping Centre on Thursday 5 October 2023 to hand out postcards and speak with passers-by

Disability groups were invited to attend a workshop, however due to limited responses this workshop did not go ahead. Groups were emailed information on the project and invited to participate in the ways mentioned above.

3. Engagement Approach

3.1 Project website and promotion

A letter outlining the project and engagement opportunities was distributed to 33,300 residences. The distribution area is shown in Figure 1.

A project page was launched on the Let's Talk Enfield website (<https://letstalk.enfield.gov.uk/edmontongreenqn>) to communicate information on the project and engagement opportunity. An interactive map on this page was also used to capture ideas and issues (Figure 2). Seventy-three people engaged in the project website either by signing up for project updates or by sharing a pin on the project map.

An online webinar was delivered on Monday 25 September 2023 where the project team presented the project aims and shared how to get involved, and attendees were able to ask questions. The recording is available on the project page above.

The opportunity to engage was advertised in the Journeys and Places newsletter, the Enfield Council Have Your Say newsletter, and promoted on social media through the Journeys and Places and Enfield Council Facebook and X (formerly Twitter) pages (Figure 3).

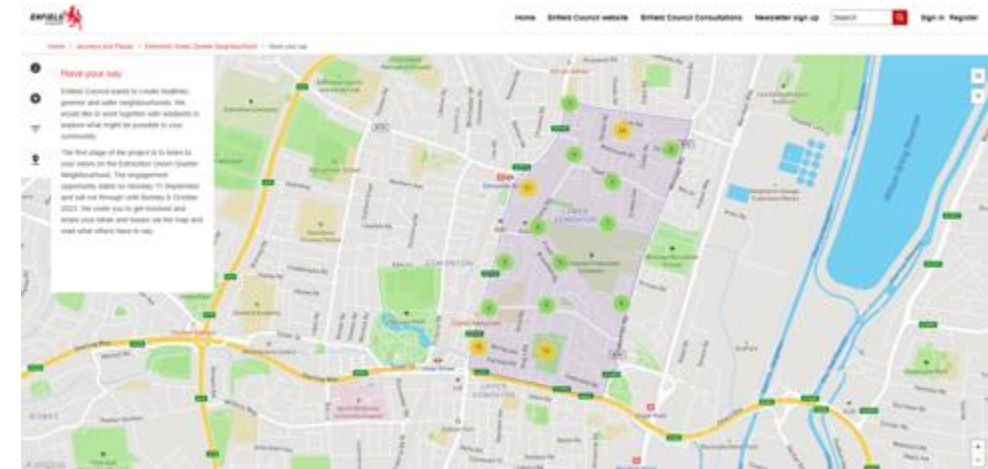


Figure 2. Screenshot of the project website map



Figure 1. Area map of resident letter drop



Figure 3. Social media promotion for a drop-in event

3. Engagement Approach

3.2 Door-knocking/ business surveying / Postcards at school gates

ECF conducted door-to-door surveying with businesses in the Edmonton Green area. Members of the project team visited 240 businesses within the study area, with the aim of encouraging local businesses to engage with the project. Staff and business owners were encouraged to complete a survey with members of the project team, which was recorded through MS Forms on tablets.

The survey asked one closed ended question and two open ended questions:

- How are you connected to the proposed Edmonton Green area?
- Please tell us about the main issues you'd like us to address in the area so that it could be quieter and safer.
- Please tell us about ideas you have that you feel could improve your area to make it a Quieter Neighbourhood.

Respondents were encouraged to specify road names for both open-ended questions.

Postcards containing information about the project and a QR code directing the project website were provided to those who were unavailable or did not have time to complete the survey.

ECF also distributed information postcards at the school gates of Fleecefield Primary School and Brettenham Primary School. 234 postcards were distributed in total.



Photograph from business surveying in Edmonton Green

3. Engagement Approach

3.3 Drop-in events

The project team hosted two community drop-in events at Westbourne Hall Community Centre, Edmonton Green on Tuesday 19 September 2023 from 4:30 – 6:30pm, and Edmonton Green Library, Edmonton Green on Saturday 30 October 2023 from 2:30 – 4:30pm.

Sixty-eight residents attended across the two drop-in events. Attendees were able to view information boards and speak with the project team to learn more about the project. We invited attendees to share their ideas and issues through completing a paper survey or adding comments to post-it notes and attaching to the relevant information board.

The project team recorded notes from conversations with attendees which have been included in the analysis detailed later on in this report.

3.4 Pop-up events

The project team held one pop-up event at Edmonton Green Shopping Centre on Thursday 5 October 2023. The intention of this event was to capture views from members of the public who might not typically attend an engagement event. We spoke to shoppers and visitors to the area about the project, hearing their ideas and issues and handing out postcards that directed them to the project page to find out more.



3. Engagement Approach

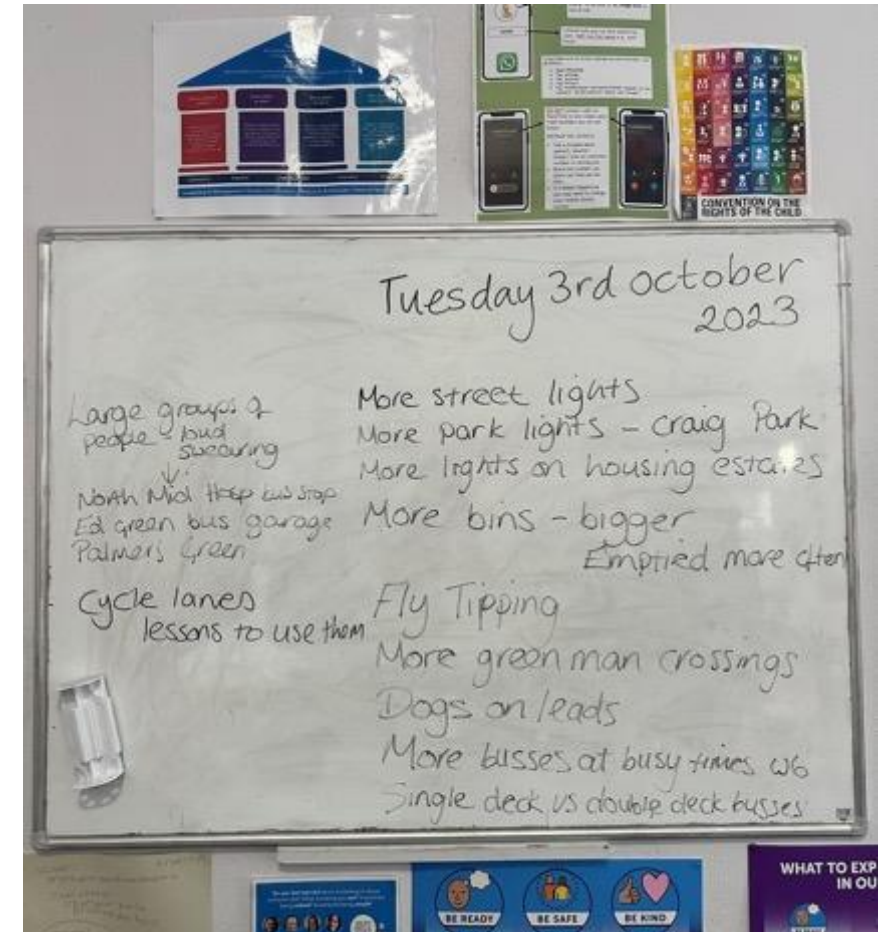
3.5 School workshop – West Lea School

ECF held a workshop with 20 students (10 students in 2 classes) aged 17-25 years old with special educational needs from the Horizon Campus, West Lea school, a local school in the Edmonton Green project area.

This stakeholder group was engaged with to ensure inclusive engagement and to gather feedback from all age groups and learning spectrums.

During the session, the ECF team introduced the topic to the students which was followed by an activity that was centred around the idea of a quiet neighbourhood. This session was divided into two classes, Braun Class and Piper Class.

The students were given A4 sheets and were asked to draw and write 4/6 issues they observed in their neighbourhood and area surrounding the school, as well as ideas about how these can be improved.



PARTICIPANTS

4. Participants

This section of the report covers participation rates in the engagement process.

Overall participation

50 contributors added to the interactive map featured on the project page at <https://letstalk.enfield.gov.uk/edmontongreenqn>.

234 postcards with project information were distributed to parents at Fleecefield Primary School and Brettenham Primary School.

212 businesses were engaged as part of the process

68 residents attended a drop-in session.

11 residents attended the online webinar.

20 high school pupils attended dedicated workshops.

Overall engagement

The project page, hosted on the Let's Talk Enfield website, was visited by 2,100 individuals. Of this total, **779** interacted with the project website (either by downloading a document, visiting the FAQ, visiting the key dates page visiting multiple project pages or contributing to the interactive map).

Of the 779, 68 participants engaged with the project website either by asking questions or contributing to the interactive map. 127 pins were placed on the interactive map.

Project materials were available in Turkish, Greek, Gujarati, Polish, Bulgarian, Romanian, Albanian, Somali and Bengali/Bangla on the Engagement HQ site, as well as available at the drop-in events. Any additional material translation could be requested by contacting Enfield Council.

Nearly **581** individuals and businesses were engaged as part of the engagement process through the public exhibition, pop-up events, business surveying and online webinar.

In total, approximately **1400** people engaged in the project across the Let's Talk Enfield website and other engagement activities.

4. Participants

This section breaks down the participant demographic data for those that engaged online through the project page on the Let's Talk Enfield website. This is the only activity where demographic data was collected. However, the project team undertook dedicated activities with younger people to ensure their voice was captured within the engagement process.

Participants were asked to provide their connection to the area, year of birth, age, postcode, whether they identified as having a long-term physical or mental health condition or illness, gender, marital status, religion, sexual orientation, whether they are pregnant or on maternity leave and if they hold a blue badges. Participants had the option to choose which demographic questions they completed. A copy of the survey questions is provided in **Appendix I**.

This information was collected to understand who engaged with us on this project and to identify characteristics that may be underrepresented to inform future processes.

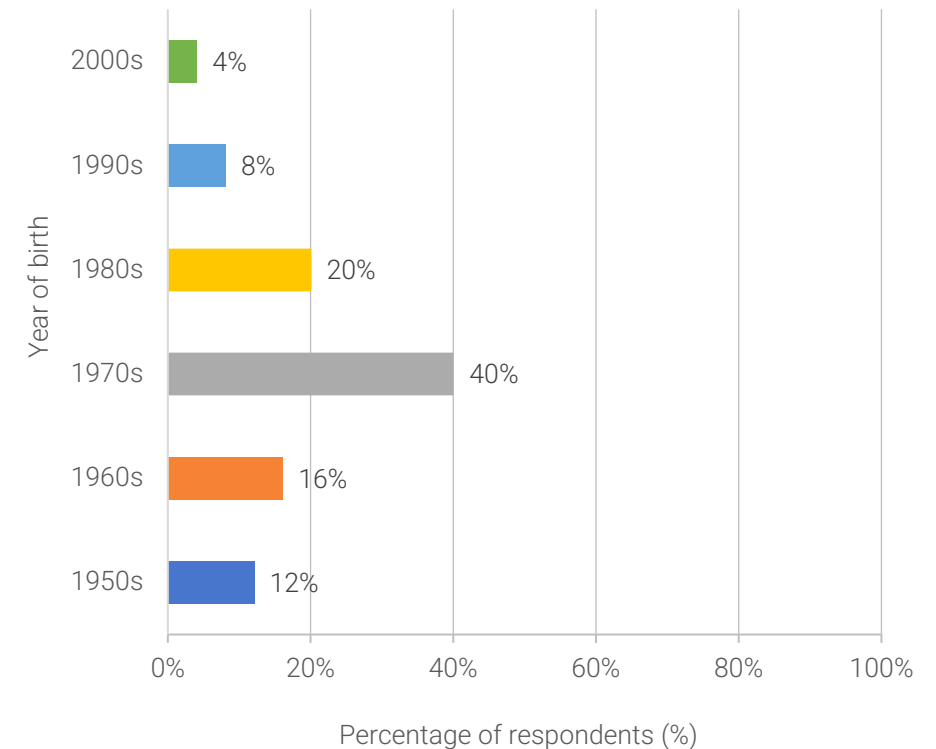
The majority of participants did not share their demographic data and therefore this information should not be considered representative of all participants in the engagement process.

Participant demographics - Age

The Edmonton Green ward has relatively higher numbers of young adults and proportionately few older adults¹. The majority of respondents in this sample were born between 1950s - 1970s (Figure 1).

¹ *Enfield Council, Ward Profile: Edmonton Green 2023, page. 3 [Accessed 28 November 2023]*

Figure 1: What is your year of birth? (n=25)



4. Participants

Participant demographics – connection to Enfield

- The majority of participants live in Enfield (Figure 2), specifically postcode N9 (Figure 3).

Figure 2: What is your connection to the London Borough of Enfield? (n=59)

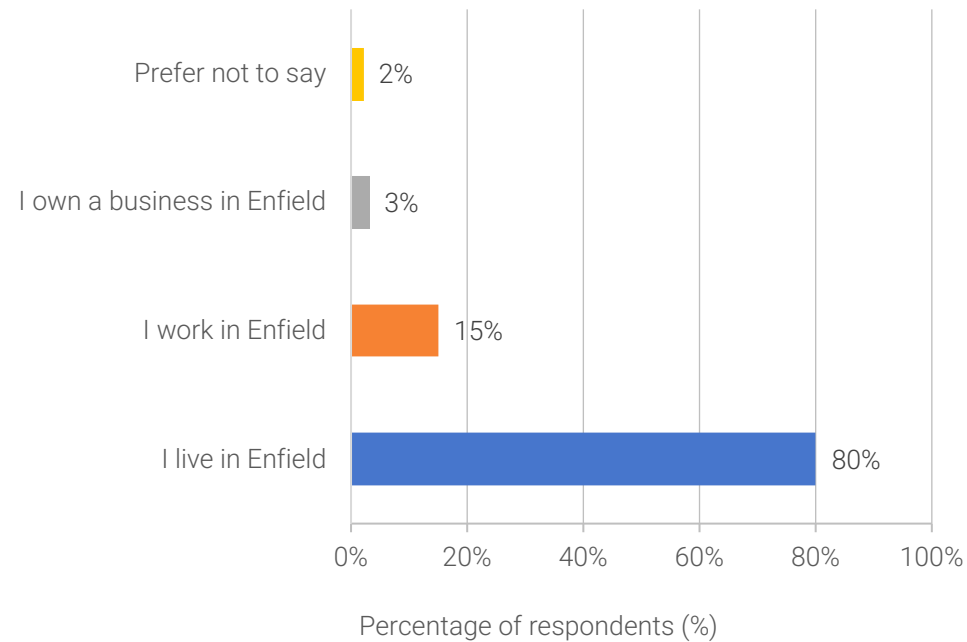
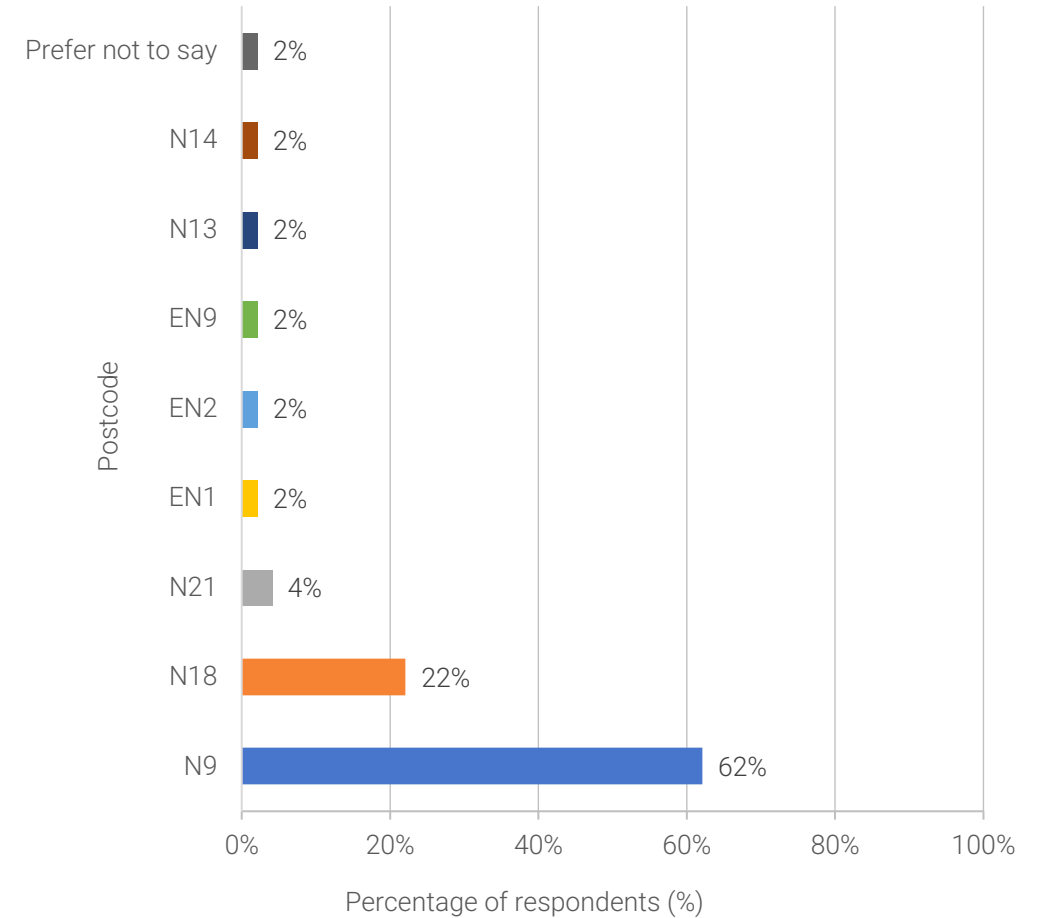


Figure 3: What postcode do you live in? (n=50)



4. Participants

Participant demographics – Religion and ethnicity

- 17 people provided information on their religion. Of these, 47% of people identified as being non-religious, 23% identified as Christian, 12% preferred not to say, 6% identified as Hindu, 6% identified as Muslim and 6% identified as Sikh.
- From the 2021 Census data, 41.7% of residents in the Edmonton Green area identify as Christian. Whereas in this sample, just under a quarter of respondents identified as Christian².
- 24 people provided information on their ethnicity. Of these, 44% identified as 'White - English/Welsh/Scottish/Northern Irish and British' ethnicity. A smaller proportion of participants identified as 'White-Irish' (8%), 'Asian or Asian British – Indian' (8%), 'Any other White background' (8%), 'Mixed/Multiple ethnic groups – Mixed European' (4%), 'Any other Mixed/Multiple ethnic background' (4%), 'Asian or Asian British – Sri Lankan' (4%), 'Any other Asian background' (4%), 'Black/African/Caribbean/Black British – Caribbean' (4%), 'Black/African/Caribbean/Black British – African' (4%) and 'Any other Black, Black British, African or Caribbean background' (4%) and 4% preferred not to state their ethnic group.
- This differs from data from the 2021 Census data for the Edmonton Green Area which has 'Other Black African' as the second largest ethnic group, after 'White-English/Welsh/Scottish/Northern Irish and British' ².
- The demographic questions and full list of options are provided in Appendix I.

² *Enfield Council, Ward Profile: Edmonton Green 2023, page. 4-5 [Accessed 28 November 2023]*

4. Participants

Participant demographics – Health and accessibility needs

- 29 people provided information on disability status. Of these, 79% of respondents identified as not having a physical or mental health condition or illness lasting or expected to be longer than 12 months or more.
- 17 people provided information on their Blue Badge status. Of these, 94% didn't have a Blue Badge.
- 17 people provided information on pregnancy or maternity leave status. Of these, 94% of respondents were not pregnant or on maternity leave.

Participant demographics – Gender, sexuality and marital status

- 29 people provided information on their gender. Of these, 56% identified as female, 41% identified as male and 3% preferred to no say.
- 17 people provided information on their marital status. Of these, 47% identified as being single, 24% married and 12% preferred not to say.
- 16 people provided information on their sexual orientation. Of these, 75% identified as heterosexual/straight and 13% preferred not to say.

ENGAGEMENT FINDINGS

5. ENGAGEMENT FEEDBACK

5.1 Interactive map

The following feedback was collated from the interactive map

Current Issues:

- 14 people mentioned that Edmonton Green has rubbish and litter on the streets
- 13 people mentioned that anti-social behaviour is an issue in the Edmonton Green area
- 13 people said that noise pollution affects the Edmonton Green area
- 12 people said that fly tipping is an issue in the area
- 7 people said that air pollution is already an issue in the area

Future Issues:

- 11 people mentioned that Quieter Neighbourhoods will lead to an increase in congestion
- 8 people mentioned that traffic will be displaced to non-QN areas
- 7 people raised concerns that a QN will have an economic impact on local residents
- 4 people were concerned that a QN would lead to increased journey times
- 3 people mentioned that a QN would limit the ability of local residents and their guests to navigate their area
- 3 people raised concerns that a QN would lead to worsening air pollution

Ideas:

- 8 people mentioned that CCTV cameras should be installed in residential areas
- 8 people mentioned that that more one-way streets should be implemented
- 8 people suggested that residential permit parking should be implemented to stop non-locals from parking in the area
- 7 people said that the area should be enhanced with more greenery
- 5 people mentioned secure bike hangers should be installed in the area

Rubbish, anti-social behaviour, noise pollution and fly tipping were identified as the top *issues* for the Edmonton Green area.

Residents were concerned that a Quieter Neighbourhood would lead to increased congestion and traffic in non-Quieter Neighbourhood areas.

CCTV cameras in residential areas, one-way streets and residential permit parking were suggested as ideas for the area.

5. ENGAGEMENT FEEDBACK

5.2 Business surveying

Two-hundred and forty (240) businesses were visited in the Edmonton Green area.

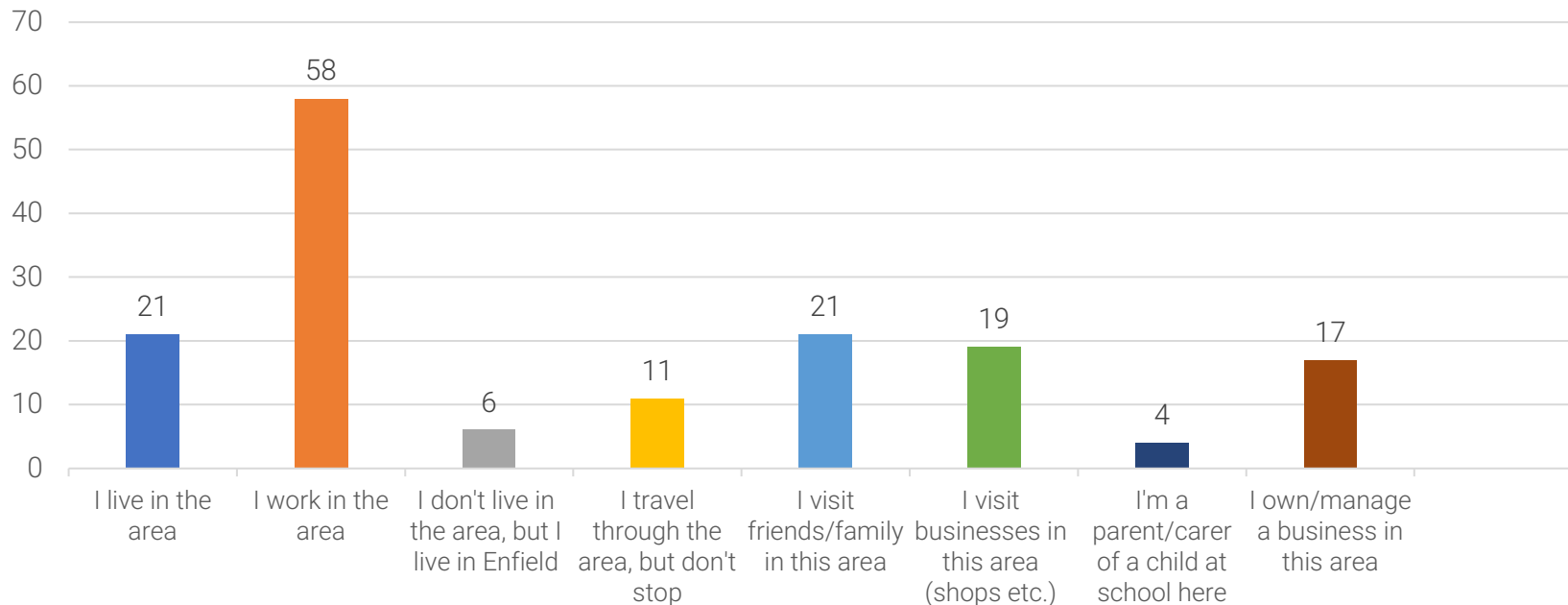
The table below sets out the statistics from the tracker of door-to-door activity. From the 240 businesses visited, 212 either completed surveys or accepted postcards.

Actions			
Site Area	Survey completed	Accepted project materials	Total businesses engaged
Edmonton Green	51	161	212

5.2 Business surveying continued

Slides 22-24 provides the results collected from the business surveying.

Q1) How are you connected to the Edmonton Green area? (Respondents could select one or more options)



The findings show most respondents who completed the door-knocking and business surveying worked in the Edmonton Green area.

A smaller proportion lived in the area, owned a business or visited friends, family and businesses.

5.2 Business surveying continued

Q3) Please tell us about the main *issues* you'd like us to address in the area, stating any specific road names, so that it could be quieter and safer (n=47)

Comment	Number of time mentioned
Traffic congestion and rush-hour congestion, particularly on the following roads: <ul style="list-style-type: none"> • Montagu Road (4 mentions) • Fore Street (3 mentions) • St Martin's Road (2 mentions) 	27 mentions
Roadworks are disruptive and take too long in the area. <ul style="list-style-type: none"> • The exit of the A406 (2 mentions) • St Martin's Road (2 mentions) • Plevna Road (2 mentions) 	9 mentions
High crime rate, anti-social behaviour, and the fear of crime. <ul style="list-style-type: none"> • Edmonton Green Shopping Centre (4 mentions) • Fore Street (3 mentions) • St Martin's Road (2 mentions) 	8 mentions
Lack of available car parking. <ul style="list-style-type: none"> • Town Road (2 mentions) • Montagu Road (1 mention) • Fore Street (1 mention) 	4 mentions

Montagu Road, Fore Street and St Martin's Road were identified as roads that experience traffic congestion.

Edmonton Green Shopping Centre, Fore Street and St Martin's Road were identified as key areas that experience crime and anti-social behaviour.

5.2 Business surveying continued

Q4) Please tell us about *ideas* you have, stating any specific road names, that you feel could improve your area to make it a Quieter Neighbourhood. n=42

Comment	Number of time mentioned
Better transport infrastructure and services needed.	5 mentions
More incentives to use public transport needed.	4 mentions
More traffic and parking enforcement with fines.	3 mentions
Cycling proficiency needs to be monitored and enforced.	2 mentions
Provide more opportunities to young people.	2 mentions
Encourage more people to start cycling.	2 mentions

Improved transport infrastructure and services, incentives to use public transport and increased traffic and parking enforcement were key *ideas* captured through the business surveying.

5. ENGAGEMENT FEEDBACK

5.3 Drop-in sessions

The following feedback was recorded from **staff notes and post-it notes** from the drop-in sessions.

Current issues

- Fly tipping, litter and lack of cleanliness
 - Rubbish/trash/dog foul litter impedes ability for people to walk on pavement
- Parking
 - Inconsiderate and illegal parking
 - Parked cars block emergency vehicle access
 - Too many parked cars
 - Parking is issue on Eastbournia Ave and surrounding roads ie. St Marlo Ave
- Crime and anti-social behaviour
 - Edmonton Green shopping centre and station does not always feel safe
 - Public fouling/urination
 - Concern over pedestrian and cyclist safety
 - Not many people currently use existing cycle lanes
 - Need a zebra crossing at Monmouth Road and Plevna Road
 - Bikes and e-scooters on footpaths and at Edmonton Green
 - Existing pavement is uneven and limits accessibility
 - No space for a cycle lane along Town Road
 - Poor street lighting
- Public transport
 - Unreliable public transport
 - Transport for London have not added any national rail trains
- Road safety
 - Bounces Road and Brettenham Road were both identified as dangerous streets
 - Rat running on residential roads
 - Traffic congestion
 - Large lorries going down residential roads
 - Noise pollution from roads and parks, in particular Montagu Road and Brettenham Road
 - Road construction leads to increased traffic
 - Speeding cars, current road humps aren't effective at stopping speeding cars and one way roads lead to increased speeds
 - Vans parked on Cornwallis Grove present a risk of blocking emergency vehicles accessing the area
- Environment
 - Tree roots make pavement uneven and pose risk for elderly people, overgrown hedges and bushes
 - High pollution levels outside the hospital on Church Street, bad air quality worsening asthma

5. ENGAGEMENT FEEDBACK

5.3 Drop-in sessions

The following feedback was recorded from **staff notes and post-it notes** from the drop-in sessions.

Current Issues continued

- Other
 - Reservations about the effectiveness of the Council
 - Lack of adequate rental housing
 - Lack of diversity of shops in the area

Future Issues

- Road closures may increase journey times
- Road closures may push congestion elsewhere in the area
- Meridian Water and Edmonton Green may experience an increase traffic in the area
- QN scheme may impact local garages
- The QN scheme may impact Edmonton Green redevelopment projects
- Concern about accessibility on closed roads, including for older people and for residents receiving deliveries

Fly tipping and litter were key issues identified by attendees.

Attendees also identified rat running, noise pollution and speeding cars as key issues in the area.

Attendees were concerned the introduction of a Quieter Neighbourhood would lead to congestion in other areas and increased journey times.

5. ENGAGEMENT FEEDBACK

5.3 Drop-in sessions

The following feedback was recorded from **staff notes and post-it notes** from the drop-in sessions:

Suggestions

- Road layout and walking and cycling facilities
 - Implement more one-way roads, including Oxford Road
 - Enhance public walking routes
 - Repave footpaths, or re-pave existing footpaths
 - Implement modal filters and planters at schools to stop pavement parking
 - Add/extend cycle lanes on Montagu Road and Bounces Rd
 - Do not block roads to motor vehicles
 - Add controlled parking zones and reduce free parking
 - Allow cycling on pavements
 - Implement a School Street
 - Reduce traffic on Eastbournia Avenue
 - Introduce 20 mph speed zones
 - Replace speed humps which currently don't stop speeding vehicles
- Safety
 - Strengthen law enforcement, particularly at night
 - Implement CCTV and speed cameras, particularly on school roads
 - Improve safety at pedestrian crossings
 - Improve street lighting
- Public transport
 - Improve public transport services (bus routes and trains) and frequency
 - Encourage people to walk, cycle and commute with public transport
- Environment and public realm
 - Improve aesthetics of the area
 - Add more public seating
 - Trim and maintain vegetation
 - Add more bins to reduce litter, including dog litter bins
 - Add more public toilets in the area
 - Incorporate grow spaces for children (to grow food etc.)
 - Implement measures to prevent fly tipping
 - More parks and things to do for kids, e.g. community gardens
 - More benches in the area and seating around park on Montague Road
 - Limit petrol generators on the green (portable businesses)
- Community engagement
 - Engage more with students

Attendees suggested the introduction of one-way roads and speed cameras to the Edmonton Green area.

Additionally, attendees suggested more seating, public walking routes and bins in the area.

5. ENGAGEMENT FEEDBACK

5.3 Drop-in sessions

The following results are from the **paper survey** handed out at the drop-in sessions. Two (2) paper surveys were completed. Both participants said they lived in the Edmonton Green area.

Current Issues:

- One person said that anti-social behaviour is a current issue in the Edmonton Green area with many places for people to congregate in concealed pathways and low walls to sit on.

Ideas:

- One person said that they would like to see access controls in alleyways in Morley Avenue as well as an installation of pedestrian lights on the A406. The respondent also wants to better civil enforcement of anti-social behaviour.

5. ENGAGEMENT FEEDBACK

5.4 Pop-up event

The following feedback was collated from the pop-up event:

Current Issues:

- Parking
 - Cars being parked on the corner of roads and reducing visibility on junctions
 - Cars being parked on the wrong side of the road
 - Cars being poorly parked have obstructed emergency services
 - Lack of enforcement of the Controlled Parking Zone
- Road layout and traffic
 - Poor signage with many signs being worn out and need replacing
 - Montagu Road has only one pedestrian crossing
 - Town Road suffers from high traffic congestion
 - Speed bumps fail to slow speeding drivers
 - Not many people use the cycle lanes
 - Speeding cars
 - Rat running
- Safety
 - Anti-social behaviour
 - Elderly people are afraid to walk on streets of the area
- Environment
 - Fly tipping
 - Rubbish and litter in the area
 - Vandalism is harming the aesthetics of the area
 - Noise pollution

- Other
 - Houses have issues with sound insulation
 - Lack of accommodation in the area

Future Issues:

- Concerned over the impact QN will have on parents that live outside of the area and pick up and drop off their children to school

Ideas:

- Safety and enforcement
 - Cameras should be implemented to deter fly tipping, antisocial behaviour, and property damage
 - Improve street lighting to enhance safety of pedestrians walking on the streets of Edmonton Green
- Environment
 - Enhance greenery in the area with more flowers
 - Remove the incinerator in the area to improve air quality
- Road layout and walking and cycling facilities
 - Implement a School Street
 - Install secure bike racks
 - Improve signage in the area

5. ENGAGEMENT FEEDBACK

5.5 School workshop

The following feedback was collated from the school workshop (students aged 17 – 25 years):

Issues

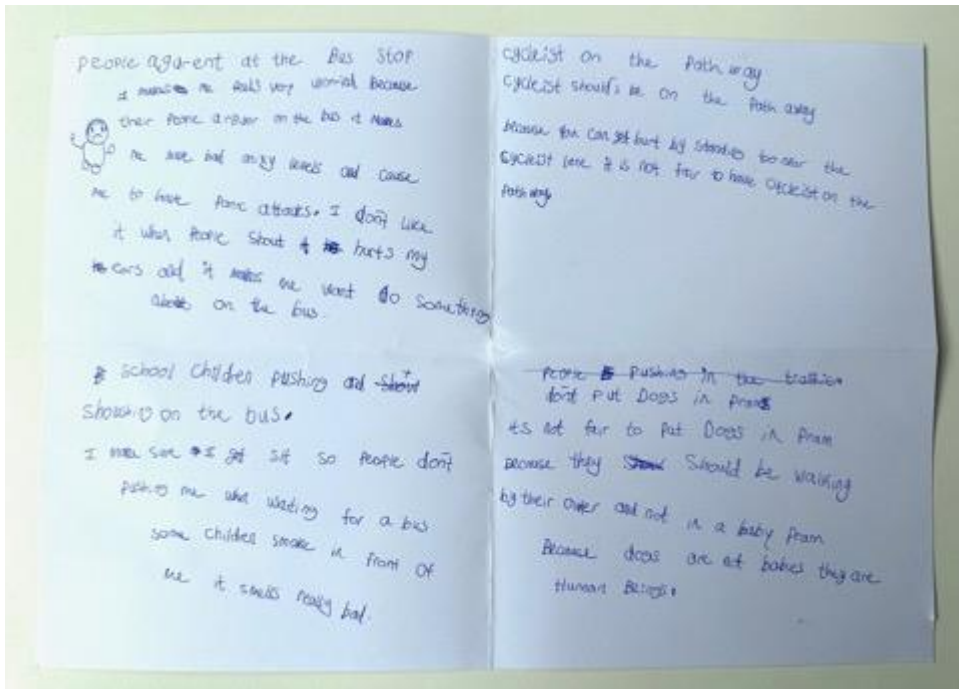
- Public transport
 - Too many people on the bus/train
 - Buses drive too fast and don't arrive on time
- Traffic, road safety and walking and cycling facilities
 - Roadworks and traffic impact on West Lea school
 - Cyclists and electric scooters on the pathway
 - Too much traffic on the road
 - Cars don't stop for pedestrians at pedestrian crossing.
 - Delays caused while travelling
 - Limited zebra crossings
 - Limited lollipop workers
 - Cycle lanes placed incorrectly are unnecessary and are an issue for us
 - Far too much signage
 - Cars go fast and cause traffic jam
- Noise pollution during night

Ideas

- Road layout, transport options
 - Clear and more zebra crossings
 - More bus stops, trains and cycle lanes
 - More lights to feel safe while walking
 - Quieter streets, with less noise from cars and buses
 - Add more signs and speed signs
 - Introduce cycle lanes
 - More car parking spaces
 - More green man crossings
 - More buses at busy times and on frequent bus routes, importantly the W6 (bus that transports students to West Lea School)
 - More double deck buses to allow for more space for people on the bus
 - If cycle lanes are introduced, require lessons on how to use them
 - More bus lanes
- Environment and places
 - Plant more trees and maintain pavements
 - Places with less traffic such as shops
 - More streetlights and park lights especially in Craig Park.

5. ENGAGEMENT FEEDBACK

5.6 School workshop – West Lea School



5. ENGAGEMENT FEEDBACK

5.7 Email correspondences

The following comments were collated from email correspondence received:

Comment	Number of times mentioned
Issues with cleanliness, particularly infrequent waste collection.	10 mentions
The streets will be difficult to access once restrictions are introduced.	9 mentions
Traffic will be diverted to non-Quieter Neighbourhoods, which will cause pollution and congestion in these areas.	8 mentions
Current concerns with high levels of traffic congestion.	7 mentions
Current concerns with speeding cars and mopeds.	6 mentions
Cycle lanes are barely used so it doesn't make sense to add more.	6 mentions

Infrequent waste collection, traffic congestion, and speeding cars and mopeds were current *issues* raised through email correspondences.

Impacts on street access and increased congestion in surrounding streets were identified as key issues that may occur from the introduction of a quieter neighbourhood.

CONCLUSIONS

6. CONCLUSIONS

The following outlines the key themes regarding issues and ideas that were identified from the engagement.

Issues

- Cleanliness of local streets is a major issue in Enfield, particularly illegal dumping, fly tipping and vandalism.
- Safety is a key issue in Edmonton Green. Several participants noted that they felt unsafe in the area, particularly at night, due to crime and anti-social behaviour. Edmonton Green shopping centre was noted as a hotspot.
- There is currently a lack of adequate transport connectivity to motivate residents and visitors to use active and public transport. Some participants also noted that the footpaths were in poor condition in some areas, making it harder for older people to navigate. Community concerns regarding the implementation of a QN (outlined on page 39) largely relate to this lack of alternate transport connectivity.
- There are currently too many cars parked in the area, including illegal and inconsiderate parking, leading to accessibility and safety issues, and creating difficulty for residents trying to park near their homes. Several participants noted that parked cars have created challenges for emergency vehicles.

Ideas

- Increase surveillance and enforcement, including CCTV and speed cameras, to improve public safety and deter anti-social behaviour.
- Improve transport connections, including providing more frequent bus and train services, maintaining pavements and expanding the cycling network.
- Introduce modal filters, including planters near schools, and one-way streets to reduce traffic and improve pedestrian safety.
- Address parking issues by introducing resident permits, removing free parking and increasing monitoring and enforcement.
- Invest in public amenity and maintenance, including providing public bins and seating, and maintaining public vegetation.

6. CONCLUSIONS

Concerns about QN

Throughout the engagement some participants expressed concern about the Quieter Neighbourhood programme and its impact on local traffic and the economy. While some participants encouraged QN measures, others requested that streets not be closed to private vehicle use. Recurring issues included:

- Concern that QN would increase, rather than reduce congestion, by concentrating traffic on alternate streets outside the QN boundary.
- Some participants were concerned about the economic impact of reduced traffic on local businesses, particularly services like garages that rely on vehicle access
- Concern over the QN's potential to reduce accessibility within the local area and increase journey times

These concerns broadly suggest that participants are highly reliant on private car usage and anticipate continued reliance into the future. The issues identified in this engagement programme suggest that there are significant concerns regarding the safety of public streets and accessibility of alternate transport modes, both of which contribute to an ongoing reliance on private vehicle use.



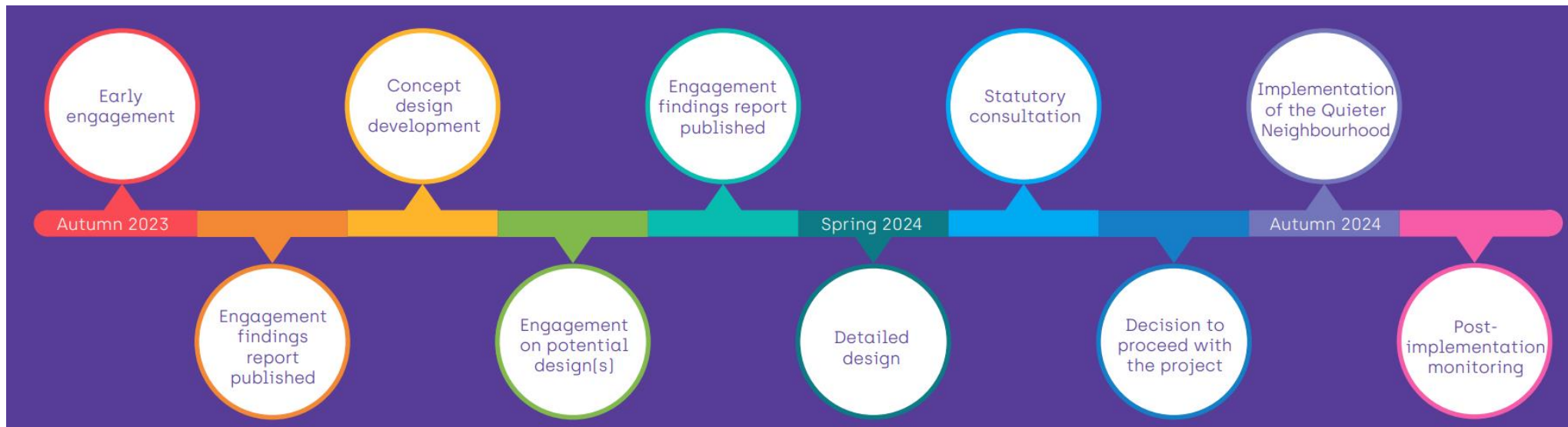
NEXT STEPS

7. NEXT STEPS

Enfield Council have collated the ideas and issues from this phase of engagement. The ideas and issues will be considered to inform a proposed concept design. The concept design(s) will be shared with the community in early 2024 and the community will be given an opportunity to provide feedback on the proposed design.

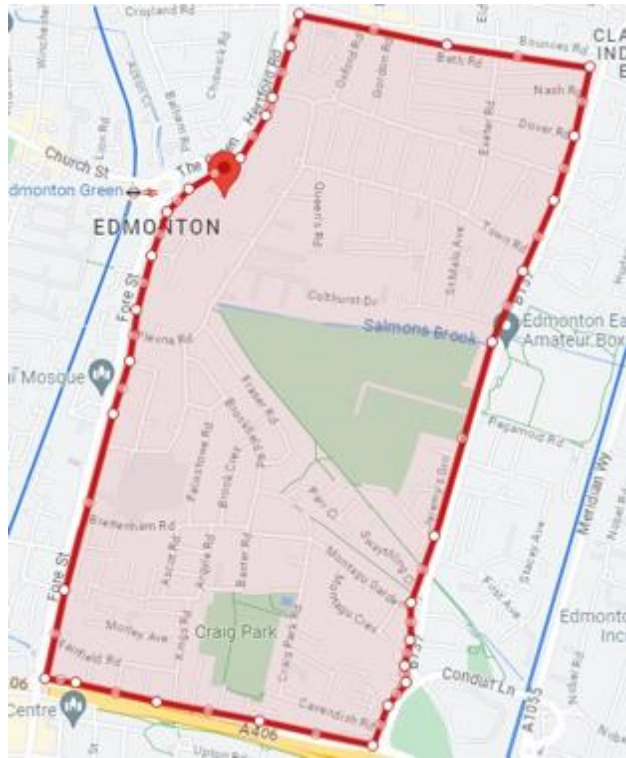
This feedback will be collated and used to refine the design, before issuing an updated design that may be subject to statutory consultation in Summer 2024.

Following the statutory consultation, there will be a decision as to whether the project will proceed to implementation. If the project progresses to implementation it is likely this will be in Autumn 2024.



APPENDICES

APPENDIX A. MAP OF STUDY AREA



Edmonton Green study area

APPENDIX B. THE TRACKER OF BUSINESSES VISITED

Business Name	Number/Name	Street
Mega International Estates	2	Bounces Road
E & J Electrical	12	Bounces Road
Ogui Kitchen	38	Bounces Road
TAB Bikes	40	Bounces Road
Pinar Ucar Beauty Salon	52	Bounces Road
Unique Designs	56A	Bounces Road
Taste Di Spice Caribbean	58	Bounces Road
Oak Tree Care Services	62	Bounces Road
Mr A Patel	80	Bounces Road
Soft Cloth Car Wash	132	Bounces Lane
Alloy Wheel Welding Repair Refurbishment	3	Bounces Lane
Samadhi Meditation Centre	1	Oxford Road
Poundstretcher		Edmonton Green Shopping Centre
Boots		Edmonton Green Shopping Centre
Wilko		Edmonton Green Shopping Centre
21K Digital Media		Edmonton Green Shopping Centre
Edmonton Green Taxis & MiniCabs		Edmonton Green Shopping Centre
Iceland Supermarket		Edmonton Green Shopping Centre
Brews Coffee		Edmonton Green Shopping Centre
The Gym Group		Edmonton Green Shopping Centre
People's Café		Edmonton Green Shopping Centre
Scher & Marks		Edmonton Green Shopping Centre
Sara Kids		Edmonton Green Shopping Centre
Nue Millet Ltd		Edmonton Green Shopping Centre
Sense		Edmonton Green Shopping Centre
C&M Carpets		Edmonton Green Shopping Centre
Home Bargains		Edmonton Green Shopping Centre
Shoe Zone		Edmonton Green Shopping Centre
F&I Boutique		Edmonton Green Shopping Centre
Sports Direct		Edmonton Green Shopping Centre

Business Name	Number/Name	Street
Bubble T		Edmonton Green Shopping Centre
News Express		Edmonton Green Shopping Centre
Laserium beauty clinic		Edmonton Green Shopping Centre
Heena Beauty		Edmonton Green Shopping Centre
Illy Hair and Beauty		Edmonton Green Shopping Centre
Marine Kaneva		Edmonton Green Shopping Centre
Vape Shop		Edmonton Green Shopping Centre
Erbil Jewellery		Edmonton Green Shopping Centre
Western Union		Edmonton Green Shopping Centre
Sirena hair and beauty		Edmonton Green Shopping Centre
Nail world		Edmonton Green Shopping Centre
The West Lea in the Green		Edmonton Green Shopping Centre
Top Care Solutions		Edmonton Green Shopping Centre
Eva Tech		Edmonton Green Shopping Centre
Learning for Life Charity		Edmonton Green Shopping Centre
Explore Learning		Edmonton Green Shopping Centre
Akasya & Eylul Jewellers		Edmonton Green Shopping Centre
Stockroom		Edmonton Green Shopping Centre
Superdrug Pharmacy		Edmonton Green Shopping Centre
Fish Shop		Edmonton Green Shopping Centre
Shen Mauritian Fusion		Edmonton Green Shopping Centre
William Hill		Edmonton Green Shopping Centre
Rebecca's Kitchen		Edmonton Green Shopping Centre
Ameya World Fashions & Style		Edmonton Green Shopping Centre
15 Gusii World		Edmonton Green Shopping Centre
Kumasi Market Fruit and Vegetables		Edmonton Green Shopping Centre
Woict Technology		Edmonton Green Shopping Centre
34 Sel Shoes		Edmonton Green Shopping Centre
Koffee Box		Edmonton Green Shopping Centre
New Direction		Edmonton Green Shopping Centre

APPENDIX B. THE TRACKER OF BUSINESSES VISITED

Business Name	Number/Name	Street
Mauritian Foods Online		Edmonton Green Shopping Centre
Crystal Meats		Edmonton Green Shopping Centre
Community Link Edmonton		Edmonton Green Shopping Centre
Store 21		Edmonton Green Shopping Centre
London Pet & Garden Centre		Edmonton Green Shopping Centre
The Zingoo		Edmonton Green Shopping Centre
Debbie's Hair Salon		Edmonton Green Shopping Centre
Currency Exchange Corporation Edmonton		Edmonton Green Shopping Centre
Splash Out		Edmonton Green Shopping Centre
Beauty by Gizem		Edmonton Green Shopping Centre
Tutto Print		Edmonton Green Shopping Centre
Just 2 Travel		Edmonton Green Shopping Centre
Edmonton Green Supermarket		Edmonton Green Shopping Centre
Fat Boys Café		Edmonton Green Shopping Centre
Munchiez		Edmonton Green Shopping Centre
Edmonton Green Pharmacy and Travel		Edmonton Green Shopping Centre
Sue Ryder		Edmonton Green Shopping Centre
Cakes & Bakes - Edmonton		Edmonton Green Shopping Centre
Betfred		Edmonton Green Shopping Centre
Lidl		Edmonton Green Shopping Centre
BIM's Edmonton		Edmonton Green Shopping Centre
Weltew Furniture		Edmonton Green Shopping Centre
Subway		Edmonton Green Shopping Centre
Subway		Edmonton Green Shopping Centre
Mazhil Restaurant		Edmonton Green Shopping Centre
Edmonton Convenience Store		Edmonton Green Shopping Centre
Taxi Edmonton		Edmonton Green Shopping Centre
LA Golden Nails		Edmonton Green Shopping Centre
South Mall		Edmonton Green Shopping Centre
NAZ hair and beauty		Edmonton Green Shopping Centre

Business Name	Number/Name	Street
BIZIM Butchers		Edmonton Green Shopping Centre
Onur Jewellers Edmonton		Edmonton Green Shopping Centre
EE		Edmonton Green Shopping Centre
Lo Lo Nails		Edmonton Green Shopping Centre
African Rights Action		Edmonton Green Shopping Centre
Shaba Hair & Cosmetics		Edmonton Green Shopping Centre
Erbiller Jewellery		Edmonton Green Shopping Centre
Paddy Power		Edmonton Green Shopping Centre
Deli Twist		Edmonton Green Shopping Centre
Holland & Barrett - Edmonton Green		Edmonton Green Shopping Centre
Barclays Bank		Edmonton Green Shopping Centre
Greenfields Solicitors		Edmonton Green Shopping Centre
Londis		Edmonton Green Shopping Centre
CeX		Edmonton Green Shopping Centre
BB's Cofee & Muffins		Edmonton Green Shopping Centre
Baba Kofte 1938 - Edmonton Green		Edmonton Green Shopping Centre
Golden Donuts UK 2		Edmonton Green Shopping Centre
Bulgarian Grill Edmonton		Edmonton Green Shopping Centre
Lower Edmonton Main Post Office		Edmonton Green Shopping Centre
Sam 99p		Edmonton Green Shopping Centre
Dreams Edmonton		Edmonton Green Shopping Centre
ASDA Superstore		Edmonton Green Shopping Centre
ASDA Pharmacy		Edmonton Green Shopping Centre
Max Spielmann		Edmonton Green Shopping Centre
Hunter Locksmiths		Edmonton Green Shopping Centre
Naked Chips		Edmonton Green Shopping Centre
Chichi		Monmouth Road
The Dancing Iguana	103	Exeter Road
Town Supermarket	83	Town Road
Miss Blossom	136	Town Road

APPENDIX B. THE TRACKER OF BUSINESSES VISITED

Business Name	Number/Name	Street
Mr Gel's Barber Shop	138	Town Road
Big Panda	156	Town Road
Platinum Motors	160	Town Road
Town Food & Wine	162	Town Road
Curley Sue's	168	Town Road
Tasty Favourite	248	Town Road
Price Cutter		Town Road
Mayis	187	Town Road
Enfield Food Centre	187	Town Road
A1 The Food Legends & Kebab	349	Montagu Road
Casa Romaneasca		Sebastopol Road
Lobo Fisheries	262	Fore Street
Onur Kebab House	252	Fore Street
Shisha Town Market	248	Fore Street
Little Baba Boutique		Fore Street
Blueprints & Co Properties	246	Fore Street
Fenix Funeral	244	Fore Street
Planet Car Hire	242	Fore Street
Sarges Off Licence	240	Fore Street
The Crown & Anchor Edmonton	222	Fairfield Road
Nokta	210	Cuthbert Road
Amaar Coffee	125	Cuthbert Road
Bairstow Eves Estate Agent Edmonton		Cuthbert Road
Tawakal Mini Market		Cuthbert Road
Kilim Furniture		Cuthbert Road
Uyku		Cuthbert Road
Ladan		Cuthbert Road
Furqan Travel London		Cuthbert Road
Kalkaal		Cuthbert Road
Rebecca Cupcakes		Craig Park Road

Business Name	Number/Name	Street
Oz Tonbul Supermarket	51	Montagu Road
Mums Café	53	Montagu Road
Behar Check & Slovak Polish	6	Brettenham Road
JMC Performance	18	Felixstowe Road
Flip Dud	43	Brook Crescent
Bluez Convenience Store	82	Felixstowe Road
Acqua Heating Services	80	Jeremy's Green
Montague Supermarket	171	Montagu Road
Elena's Kebabs	175	Montagu Road
Lidl	23-25	Plevna Road
Travelodge London Edmonton	3	Smythe Close

APPENDIX C. EXHIBITION BOARDS

Edmonton Green Quieter Neighbourhood

As part of the Enfield Council Journeys and Places programme, our vision is to make the borough safer, healthier and more vibrant, and enable more people to walk, wheel, cycle and access public transport.

Over the last few years, we have taken bold action across the borough to do just this. We have:



Re-designed many of our streets to be safe and welcoming



Improved public spaces for communities



Created new and upgraded pedestrian crossings



Introduced new segregated cycle lanes



Introduced School Streets to make it safer for children to get to school



Added more cycle parking

Quieter Neighbourhoods form a key part of our approach. Through this initiative, the Council aims to reduce the speeds and volume of motor vehicles in the area and create an attractive and safe environment for people to travel by active and sustainable modes, such as walking and cycling, or using buses and trains. The long-term benefits we hope to see include improvements in people's health, less congestion and safer roads, and improved air quality.



Visit the project page




As part of the Journeys and Places programme, the Council is in the early stages of looking to deliver a Quieter Neighbourhood in the Edmonton Green area within the streets bounded by Bounces Road, the A1010, the A406 and Montagu Road.

Why is a Quieter Neighbourhood being proposed in Edmonton Green?

Edmonton Green has been chosen as one of the next QN areas because the area has poor air quality compared with other areas in Enfield, poor health and deprivation indicators that could be improved with active travel, two schools within the area, amenities in the area that could be accessed using active travel, high numbers of collisions for vehicles, pedestrians and people on bikes, and a high population density which would benefit from the improvements.

What is a Quieter Neighbourhood?

Quieter Neighbourhoods form part of Enfield Council's comprehensive approach to re-design our streets to increase walking and cycling as part of our response to the climate emergency.

The Quieter Neighbourhood initiative considers the introduction of features such as modal filters, one-way streets, School Streets and cycle parking.




Modal filters allow people walking and cycling through, as well as emergency services. All streets are accessible by car but some routes may be subject to change.







St Peter's Church, Bounces Road



Edmonton Green roundabout



Visit the project page




APPENDIX C. EXHIBITION BOARDS

We want to hear from residents about their ideas and current issues they face in the area to inform a design for the proposed Edmonton Green Quieter Neighbourhood.

We want to hear from residents about their ideas and current issues they face in the area to inform a design for the proposed Edmonton Green Quieter Neighbourhood.

We want to understand what you'd like to see incorporated in the Quieter Neighbourhood project.

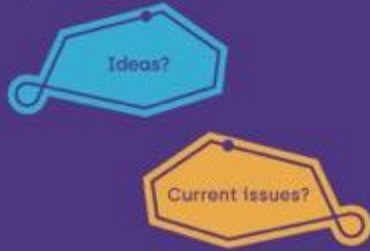
We invite you to get involved in the Edmonton Green Quieter Neighbourhood project and share your views and experiences.

We will be hosting drop-in events in the area, a webinar on the project, as well as collecting your ideas and issues through an online interactive map.

More information on how to get involved can be found on the following boards and on the project page at letstalk.enfield.gov.uk/EdmontonGreenQN

Your ideas and issues will help us to shape the designs for the proposed Edmonton Green Quieter Neighbourhood.

Download the map of the Edmonton Green area on the project page



Visit the project page



What ideas do you have that could be incorporated into the Edmonton Green Quieter Neighbourhood? Write your idea on a sticky note and place it on the map.



Visit the project page to share your ideas with us



APPENDIX C. EXHIBITION BOARDS

Are there any current issues in the area you think we should be considering as part of the Edmonton Green Quieter Neighbourhood? Write the issue on a sticky note and place it on the map.

Unsafe to cross the road?

Congestion?

Narrow footpaths?

Vehicle speeding?

journeys & places

Visit the project page to share the current issues in the area with us

We invite you to share your ideas and issues with us to help inform the future stages of the Edmonton Green Quieter Neighbourhood.

Get Involved

This phase of community engagements ends on Sunday 8 October 2023

Add your feedback to the Ideas and Current Issues boards using the pins, post-its and pens provided.

Speak with us at one of the following community drop-in sessions:

- 4.30pm-6.30pm
Tues 19 Sept 2023
at Westbourne Hall Community Centre N9 0RU
- 2.30pm-4.30pm
Sat 30 Sept 2023
at Edmonton Green Library N9 0TN

Share your ideas and issues via the map and read what others have to say using the QR code below.

Join us at the webinar on Monday 25 September 2023 at 6pm to hear from the project team about the objectives of the project and have the opportunity to ask questions. The webinar will be held on Microsoft Teams.

You can also email or write to us: journeysandplaces@enfield.gov.uk - ATTN Journeys and Places, Enfield Council, Civic Centre, Silver St, Enfield EN1 3XA.

journeys & places

Visit the project page

APPENDIX C. EXHIBITION BOARDS

Next Steps

Your ideas and issues will inform the design for the Edmonton Green Quieter Neighbourhood.

At the conclusion of this period of community engagement, Enfield Council will consider all ideas and issues raised through the activities detailed on the previous board.

We hope to see and hear from you at the activities being held over the coming weeks about your ideas and issues for the Edmonton Green Quieter Neighbourhood.

journeys & places Visit the project page 

ENFIELD Council 

Enfield Council's Journeys and Places programme enables and encourages people in Enfield to make sustainable daily journeys for themselves and for our planet.

We are connecting local people to local places for a greener, healthier future.

Journeys and Places delivers a range of projects across Enfield. Our work includes:


- Delivering a walking and cycling network including cycleways, improved footways, pedestrian crossings, cycle parking and trees and greenery along these routes
- Working with residents and businesses to enhance places including town centres and high streets to support commercial viability and vitality, strengthen local communities, and enhance the environment with greenery and art
- Making neighbourhoods safer for all road users to walk, wheel and cycle to and around including at our local schools, with lower levels of motor traffic, lower speeds of motor traffic, and cycle parking for residents
- Informing and inspiring about active travel through community events; opportunities to wheel and cycle for disabled people, young people and older people including cycle training; and promoting the benefits of active travel.

journeys & places Visit the project page 

ENFIELD Council 

APPENDIX D. POSTCARD

**Enfield Council
is proposing
a Quieter
Neighbourhood
in the
Edmonton
Green area**



**journeys
& places**



Share your ideas and issues with us on the online interactive map or join us at a drop-in session or the webinar. Find out more information via the QR code below.



KEY

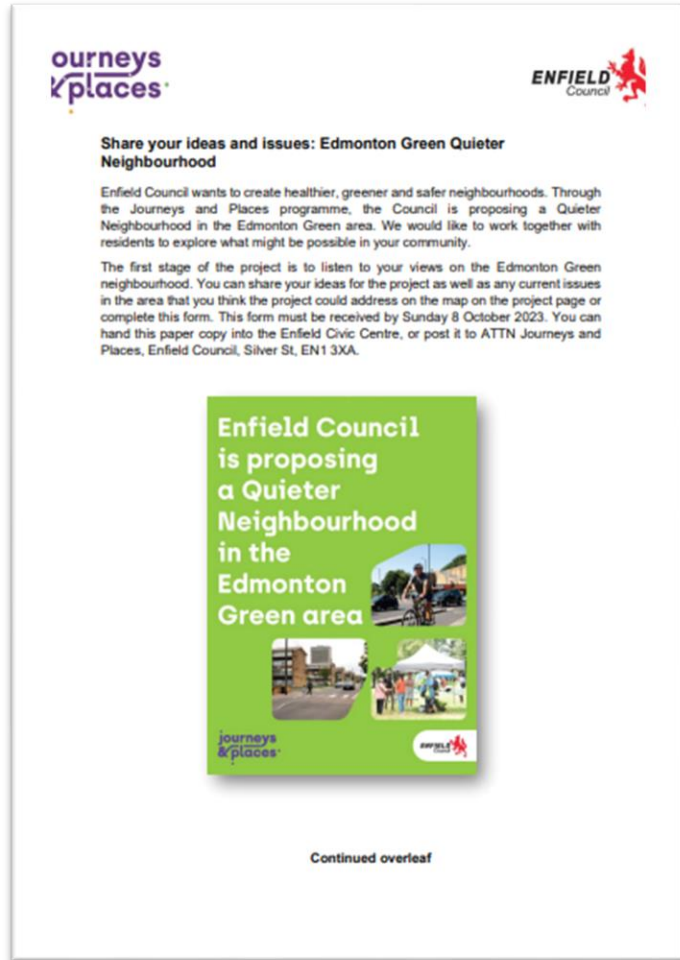
- Proposed Quieter Neighbourhood Boundary
- Segregated Cycle Lane
- On-Carriageway Cycle Route
- Segregated Cycle/Walking Path
- Shared Cycle/Walking Path
- Cycle Hub
- Retained Bus Station
- Designated Bus Stop
- Schools
- Alternative Centre of Education
- Flaxhall Primary School
- Brighthelm Primary School
- Park
- Edmonton Green Library
- Edmonton Green Shopping Centre

The interactive map will be open for residents and other stakeholders to share their ideas and issues until Sunday 8 October 2023.

APPENDIX E. CERTIFICATE FOR SCHOOL WORKSHOP



APPENDIX F. PHYSICAL SURVEY FORM




ourneys & places

ENFIELD Council

Share your ideas and issues: Edmonton Green Quieter Neighbourhood

Enfield Council wants to create healthier, greener and safer neighbourhoods. Through the Journeys and Places programme, the Council is proposing a Quieter Neighbourhood in the Edmonton Green area. We would like to work together with residents to explore what might be possible in your community.

The first stage of the project is to listen to your views on the Edmonton Green neighbourhood. You can share your ideas for the project as well as any current issues in the area that you think the project could address on the map on the project page or complete this form. This form must be received by Sunday 8 October 2023. You can hand this paper copy into the Enfield Civic Centre, or post it to ATTN Journeys and Places, Enfield Council, Silver St, EN1 3XA.



Enfield Council is proposing a Quieter Neighbourhood in the Edmonton Green area


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ENFIELD Council

Continued overleaf

Alternative formats and languages

If you need this letter in an alternative format (including audio) and/or language, please email healthystreets@enfield.gov.uk, call 020 8132 1789, or write to us at ATTN Healthy Streets, Enfield Council, Silver St, Enfield, EN1 3XA. The project page can be translated into your preferred language: <https://enstak.enfield.gov.uk/BowesEastON>. Visit <https://enstak.enfield.gov.uk/accessibility> (also available via the QR code on this page) for more information on obtaining information in other formats.



Εάν χρειάζεστε αυτό το γράμμα σε εναλλακτική μορφή (συμπεριλαμβανομένου ηχητικό) ή/και γλώσσα, στείλετε μήνυμα ηλεκτρονικού ταχυδρομείου (email) στο healthystreets@enfield.gov.uk, καλέστε στο 020 8132 1789, ή στείλετε γράμμα ταχυδρομικής στη διεύθυνση ATTN Healthy Streets, Enfield Council, Silver St, Enfield, EN1 3XA. Η ιστοσελίδα του έργου μπορεί επίσης να μεταφραστεί στην προτιμώμενη γλώσσα σας: <https://enstak.enfield.gov.uk/BowesEastON>. Επισκεφθείτε <https://enstak.enfield.gov.uk/accessibility> (θεωρείται επίσης μέσω του κωδικού QR σε αυτήν τη σελίδα) για περισσότερες πληροφορίες σχετικά με τη λήψη πληροφοριών σε άλλες μορφές.

–

Bu mektuba alternatif bir formatta (ses dahil) ve/veya dilde ihtiyacınız varsa, lütfen healthystreets@enfield.gov.uk adresine e-posta gönderin, ya da 020 8132 1789 numaralı telefonu arayın veya ATTN Healthy Streets, Enfield Council, Silver St, Enfield EN1 3XA adresine yazın. Proje sayfası tercih ettiğiniz dile çevirebilir: <https://enstak.enfield.gov.uk/BowesEastON>. Diğer formatlarda bilgi edinme hakkında daha fazla bilgi için <https://enstak.enfield.gov.uk/accessibility> (bu sayfada QR kodu aracılığıyla da mevcuttur) adresini ziyaret edin.

–

Jestli chciabysь otrzymac ten list w innym jezyku, będzь tez w innym formacie (także w formacie audio), napisz do nas na adres mailowy: healthystreets@enfield.gov.uk, zadzwoń pod numer 020 8132 1789, lub napisz na adres: ATTN Healthy Streets, Enfield Council, Silver St, Enfield, EN1 3XA. Strona internetowa projektu również może być przetłumaczona na język który preferujesz: <https://enstak.enfield.gov.uk/BowesEastON>. Więcej informacji na temat uzyskania informacji w innym formacie, dostępna jest na stronie <https://enstak.enfield.gov.uk/accessibility> która dostępna jest także poprzez kod QR widoczny powyżej.

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જો તમારે આ પત્ર વીજળ કોષ્ટ માલખા અનુભવવા વીજળ કોષ્ટ માલખા જોઈની ઓવ (શ્રાવ્ય સંદર્ભ), તો યુવા સંદર્ભ healthystreets@enfield.gov.uk ને ઇમેઇલ કરો, 020 8132 1789 નંબર પર કોલ કરો અથવા વેબ Healthy Streets, Enfield Council, Silver St, Enfield, EN1 3XA પર લખો તમારો પત્ર. વીજળના પાનની ઇલાકી વેબસાઇટની માલખા અનુભવ કરી શકાય છે: <https://enstak.enfield.gov.uk/BowesEastON>. અન્ય માલખામાં વધુ માહિતી માલખા માટે <https://enstak.enfield.gov.uk/accessibility> (આ વખતે વેબ QR કોડ સાથે વધુ ઇવનખા) ની મુલાકાત લો.

ourneys & places

ENFIELD Council

APPENDIX G. RESIDENT EARLY ENGAGEMENT LETTER

journeys & places

ENFIELD Council

Have your say: Edmonton Green Quieter Neighbourhood

Reply to: Journeys and Places
Email: journeysandplaces@enfield.gov.uk
Date: 11 September 2023

Dear resident / business owner,

Enfield Council wants to create healthier, greener and safer neighbourhoods. We would like to work together with residents to explore what might be possible in your community. Attached is a map which shows one of the areas that we would like to consider.

This work will be guided by our Journeys and Places programme and forms part of our Quieter Neighbourhoods project. There is a dedicated project page for the Edmonton Green Quieter Neighbourhood project where we have added more information which explains what Quieter Neighbourhoods are, and provides details on how we wish to work with the community to help improve your neighbourhood.

You can visit the project page here: <https://letstalk.enfield.gov.uk/EdmontonGreenQN>

The first stage of the project is to listen to your views on the Edmonton Green neighbourhood. The engagement opportunity starts on Monday 11 September and will run through until Sunday 8 October 2023. We invite you to get involved in one or more of the following:

Online interactive map: Share your ideas and issues via the map and read what others have to say on the project page at https://letstalk.enfield.gov.uk/EdmontonGreenQN	Open now until Sunday 8 October 2023
Drop-in session at Westbourne Hall Community Centre, N9 URU: Speak with the team about the project, share your experiences and ideas for the local area	4.30pm – 6.30pm Tuesday 19 September 2023
Webinar held on Microsoft Teams at http://tinyurl.com/EGQNwebinar : Hear from the project team about the objectives of the project and have the opportunity to ask questions	6pm Monday 25 September 2023
Drop-in session at Edmonton Green Library N9 DTN: Speak with the team about the project, share your experiences and ideas for the local area	2.30pm – 4.30pm Saturday 30 September 2023

You can also email your ideas and issues to us at journeysandplaces@enfield.gov.uk or write to us at:
ATTN Journeys and Places, Enfield Council, Civic Centre, Silver St, London EN1 3XA.

TN Journeys and Places
Enfield Council
Civic Centre
Silver Street
Enfield
EN1 3XA
journeysandplaces@enfield.gov.uk

Letter in English

journeys & places

ENFIELD Council

Söz sizde Edmonton Green Quieter Neighbourhood

Yanıt adresi: Journeys and Places
E-posta: journeysandplaces@enfield.gov.uk
Tarih: 11 Eylül 2023

Sayın sakin / işletme sahibi,

Enfield Belediyesi daha sağlıklı, daha yeşil ve daha güvenli mahalleler yaratmak istiyor. Toplumumuzda neyin mümkün olabileceğini keşfetmek için bölge sakinleriyle birlikte çalışmak istiyoruz. Değerlendirmek istediğimiz alanlardan birini gösteren bir harita ekledik.

Bu çalışma Journeys and Places programımız tarafından yönlendirilecek ve Quieter Neighbourhoods (Daha Sesiz Mahalleler) programının bir parçası olacaktır. Edmonton Green Quieter Neighbourhood projesi için, Quieter Neighbourhood'un ne olduğunu açıkladığımız ve mahalleleri iyileştirmeye yardımcı olmak için toplumla birlikte nasıl çalışmak istediğimize dair ayrıntıları yer aldığımız daha fazla bilgi eklediğimiz özel bir proje sayfası bulunmaktadır.

Proje sayfasına buradan ulaşabilirsiniz: <https://letstalk.enfield.gov.uk/EdmontonGreenQN>

Projenin ilk aşaması Edmonton Green mahallesi hakkındaki görüşlerinizi almaktır. Katılımınız 11 Eylül Pazartesi günü başlayacak ve 8 Ekim 2023 Pazar gününe kadar devam edecektir. Siz aşağıdakilerden birine veya daha fazlasına katılmaya davet ediyoruz:

Çevrimiçi interaktif harita: Fikirlerinizi ve yaşadığınız sorunları harita üzerinden paylaşın ve https://letstalk.enfield.gov.uk/EdmontonGreenQN adresindeki proje sayfasında başkalarının neyi söylediklerini okuyun.	8 Ekim 2023 Pazar gününe kadar açık
Westbourne Hall Community Centre, N9 URU'da düzenlenen oturum: Proje hakkında ekiple konuşun, deneyimlerinizi ve yerel bölge için fikirlerinizi paylaşın	4.30pm - 6.30pm 19 Eylül 2023 Salı
Microsoft Teams'de http://tinyurl.com/EGQNwebinar adresinde düzenlenen web semineri: Proje ekibinden projenin hedeflerini dinleyin ve merak ettiklerinizi sorun	25 Eylül 2023 Pazartesi günü 6pm'de
Edmonton Green Library N9 DTN'de düzenlenen oturum: Proje hakkında ekiple konuşun, deneyimlerinizi ve yerel bölge için fikirlerinizi paylaşın	2.30pm - 4.30pm 30 Eylül 2023 Cumartesi

Ayrıca fikirlerinizi ve sorunlarınızı journeysandplaces@enfield.gov.uk adresine e-posta ile gönderebilir veya bize yazabilirsiniz.
ATTN Journeys and Places, Enfield Council, Civic Centre, Silver St, London EN1 3XA.

ATTN Journeys and Places Enfield Council
Civic Centre
Silver Street
Enfield
EN1 3XA
journeysandplaces@enfield.gov.uk

Letter in other languages

APPENDIX H. DROP-IN EVALUATION RESULTS

8.1 The following results are from the **drop-in evaluation survey** handed out at the drop-in sessions

8.2 Sixteen (16) drop-in evaluation surveys were completed. 75% (12 people) said they lived in the Edmonton Green area.

8.3 Five people identified as White, three as Greek-Cypriot, two as British Asian, two as British, and one as Asian.

Q5a: How effective do you think the event was in informing community members about this project?

- 9 people said that the drop-in event was very effective.
- 5 people said that the drop-in event was somewhat effective.
- 2 people responded that they were unsure.

Q5b: How effective do you think the event was in hearing the ideas and issues from community members?

- 7 people said the event was very useful in hearing the ideas of community members
- 5 people said they were unsure
- 2 people said the event was somewhat useful
- 1 person said the event was somewhat not useful.

Q6: How clear were the materials presented at this drop-in session in explaining the proposed Edmonton Green Quieter Neighbourhood?

- 15 people said they received a letter from the council
- 4 people also said they shared an idea or issue on the online map on the project page.
- 3 people said that they also attended a webinar
- 1 person said the project team visited their business

**Q8: How else would you like to engage with us on this project or similar projects?
Please write.**

- Four people said that they would like to engage with the project going forward.
- Four people said they would like to be updated with any updates regarding the project or other projects in the area.
- One person said more information needs to be released on the potential impacts on residents

APPENDIX I. LET'S TALK ENFIELD SIGN UP FORM QUESTIONS

1. What is your connection to the London Borough of Enfield?

- I live in Enfield
- I work in Enfield
- I study in Enfield
- I am a visitor to Enfield
- I own a business in Enfield
- I own a house in Enfield that I do not live in
- Prefer not to say

2. What postcode do you live in?

- EN1
- EN2
- EN3
- EN4
- EN8
- EN9
- N9
- N11
- N13
- N14
- N18
- N21
- N22
- Prefer not to say
- Other (please specify)

3. What is your ethnicity?

- White - English/Welsh/Scottish/Northern Irish/British
- White – Irish
- White - Gypsy/Irish Traveller
- White – Roma
- White - Greek
- White - Greek Cypriot
- White - Turkish
- White - Turkish Cypriot
- White - Kurdish
- White - Albanian
- White - Polish
- Any other White background
- Mixed/Multiple Ethnic Groups - White and Black Caribbean
- Mixed/Multiple Ethnic Groups - White and Black African
- Mixed/Multiple Ethnic Groups - White and Asian
- Any other Mixed/Multiple ethnic background
- Asian or Asian British - Indian
- Asian or Asian British - Pakistani
- Asian or Asian British - Bangladeshi
- Asian or Asian British - Sri Lankan
- Asian or Asian British – Chinese
- Any other Asian background
- Black/African/Caribbean/Black British – Caribbean
- Black/African/Caribbean/Black British – African
- Any other Black, Black British, African or Caribbean background
- Arab
- Any other Ethnic Group
- I do not wish to state my Ethnic Group

4. What is your year of birth? (write date in box)

5. Do you have a physical or mental health condition or illness lasting or expected to last for 12 months or more?

- Yes
- No
- Prefer not to say

6. What describes your gender?

- Female
- Male
- Transgender
- Non-binary
- Other
- Prefer not to say
- Prefer to self-describe (see below)

7. How would you describe your marital status?

- Single
- Married
- Civil Partnership
- Separated, but legally married
- Separated, but still legally in a same-sex partnership
- Formerly in a same-sex civil partnership which is now legally dissolved
- Surviving partner from a same-sex civil partnership
- Divorced
- Widowed
- Prefer not to say
- Prefer to self- described (see below)

APPENDIX I. LET'S TALK ENFIELD SIGN UP FORM QUESTIONS

8. What is your religion?

- Non-religious (Atheist, Humanist etc)
- Christian
- Buddhist
- Hindu
- Jewish
- Muslim
- Sikh
- Alevi
- Prefer not to say
- Prefer to use own definition

9. What is your Sexual Orientation?

- Heterosexual/Straight
- Gay or Lesbian
- Bisexual
- Prefer not to say
- Prefer to self-describe

10. Are you currently pregnant or on maternity leave?

- Yes
- No
- Prefer not to say

11. Do you hold a Blue Badge?

- Yes
- No
- Prefer not to say



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e.c.f.



CARBON NEUTRAL BUSINESS 2022

Communication and Engagement Plan

Bowes East Quieter Neighbourhood

Produced by Ryan Hicks & Ehsan Askarany

January 2024

About this document

This document outlines the communication and engagement approach for the Bowes East Quieter Neighbourhood project. It details the activities that will be undertaken to inform the community and stakeholders about the Bowes East Quieter Neighbourhood, and gather their ideas and issues to inform the design for the Quieter Neighbourhood.

Should the project progress, this document will be updated for future engagement and consultation phases.

What we hope to achieve

The objectives of the communications and engagement for this project are to:

- Share proposed concept stage interventions with the community and gather information that could help refine designs further
- increase the awareness of the purpose and benefits of Quieter Neighbourhoods with residents and the broader community
- establish relationships to enable ongoing communication and engagement with the community.

Ward profile

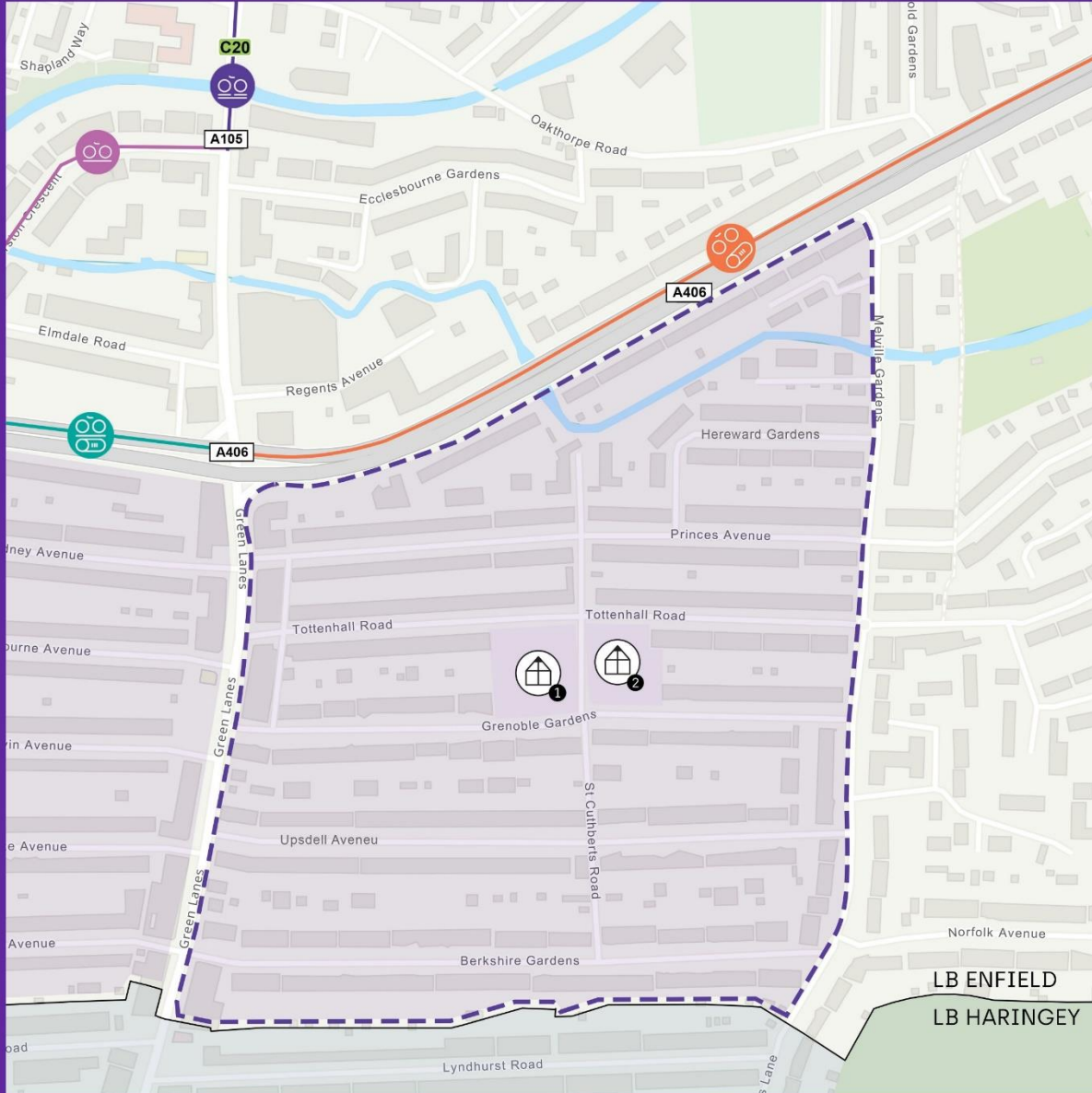
The proposed Bowes East Quieter Neighbourhood sits within the Bowes ward. According to the Census 2021, Bowes has an estimated population of 10,788 people with a population density of 8,298 people per sq. km.

In 2021, 17% of the population was under the age of 15, 69.9% were ages 16 to 64, and 13.1% were 65 or older.

55.9% of people who live in Bowes were not born in the UK and 22.6% of households have no-one who speaks English as their first language. The most common language spoken in the ward is English with 59.4% of residents stating this is their main language. Other common languages include other EU languages (including Romanian, Bulgarian, Czech) at 16.8%, Turkish at 6%, Polish at 3.3%, other non-EU language (including Albanian) at 2.8%, and Spanish at 1.6%

Further information regarding the Bowes ward can be found [here](#).

Proposed area



Bowes East Quieter Neighbourhood

KEY

- Proposed Quieter Neighbourhood Boundary
- Quieter Neighbourhood Area
- Segregated Cycle Lane
- On-Carriageway Cycle Route
- Segregated Cycle/Walking Path
- Shared Cycle/Walking Path
- Schools
 - 1 Tottenham Infant School
 - 2 St Michael at Bowes CoE Junior School

Stakeholders

In addition to residents and businesses in the area, the following stakeholder groups have been identified at this stage of this project:

- Ward Councillors
- Transport for London (TfL)
- Emergency services
- Waste services
- Royal Mail
- Tottenham Infant School
- St Michael at Bowes CoE Junior School
- Haringey Council
- Places of worship
- Disabled people and organisations who represent disabled people
- Community groups

We welcome community suggestions of further stakeholder groups that we can connect with. Contact us with your suggestions at

journeysandplaces@enfield.gov.uk

Our methods of communication

Enfield Council is committed to two-way communication with residents, businesses and other stakeholders when delivering projects. There are a range of ways in which we communicate with residents, and in which residents can contact us about Journeys and Places projects. These include:

- By email to journeysandplaces@enfield.gov.uk
- By post to ATTN Journeys and Places team, Enfield Council, Silver St, EN1 3XA
- Via the Q&A tool on the Let's Talk Enfield project page at letstalk.enfield.gov.uk/BowesEastQN
- By letter drop to residents and businesses within the project area and surrounding streets
- Webinar
- In person at events such as drop-in sessions
- Online survey

Project page, the hub for information

The project page for this project is hosted on the Let's Talk Enfield website and can be found at <http://letstalk.enfield.gov.uk/BowesEastQN>

The project page will host information and opportunities to engage with the project, including:

- key dates for the project
- frequently asked questions (FAQs)
- information on the webinar and drop-in sessions
- Q&A tool to ask the project team questions
- project updates
- online survey

Engagement and consultation approach

There will be a phased approach to engagement and consultation, as detailed below:

- September – October 2023: Early engagement where we heard from residents, businesses, community groups and other interested stakeholders on their ideas for the area and current issues they face in the area.
- January - February 2024: Enfield Council will share the proposed plan with the community and invite their comments and feedback to inform the detailed design.
- Mid-2024: Should the project progress, a draft Traffic Order will be published. Anyone will be able to provide objections or representations on the draft Traffic Order during the period of statutory consultation. The statutory consultation will run for 3.5 weeks and residents will be informed by letter about the opportunity to take part.

Engagement and consultation approach

From September to October 2023 we held an early engagement period where we welcomed the ideas suggestions and feedback from the community on this project. The information we gathered has been compiled in an Early Engagement Report. The general themes that were revealed throughout the early engagement period will help inform the designs for the Bowes East Quieter Neighbourhood.

During the second phase of engagement, proposed interventions will be presented to the community. A survey will be available for the public to comment on these proposals. An engagement summary document will be produced following the conclusion of this phase.

This project will be delivered using Permanent Traffic Orders (PTO). We have a statutory obligation to consult residents and businesses within the project area on the design of the scheme prior to the implementation of the PTO.

We have and will continue to have engagement opportunities with the community to ensure the input from residents are considered for local projects, ahead of statutory consultation that the Council is required to undertake.

Activities

The following communications and engagement activities are planned for this stage of the project:

What	When
Letter to residents and businesses	17 January 2024
Online survey	17 January – 11 February 2024
Drop-in sessions	25 January and 3 February 2024
School engagement	January – February 2024
Webinar on the designs for the proposed Bowes East Quieter Neighbourhood	7 February 2024

Activities

The following communications and engagement activities are planned for this stage of the project:

What	When
Business walkaround	January – February 2024
Engagement with disability groups	January – February 2024
Social media / newsletter activity to communicate the information leaflet to wider geographic area	Ongoing

Future activities

The following communications and engagement activities are planned for future engagement on the Bowes East Quieter Neighbourhood:

What	When
Produce engagement summary document	Early 2024
Statutory consultation on the draft permanent Traffic Order	Mid 2024

Activities by stakeholder

The following table illustrates the ways in which we will communicate, engage and consult with stakeholders for this project:

Stakeholder	Residents	Businesses	Councillors/ MP	LB Haringey	Emergency services	Waste services	Royal Mail	Schools	Places of Worship	Disabled people/orgs	Community groups
Engagement workshop			X					X		X	
Online webinars	X	X	X					X	X	X	X
In person drop-in sessions	X	X	X					X	X	X	X
Online Survey	X	X	X					X	X	X	X
Online map tool	X	X	X					X	X	X	X
Stakeholder meetings				X	X	X	X	X	X	X	X
Business walkaround		X									
Notification letters / emails	X	X	X	X	X	X	X	X	X	X	X

How to participate

Residents, businesses, community groups and other stakeholders can engage with us through the following mechanisms:

- Via the Q&A tool on the project page at letstalk.enfield.gov.uk/BowesEastQN
- Via letter addressed to ATTN Journeys and Places team, Enfield Council, Silver St, Enfield, EN1 3XA
- Via email to journeysandplaces@enfield.gov.uk
- By attending the webinar or drop-in sessions

As the project progresses and subject to funding, there will be statutory consultation held on the proposed traffic order. During a statutory consultation, anyone can formally object or make a representation to the scheme being made permanent. An objection must be made in writing, state the grounds on which it is made. Responses to individual objections are not provided, but any objection or representation raised will be addressed in a formal report that will inform the decision-making process.

How we will be reporting

At the conclusion of each engagement period Enfield Council will consider all comments received. A summary document will be produced that responds to issues that have been raised. The comments received will inform the design of the Bowes East Quieter Neighbourhood that will be presented to the community ahead of any statutory consultation that goes ahead.

The report will be uploaded to the project page at letstalk.enfield.gov.uk/BowesEastQN

More information

For more information on this project, please visit
<http://letstalk.enfield.gov.uk/BowesEastQN>

journeys & places

journeysandplaces.enfield.gov.uk



Communication and Engagement Plan

Edmonton Green Quieter Neighbourhood

Produced by Ryan Hicks & Ehsan Askarany

January 2024

About this document

This document outlines the communication and engagement approach for the Edmonton Green Quieter Neighbourhood project. It details the activities that will be undertaken to inform the community and stakeholders about the Edmonton Green Quieter Neighbourhood, and gather their ideas and issues to inform the design for the Quieter Neighbourhood.

Should the project progress, this document will be updated for future engagement and consultation phases.

What we hope to achieve

The objectives of the communications and engagement for this project are to:

- Share proposed concept stage interventions with the community and gather information that could help refine designs further
- increase the awareness of the purpose and benefits of Quieter Neighbourhoods with residents and the broader community
- establish relationships to enable ongoing communication and engagement with the community.

Ward profile

The proposed Edmonton Green Quieter Neighbourhood sits within both Edmonton Green and Lower Edmonton wards.

Edmonton Green ward

According to the Census 2021, Edmonton Green has an estimated population of 17,126 people with a population density of 5,906 people per sq. km.

49.9% of people who live in Edmonton Green were not born in the UK and 20.7% of households have no-one who speaks English as their first language. The most common language spoken in the ward is English with 62.8% of residents stating this is their main language. Other common languages include Turkish at 11.5%, other EU languages (including Romanian, Bulgarian, Czech) at 6.8%, African languages at 5.6%, West or Central Asian languages at 2%, and Polish at 1.9%.

Further information regarding the Edmonton Green ward can be found [here](#).

Ward profile

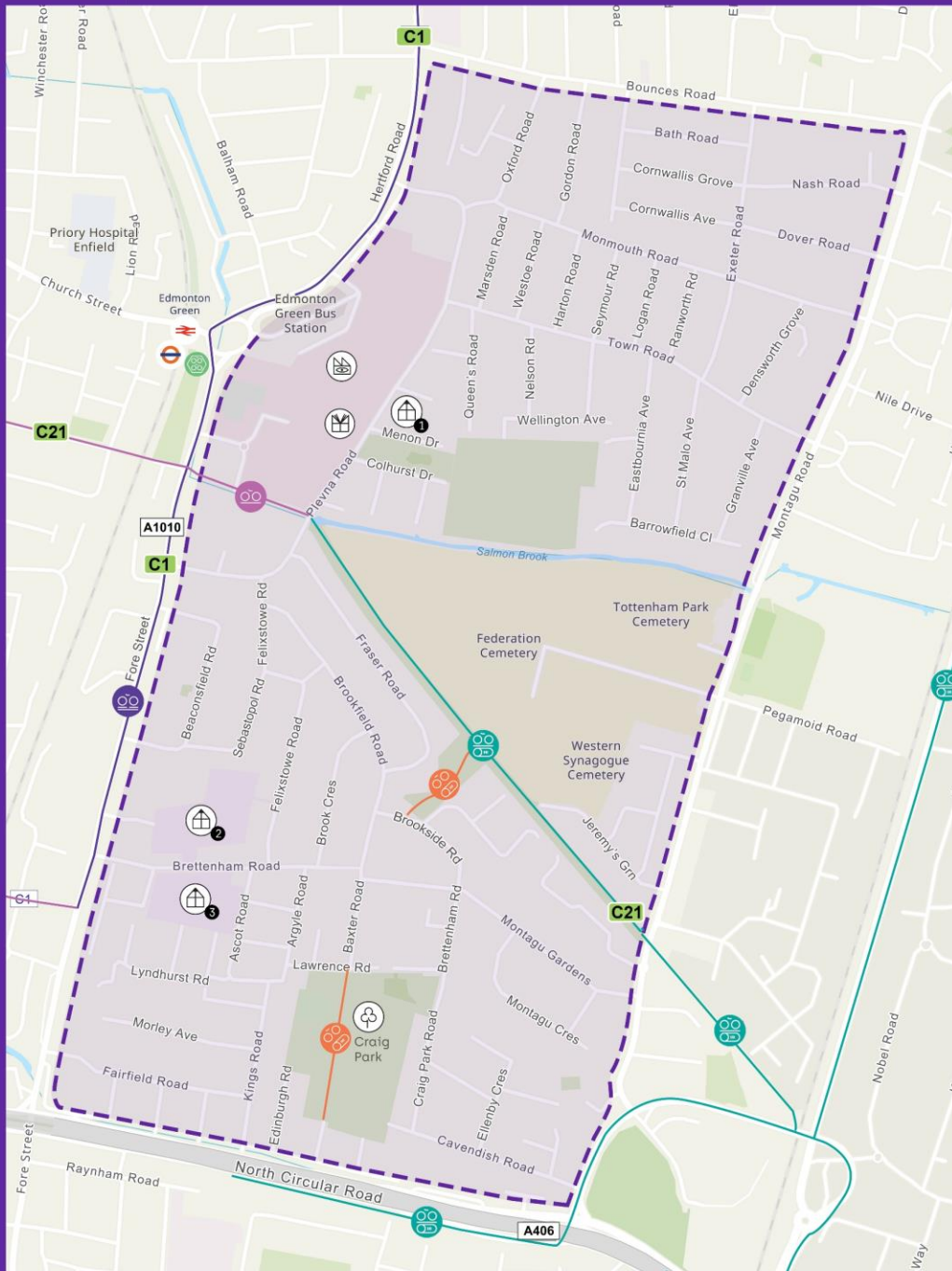
Lower Edmonton ward

According to the Census 2021, Lower Edmonton has an estimated population of 16,553 people with a population density of 7,524 people per sq. km.

50% of people who live in Lower Edmonton were not born in the UK and 18.8% of households have no-one who speaks English as their first language. The most common language spoken in the ward is English with 65.7% of residents stating this is their main language. Other common languages are Turkish at 9.5%, other EU language (including Romanian, Bulgarian, Czech) at 7.7%, African languages at 4.1%, West or Central Asian languages at 2.1%, and Polish at 1.9%

Further information regarding the Lower Edmonton ward can be found [here](#).

Proposed area



Edmonton Green Quieter Neighbourhood

KEY

- Proposed Quieter Neighbourhood Boundary
- Segregated Cycle Lane
- On-Carriageway Cycle Route
- Segregated Cycle/Walking Path
- Shared Cycle/Walking Path
- Cycle Hub
- National Rail Station
- Overground Station
- Schools
 - 1 Alternative Centre of Education
 - 2 Fleecefield Primary School
 - 3 Brettenham Primary School
- Park
- Edmonton Green Library
- Edmonton Green Shopping Centre

Stakeholders

In addition to residents and businesses in the area, the following stakeholder groups have been identified at this stage of this project:

- Ward Councillors
- Transport for London (TfL)
- Emergency services
- Waste services
- Royal Mail
- St. Edmund's Catholic Primary School
- Phoenix Academy Secondary School
- Fleecefield Primary School
- Brettenham Primary School
- Edmonton Green Shopping Centre
- Places of worship
- Disabled people and organisations who represent disabled people
- Community groups

We welcome community suggestions of further stakeholder groups that we can connect with. Contact us with your suggestions at

journeysandplaces@enfield.gov.uk

Our methods of communication

Enfield Council is committed to two-way communication with residents, businesses and other stakeholders when delivering projects. There are a range of ways in which we communicate with residents, and in which residents can contact us about Journeys and Places projects. These include:

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- Via the Q&A tool on the Let's Talk Enfield project page at <https://letstalk.enfield.gov.uk/EdmontonGreenQN>
- By letter drop to residents and businesses within the project area and surrounding streets
- Webinar
- In person at events such as drop-in sessions
- Online survey

Project page, the hub for information

The project page for this project is hosted on the Let's Talk Enfield website and can be found at <https://letstalk.enfield.gov.uk/EdmontonGreenQN>

The project page will host information and opportunities to engage with the project, including:

- key dates for the project
- frequently asked questions (FAQs)
- information on the webinar and drop-in sessions
- Q&A tool to ask the project team questions
- project updates
- online survey

Engagement and consultation approach

There will be a phased approach to engagement and consultation, as detailed below:

- September – October 2023: Early engagement to hear from residents, businesses, community groups and other interested stakeholders on their ideas for the area and current issues they face in the area.
- January - February 2024: Enfield Council will share the proposed plan with the community and invite their comments and feedback to inform the detailed design.
- Mid-2024: Should the project progress, a draft Traffic Order will be published. Anyone will be able to provide objections or representations on the draft Traffic Order during the period of statutory consultation. The statutory consultation will run for 3.5 weeks and residents will be informed by letter about the opportunity to take part.

Engagement and consultation approach

We welcome the ideas, suggestions and feedback from the community on this project, and are committed to enabling designs to be shaped by residents.

During the second phase of engagement, proposed interventions will be presented to the community. A survey will be available for the public to comment on these proposals. An engagement summary document will be produced following the conclusion of this phase.

This project will be delivered using Permanent Traffic Orders (PTO). We have a statutory obligation to consult residents and businesses within the project area on the design of the scheme prior to the implementation of the PTO.

We have and will continue to have engagement opportunities with the community to ensure the input from residents are considered for local projects, ahead of statutory consultation that the Council is required to undertake.

Activities

The following communications and engagement activities are planned for this stage of the project:

What	When
Letter to residents and businesses	17 January 2024
Online survey	January – February 2024
Drop-in sessions	24 January and 03 February 2024
School engagement	January – February 2024
Webinar on the proposed Edmonton Green Quieter Neighbourhood	6 February 2024

Activities

The following communications and engagement activities are planned for this stage of the project:

What	When
Business walkaround	January – February 2024
Engagement with disability groups	January – February 2024
Social media / newsletter activity to communicate the information leaflet to wider geographic area	Ongoing

Future activities

The following communications and engagement activities are planned for future engagement on the Edmonton Green Quieter Neighbourhood:

What	When
Produce engagement summary document	Early 2024
Statutory consultation on the draft permanent Traffic Order	Mid 2024

Activities by stakeholder

The following table illustrates the ways in which we will communicate, engage and consult with stakeholders for this project:

Stakeholder	Residents	Businesses	Councillors/ MP	Emergency services	Waste services	Royal Mail	Schools	Places of Worship	Disabled people/orgs	Community groups
Engagement workshop			X				X		X	
Online webinars	X	X	X				X	X	X	X
In person drop-in sessions	X	X	X				X	X	X	X
Online survey	X	X	X				X	X	X	X
Stakeholder meetings				X	X	X	X	X	X	X
Business walkaround		X								
Notification letters / emails	X	X	X	X	X	X	X	X	X	X

How to participate

Residents, businesses, community groups and other stakeholders can engage with us through the following mechanisms:

- Via the online survey at <https://letstalk.enfield.gov.uk/EdmontonGreenQN>
- Via the Q&A tool on the project page at <https://letstalk.enfield.gov.uk/EdmontonGreenQN>
- Via letter addressed to ATTN Journeys and Places team, Enfield Council, Silver St, Enfield, EN1 3XA
- Via email to journeysandplaces@enfield.gov.uk
- By attending the webinar or drop-in sessions

As the project progresses and subject to funding, there will be statutory consultation held on the proposed traffic order. During a statutory consultation, anyone can formally object or make a representation to the scheme being made permanent. An objection must be made in writing, state the grounds on which it is made. Responses to individual objections are not provided, but any objection or representation raised will be addressed in a formal report that will inform the decision-making process.

How we will be reporting

At the conclusion of the engagement period Enfield Council will consider all comments received. A summary document will be produced that responds to issues that have been raised. The comments received will inform the design of the Edmonton Green Quieter Neighbourhood that will be presented to the community ahead of any statutory consultation that goes ahead.

The report will be uploaded to the project page at <https://letstalk.enfield.gov.uk/EdmontonGreenQN>

More information

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<https://letstalk.enfield.gov.uk/EdmontonGreenQN>

journeys & places

journeysandplaces.enfield.gov.uk



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Enfield Equality Impact Assessment (EqIA)

Introduction

The purpose of an Equality Impact Assessment (EqIA) is to help Enfield Council make sure it does not discriminate against service users, residents and staff, and that we promote equality where possible. Completing the assessment is a way to make sure everyone involved in a decision or activity thinks carefully about the likely impact of their work and that we take appropriate action in response to this analysis.

The EqIA provides a way to systematically assess and record the likely equality impact of an activity, policy, strategy, budget change or any other decision.

The assessment helps us to focus on the impact on people who share one of the different nine protected characteristics as defined by the Equality Act 2010 as well as on people who are disadvantaged due to socio-economic factors. The assessment involves anticipating the consequences of the activity or decision on different groups of people and making sure that:

- unlawful discrimination is eliminated
- opportunities for advancing equal opportunities are maximised
- opportunities for fostering good relations are maximised.

The EqIA is carried out by completing this form. To complete it you will need to:

- use local or national research which relates to how the activity/ policy/ strategy/ budget change or decision being made may impact on different people in different ways based on their protected characteristic or socio-economic status;
- where possible, analyse any equality data we have on the people in Enfield who will be affected e.g. equality data on service users and/or equality data on the Enfield population;
- refer to the engagement and/ or consultation you have carried out with stakeholders, including the community and/or voluntary and community sector groups you consulted and their views. Consider what this engagement showed us about the likely impact of the activity/ policy/ strategy/ budget change or decision on different groups.

The results of the EqIA should be used to inform the proposal/ recommended decision and changes should be made to the proposal/ recommended decision as a result of the assessment where required. Any ongoing/ future mitigating actions required should be set out in the action plan at the end of the assessment.

Section 1 – Equality analysis details

Title of service activity / policy/ strategy/ budget change/ decision that you are assessing	Bowes East Quieter Neighbourhood
Team/ Department	Journey and Places / Planning and Growth
Executive Director	Simon Pollock
Cabinet Member	Cllr Rick Jewell
Author(s) name(s) and contact details	Linda Kulahcigil / Cameron Eves
Committee name and date of decision	N/A

Date the EqIA was reviewed by the Corporate Strategy Service	
Name of Head of Service responsible for implementing the EqIA actions (if any)	Richard Eason, Programme Director Journeys and Places
Name of Director who has approved the EqIA	Brett Leahy (following approval)

The completed EqIA should be included as an appendix to relevant EMT/ Delegated Authority/ Cabinet/ Council reports regarding the service activity/ policy/ strategy/ budget change/ decision. Decision-makers should be confident that a robust EqIA has taken place, that any necessary mitigating action has been taken and that there are robust arrangements in place to ensure any necessary ongoing actions are delivered.

Section 2 – Summary of proposal

Please give a brief summary of the proposed service change / policy/ strategy/ budget change/project plan/ key decision

Please summarise briefly:

What is the proposed decision or change?

What are the reasons for the decision or change?

What outcomes are you hoping to achieve from this change?

Who will be impacted by the project or change - staff, service users, or the wider community?

Project Area

The Enfield Quieter Neighbourhood programme is an ambitious scheme to help reduce traffic levels and increase rates of walking and cycling in the borough. The measures proposed aim to improve air quality, to make the borough a healthier place to live, work and rest.

This Quieter Neighbourhood (QN) is the Bowes East area and is shown in Figure 1. This QN area falls into the Bowes ward of Enfield.

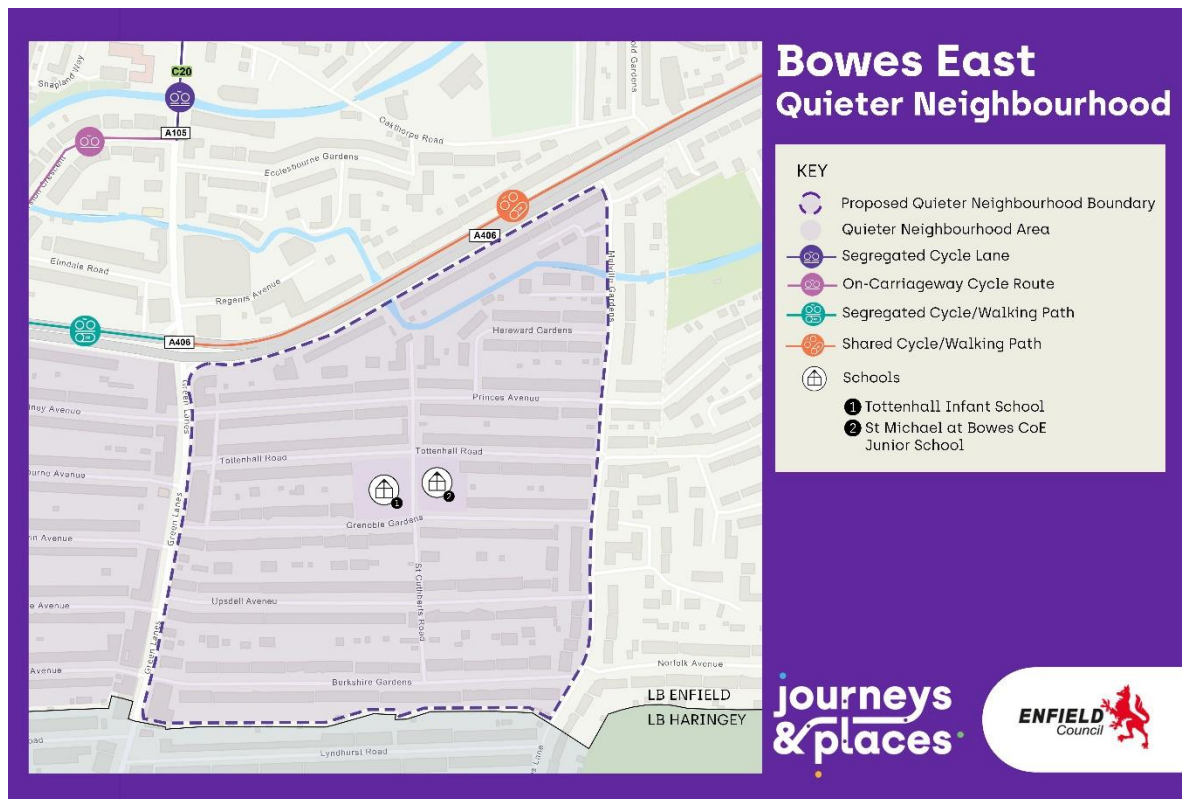


Figure 1: Bowes East Quieter Neighbourhood area

Bowes ward is in the south of the borough, bordered by the wards of New Southgate, Upper Edmonton, Highfield, Haselbury and Palmers Green.

Background and Project Objectives

As part of the Journey's and Places programme, Enfield Council is proposing a Quieter Neighbourhood scheme with the following goals:

- Safer streets
- Enabling more people to walk, wheel, cycle and access public transport
- Improve the health and amenity of the local environment
- Improve the physical health of people living within the QN.

Evidence Base

The authority does not currently have data for people passing through the scheme area and any protected characteristics they may have. This scheme falls into one ward area: Bowes. Therefore, the profile for this ward has been used as the basis for demographic data using Census 2021 data.

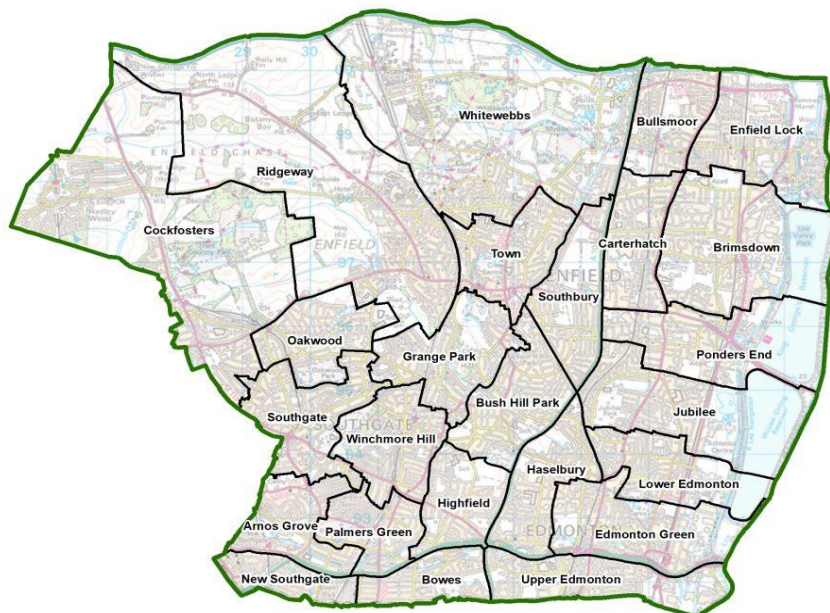


Figure 2: Enfield ward boundaries from May 2022

It is considered that there would be no disproportionate impact on Marriage and Civil Partnerships as a protected group, therefore this has been excluded from the assessment at this stage. This is based on the evidence from previous consultation responses which show no clear trends or patterns indicating an issue in these protected characteristic groups. This will be reassessed if deemed necessary.

Section 3 – Equality analysis

This section asks you to consider the potential differential impact of the proposed decision or change on different protected characteristics, and what mitigating actions should be taken to avoid or counteract any negative impact.

According to the Equality Act 2010, protected characteristics are aspects of a person's identity that make them who they are. The law defines 9 protected characteristics:

1. Age
2. Disability
3. Gender reassignment.
4. Marriage and civil partnership.
5. Pregnancy and maternity.
6. Race
7. Religion or belief.
8. Sex
9. Sexual orientation.

At Enfield Council, we also consider socio-economic status as an additional characteristic.

“Differential impact” means that people of a particular protected characteristic (eg people of a particular age, people with a disability, people of a particular gender, or people from a particular race and religion) will be significantly more affected by the change than other groups. Please consider both potential positive and negative impacts, and provide evidence to explain why this group might be particularly affected. If there is no differential impact for that group, briefly explain why this is not applicable.

Please consider how the proposed change will affect staff, service users or members of the wider community who share one of the following protected characteristics.

Detailed information and guidance on how to carry out an Equality Impact Assessment is available [here](#). (link to guidance document once approved)

Age

This can refer to people of a specific age e.g. 18-year olds, or age range e.g. 0-18 year olds.

Will the proposed change to service/policy/budget have a **differential impact [positive or negative]** on people of a specific age or age group (e.g. older or younger people)?

Please provide evidence to explain why this group may be particularly affected.

Evidence Base

The ONS states that ‘The age composition of the UK population is determined by the patterns of births, deaths and migration that have taken place in previous years.’ The Census 2021 revealed that 20.6% of people in Enfield are aged 15 years and under, 65.7% are 16 to 64 years old and 13.6% are aged 65 years and over.

Enfield had 82,158 children aged 0-17 as of 21 March 2021 (Census Day) and 45,015 residents aged over 65. More residents over 90 than ever before were recorded at 2,378 (source: Census 2021).

Age distribution by ward and Enfield as a whole (Census 2021) is shown in Table 1.

Table 1: Age distribution for study area (Bowes ward) and Borough average (Census 2021¹)

Age Distribution	Bowes (%)	Borough of Enfield in 2021 (%) source: Census 2021
0-15	17.0	20.6
16-64	69.9	65.7
65+	13.1	13.6

Bowes ward has a higher percentage of 16-64 year olds when compared to the borough wide data, with a lower percentage of both 0-15 year olds and 65+, meaning there is a higher amount of people in the working age within the ward.

Empowering Young Enfield 2021-25², published by LB Enfield, illustrates several high-level statistics regarding young people within the borough:

- 57,870 children are of school age.
- More residents under 20 than London / national averages
- One in three children are in poverty.
- 42.3% of Year 6 children in 2018/19 are overweight or obese.
- 60 primary schools

¹ <https://www.ons.gov.uk/census>

² https://www.enfield.gov.uk/_data/assets/pdf_file/0013/6034/empowering-young-enfield-2021-25-children-and-young-peoples-plan-your-council.pdf

- 4 infants' schools
- 4 junior schools
- 17 secondary schools
- 6 special schools

Travel habits by age

Error! Reference source not found.3 illustrates London Travel Demand Survey (LTDS) data on how people travel around Enfield within each age category.

In general, younger people in Enfield walk and cycle more, and drive less than their older counterparts. The highest percentages of walking and cycling can be seen in those aged under 16, with 37 percent of all trips made on foot or by bike. Those aged 65 and over have the lowest levels of walking and cycling, with 27 percent of all trips, but the highest percentage of trips driven (or as a passenger in a car or van) at 52 percent. Public transport use is disproportionately higher in 16 to 19-year-old group, making up 37 percent of all journeys. This is 15 percent higher than the nearest age group (those aged under 16).

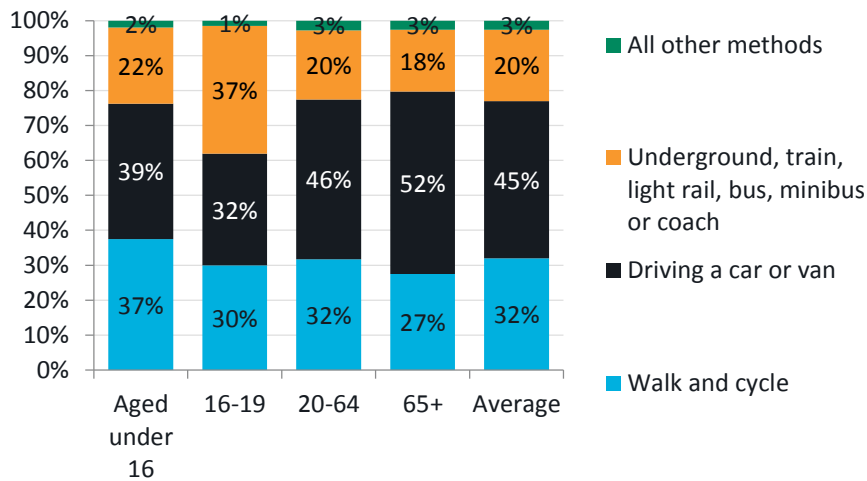


Figure 3: Mode share by Age in Enfield (Source: LTDS (2018/19)³

³ <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/consultations-and-surveys>

It must be noted that there are limitations to the LTDS data. It provides a useful snapshot of travel habits but is based on a small survey sample size – 8,000 households across the whole of London.

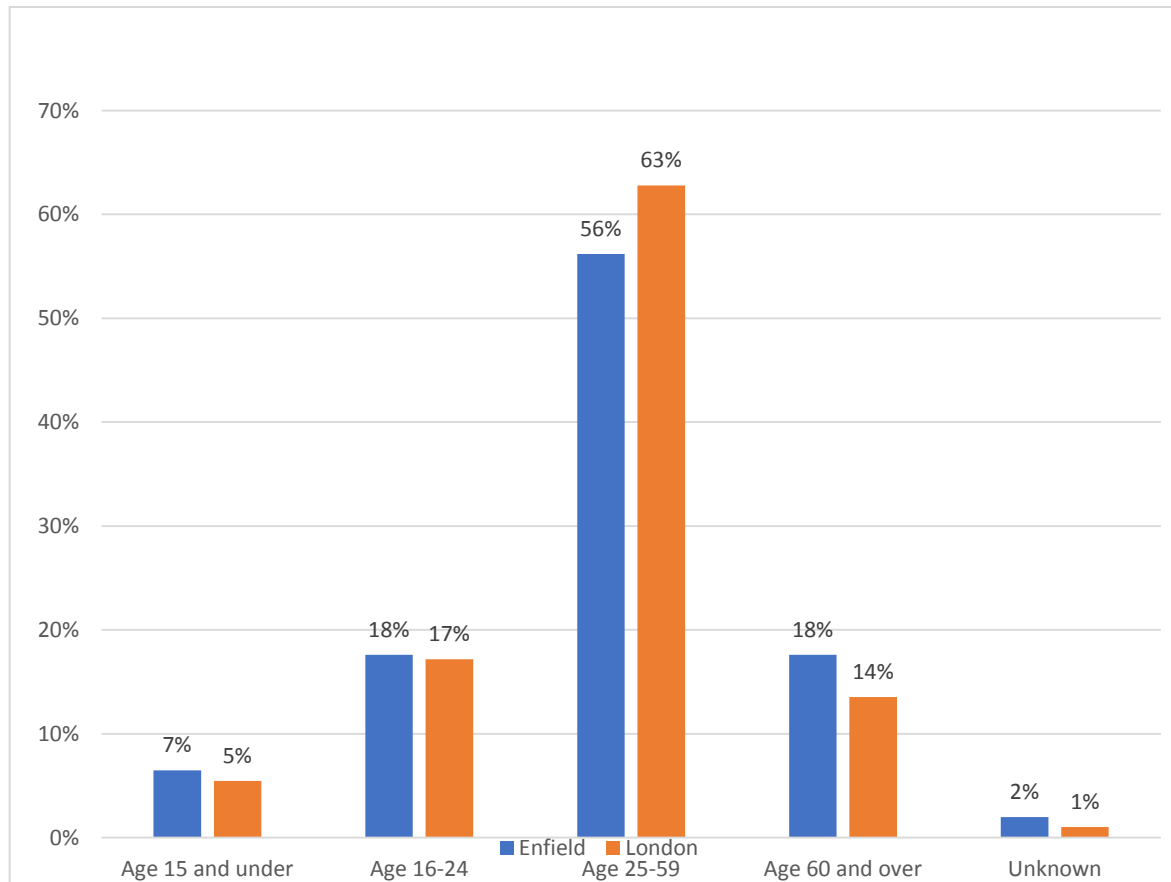


Figure 4: Enfield and London percentage killed or seriously injured by age band

Source: TfL, April 2021 to March 2022⁴

Error! Reference source not found.4 shows that the percentage of those killed or seriously injured in Enfield are higher than the London average for those age 60 and over (18%) and those aged Under 15 (7%). As such, this indicates that these age groups are disproportionately more likely to suffer more severe consequences if they are a casualty in a serious collision. Lower speeds and volumes of traffic reduce the chance of children being killed or seriously injured.

Health

According to the World Health Organisation Global recommendations on physical activity for health (2011), children and young people aged 5-17 years old should accumulate at least 60 minutes of moderate to vigorous intensity physical activity every day.

The National Child Measurement Programme (2021/22) found that 25.5% of Reception age children (age 4-5) in Enfield were either overweight or obese. This rose to 41.9% of children in year 6 (age 10-11) being either overweight or obese.⁵

⁴ [TfL.gov.uk](https://www.tfl.gov.uk)

⁵ National Child Measurement Programme, England, 2021/22 school year, NHS [National Child Measurement Programme, England, 2021/22 school year - NDRS \(digital.nhs.uk\)](https://www.nhs.uk/ncmp)

The Centre for London found a relatively strong correlation between weight problems, inactivity and low levels of walking and cycling. They also found a clear link between obesity and socioeconomic factors⁶

Air Quality Data

Studies have shown that people who are of young and old age are more vulnerable to poor air quality. Children and young people are particularly vulnerable to air pollution as their respiratory systems are still developing. Similarly, older and/ or disabled people with respiratory illnesses are also vulnerable to air pollution.

Young people are particularly vulnerable to the effects of air pollution. Long-term exposure to negative air quality can lead to reduced lung development, asthma, developmental problems and more wheezing and coughs in younger people.⁷

Older people are particularly vulnerable to the adverse effects of air pollution, partly because they are more likely to have multiple long-term conditions occurring at the same time. Exposure to air pollution is also associated with accelerated cognitive decline in older people and the increased risk of stroke.⁸

Positive Impacts

Reductions in motor vehicle traffic are expected to create safer streets with an improved experience for pedestrians – such as reduced noise and air pollution and reduced fear of being involved in a collision. These improvements to the walking environment are likely to disproportionately benefit those who are aged 16 and under who currently make 37% of journeys by walking (or to a lesser degree, cycling). Furthermore, those aged 16-19 who make 37% of trips by public transport are also likely to disproportionately benefit, as public transport journeys are likely to start or end on foot, wheel or cycle.

Older people are more likely to suffer from slight mobility impairments due to aging. This can include slower movement and reaction time, and some may use mobility aids for walking. A reduction in motor vehicle traffic is likely to be particularly beneficial for those who require extra time to cross the street due to physical or visual impairments. The NHS however state that the over 65 age group are the most sedentary age group and should continue to engage in moderate exercise (recommended at 150mins a week) to prevent mental and physical decline.

The Quieter Neighbourhood measures are likely to significantly reduce the volumes of traffic through the area, reducing the threat caused by motor traffic, particularly from larger vehicles such as vans or HGVs who can no longer pass through the area. These improvements are likely to benefit all ages groups, but as those aged under 16 and over 60 are disproportionately killed or seriously injured by motor traffic, they are likely to benefit the most from the changes.

⁶ 'Fair Access: Towards a transport system for everyone' Barrett et al., 2019 [Fair access: Towards a transport system for everyone - Centre for London](#)).

⁷ (Public Health England, [Health matters: air pollution](#), 2018)

⁸ (Impact on Urban Health, [Air pollution and older people](#)) Air pollution in London is largely caused by road traffic.

There are two schools within the Bowes East QN area; Tottenham Infant School and St Michael at Bowes CofE Junior School, and so there is the potential for a great number of children to benefit from a reduction in traffic. This will help to promote safer, active travel to and from these schools.

Negative Impacts

While these measures are likely to create safer, healthier streets for residents of Enfield, they may lead to longer journey times for people who rely on private cars, taxis, or Dial-a-Ride. The scheme may also lead to short- or medium-term delays to motor traffic on the boundary roads of the scheme as traffic is reassigned from minor roads in Bowes East.

Private cars, taxis or Dial-a-Ride are particularly popular for people aged 65 and over. Travelling can also be uncomfortable for some people, particularly for the elderly, therefore extended journey times could exacerbate this issue.

Impacts on younger people need to be better understood and engagement with this group may help to outline these.

Older people, particularly those who also have mobility impairments or difficulty walking may also be more reliant on time-dependant professional support services such as delivery of items such as food and medication. The higher journey times by car or rerouting of trips may therefore affect these services.

Mitigating actions to be taken

- Investigate the impact on local private hire vehicles and taxis with respect to journey times, cost and accessibility.
- Target engagement at those aged under 40 (and especially under 30) who are often under-represented in engagement, as was observed in recent the consultation for the Bowes East Quieter Neighbourhood early engagement. This could be achieved through measures such as targeted advertising on social media, or at locations frequented by the younger generation such as town centres, leisure centres or gyms.
- Traffic modelling to investigate potential impact on surrounding road network, this is of particular relevance to those older people who rely on private vehicles, taxis or Dial-a-Ride to get around
- Consider times for restrictions and location of potential restrictions to minimise impact on deliveries.

Disability

A person has a disability if they have a physical or mental impairment which has a substantial and long-term adverse effect on the person's ability to carry out normal day-day activities.

This could include: physical impairment, hearing impairment, visual impairment, learning difficulties, long-standing illness or health condition, mental illness, substance abuse or other impairments.

Will the proposed change to service/policy/budget have a **differential impact [positive or negative]** on people with disabilities?

Please provide evidence to explain why this group may be particularly affected.

Evidence Base

In Enfield, Census 2021 data shows that 13.6 % the borough's population stated that they were disabled under the Equality Act. This compares with a marginally lower figure, 12.7%, within Bowes ward. They are generally consistent with one another and lower than that for England as a whole. This is shown in figure 6.

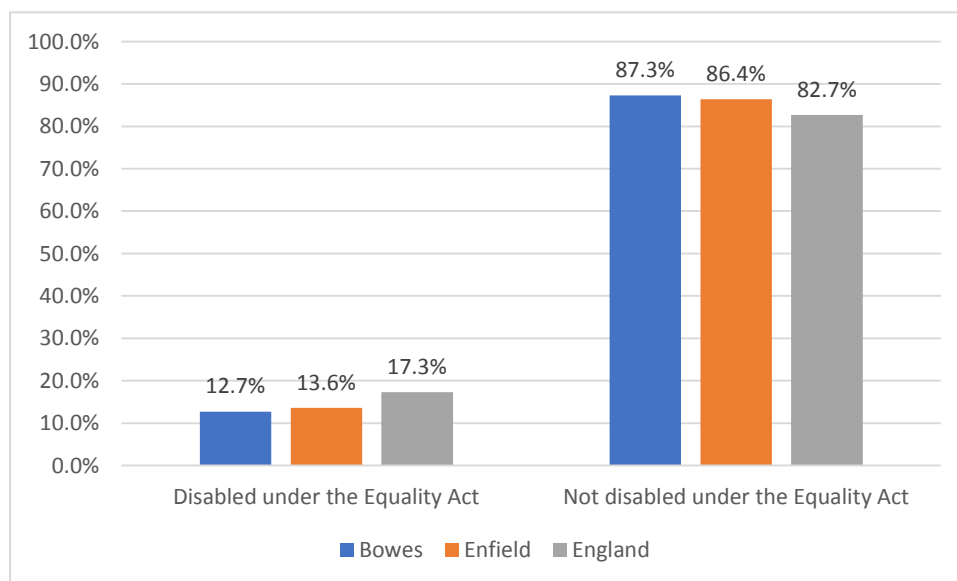


Figure 5: Percentage disabled under the Equality Act: Bowes ward compared with Enfield and England as a whole (Source: Census 2021)

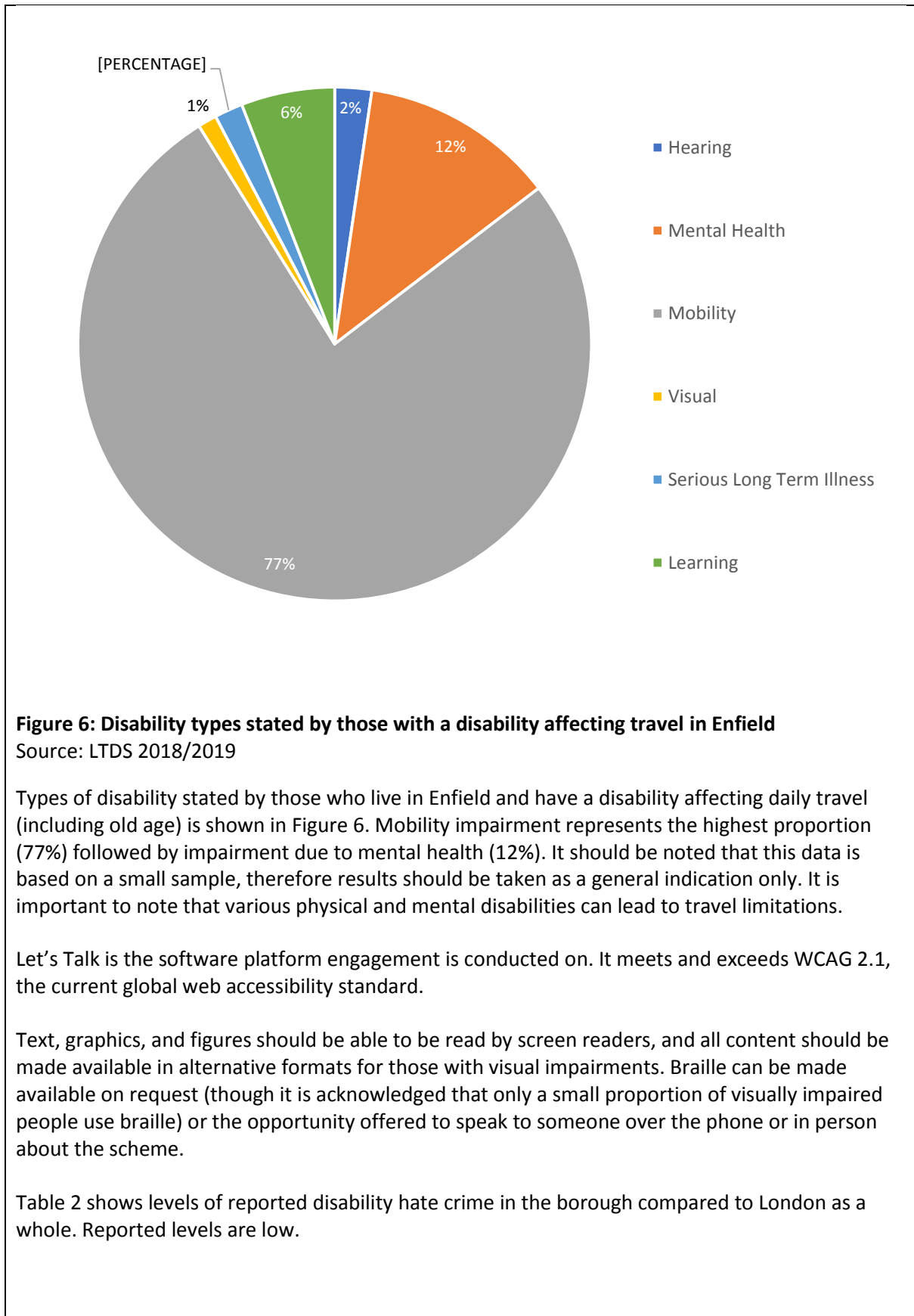


Table 2: Disability hate crime rates in London and Enfield¹¹

	Enfield		% Difference	London		% Difference
	August 2021–July 2022	August 2022–July 2023		August 2021–July 2022	August 2022–July 2023	
Disability Hate Crime	13	14	7.7%	594	593	-0.2%

Positive Impacts

Roads with high traffic volumes are not considered accessible by charities such as Wheels for Wellbeing as they do not allow the majority of the community to benefit from the physical and mental health benefits of active travel⁹. They argue that QNs have the potential to help disabled residents through: bringing about cleaner air which will help those with respiratory problems; less congestion for those disabled people who rely on door to door transport (such as taxis and dial-a-ride); safer streets to wheel, walk or cycle along and more opportunities to be active and independent improving mental and physical health.

Improved cycling conditions will benefit disabled cyclists and could potentially encourage people with disabilities to try cycling if their disability allows. Some disabled people rely upon cycling as their primary means of mobility.

The project aims to decrease motor vehicle traffic in a residential area, creating a safer environment, particularly for disabled people who are more likely to be pedestrians. Quieter roads will also benefit those whose physical impairments necessitate more time to cross the road, or whose mobility aids may require use of the road, such as mobility scooters.

Negative Impacts

Older people, particularly those who also have mobility impairments or difficulty walking may also be more reliant on time-dependant professional support services such as delivery of items like food and medication. The higher journey times by car or rerouting of trips may therefore affect these services.

People with mobility issues may rely on street furniture such as benches if they need places to rest frequently. It is suggested that the design could include seating and shelters.

Visually impaired people may be pedestrians in the affected area, users of public transport or passengers in other vehicles. Visually impaired people will have varying degrees of ability to see the changes in the environment around them. Initially any change could be confusing and so engagement should take place with local disability groups.

Disabled and older people, particularly those who also have mobility impairments or difficulty walking may also be more reliant on time-dependant professional support services such as

⁹ Wheels for Wellbeing: LTNs – the Good, the Bad and the Ugly and LTNs – solutions (2021)
<https://wheelsforwellbeing.org.uk/>

delivery of items like food and medication. The higher journey times by car or rerouting of trips may therefore affect these services.

Some disabled people with complex needs undertake a significant number of journeys for appointments and to regular locations such as school. They may use a car to transport a wheelchair, complex mobility aid or medical equipment. For people with complex needs, journeys in the car can be very uncomfortable or distressing. Whilst some of these journeys may be considered short in distance for a person who is not disabled, people reliant on car journeys are likely to be disproportionately impacted by the scheme.

Mitigating actions to be taken

- Ensure that any changes made within the scheme must be designed to ensure that the mobility of people with disabilities are not disproportionately affected by the changes that are put in place. Rest stops in the form of seating and shelters could be provided to encourage use of the route particular by those who are more likely to need to rest such as older people and those with a disability. i.e. closing off a road which is used frequently.
- Ensure consultation and engagement material is available in accessible formats and that local disability groups are consulted with.
- Traffic modelling to investigate potential impact on surrounding road network, this is of particular relevance to those older people who rely on private vehicles, taxis or Dial-a-Ride to get around.
- Consider times for restrictions and location of potential restrictions to minimise impact on access and deliveries relied on by people with disabilities.
- If modal filters are installed, exemptions to emergency services could be provided to ensure those with disabilities are accessed quickly by emergency services.
- Minimise parking removal where possible.
- Avoid reducing the number of blue badge spaces where possible.
- Consider providing exemption systems for blue badge holding residents for time restrictions within a school street area and those requiring special access to the school to mitigate negative impact, if a school street is proposed.

Gender Reassignment

This refers to people who are proposing to undergo, are undergoing, or have undergone a process (or part of a process) to reassign their sex by changing physiological or other attributes of sex.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on transgender people?

Please provide evidence to explain why this group may be particularly affected.

Reduced volumes of motor vehicle traffic may create a significantly quieter environment which can heighten the apprehension of threat. Therefore, it is possible that transgender people may feel this more if making trips by foot or bicycle, particularly after dark. However, a report¹⁰ carried out in Waltham Forest after the implementation of low traffic neighbourhoods suggested a positive improvement in the measured crime rate within these areas.

There are currently 518 and 486 trans women and trans men respectively currently living in Enfield, making up 0.4% of the population, which is the same as the proportion of Trans people in London: 0.4%.

Table 3: Transgender hate crime Enfield and London, 2021 – 2023¹¹

	Enfield		% Difference	London		% Difference
	Aug 2021-July 2022	August 2022-July 2023		Aug 2021-July 2022	August 2022-July 2023	
Transgender hate crime	10	14	40%	420	458	9%

There have been 14 transgender hate crime offences reported in Enfield in 2022/23 compared with 2021/22, an increase of 40%. There was also an increase in this form of hate crime across the whole of London of 9% during the same time period.

It is believed that it is unlikely that the introduction of this Quieter Neighbourhood scheme will unduly impact trans people. However, this EqIA should be considered an iterative document, and should consultation/ engagement identify any specific issues then they can be investigated and mitigations recorded here.

Mitigating actions to be taken

- Monitor and review any feedback received from this group during the consultation and evaluation processes

¹⁰ <https://findingspress.org/article/19414-the-impact-of-introducing-a-low-traffic-neighbourhood-on-street-crime-in-waltham-forest-london>

¹¹ Performance report for scrutiny, Enfield council August 2023.

Marriage and Civil Partnership

Marriage and civil partnerships are different ways of legally recognising relationships. The formation of a civil partnership must remain secular, where-as a marriage can be conducted through either religious or civil ceremonies. In the U.K both marriages and civil partnerships can be same sex or mixed sex. Civil partners must be treated the same as married couples on a wide range of legal matters.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people in a marriage or civil partnership?

Please provide evidence to explain why this group may be particularly affected.

It is believed at this time that no aspect of this scheme is likely to have a disproportionate / differential impact on grounds of marriage or civil partnership.

Mitigating actions to be taken

N/A

Pregnancy and maternity

Pregnancy refers to the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on pregnancy and maternity?

Please provide evidence to explain why this group may be particularly affected.

Evidence Base

The General Fertility Rate in Enfield was 58.0 per 1000 women aged 15-44 in 2021, similar to London GFR that year, and slightly lower than out London GFR. The latest available data for Bowes ward goes back to 2016 when the number of births in Enfield was 5000 and of those 200 were in Bowes ward.

Table 4: Birth and Fertility rates (2021, ONS¹²)

Area	Live births 2016	Live births 2021	GFR 2021
Enfield	5,000	3,936	58.0
London	128,803	110,961	56.1
Outer London	78,707	67,841	62.8
Bowes ward	200	-	-

Source: ONS¹³

Positive Impacts

Reduction to through-traffic is likely to reduce conflict between different road users overall. This will create a safer environment, particularly for pregnant people and parents with infants and/or young children. This will also provide benefits to pedestrians travelling with prams who require additional time to navigate curbs when crossing the street. Quieter streets also mean that those traveling with prams can use the roadway if they choose to circumvent blockages across the pavement (e.g. if the pavement is too narrow to navigate due to bins).

Improvements in air quality are likely to disproportionately benefit infants and children who are more vulnerable to breathing in polluted air than adults due to their airways being in development, and their breathing being more rapid than adults.

Negative Impacts

The implementation of the Quieter Neighbourhood scheme may negatively impact on car journey times. This may adversely affect a portion of those who are pregnant and parents with infants and/or young children who may prefer the use of door-to-door transport services such as private cars, taxis, or Dial-a-Ride.

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 Quieter Neighbourhood 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. Furthermore, exposure to existing poor air quality while at home for long periods should reduce over time as a result of lower traffic volumes inside the area.

Mitigating actions to be taken

- Monitor and review any feedback received from pregnant women and mothers of young children during the consultation and evaluation processes.
- The scheme's design should look to avoid reducing comfort levels on footways, whilst maintaining full access to existing dropped kerbs, to enable full access to those pushing prams/ pushchairs.

¹² <http://www.ons.gov.uk/ons/rel/vsob1/birth-summary-tables--england-and-wales/index.html>

¹³ <http://www.ons.gov.uk/ons/rel/vsob1/birth-summary-tables--england-and-wales/index.html>

- Consider times for restrictions and location of potential restrictions to minimise impact on deliveries.

Race

This refers to a group of people defined by their race, colour, and nationality (including citizenship), ethnic or national origins.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people of a certain race?

Please provide evidence to explain why this group may be particularly affected.

Evidence Base

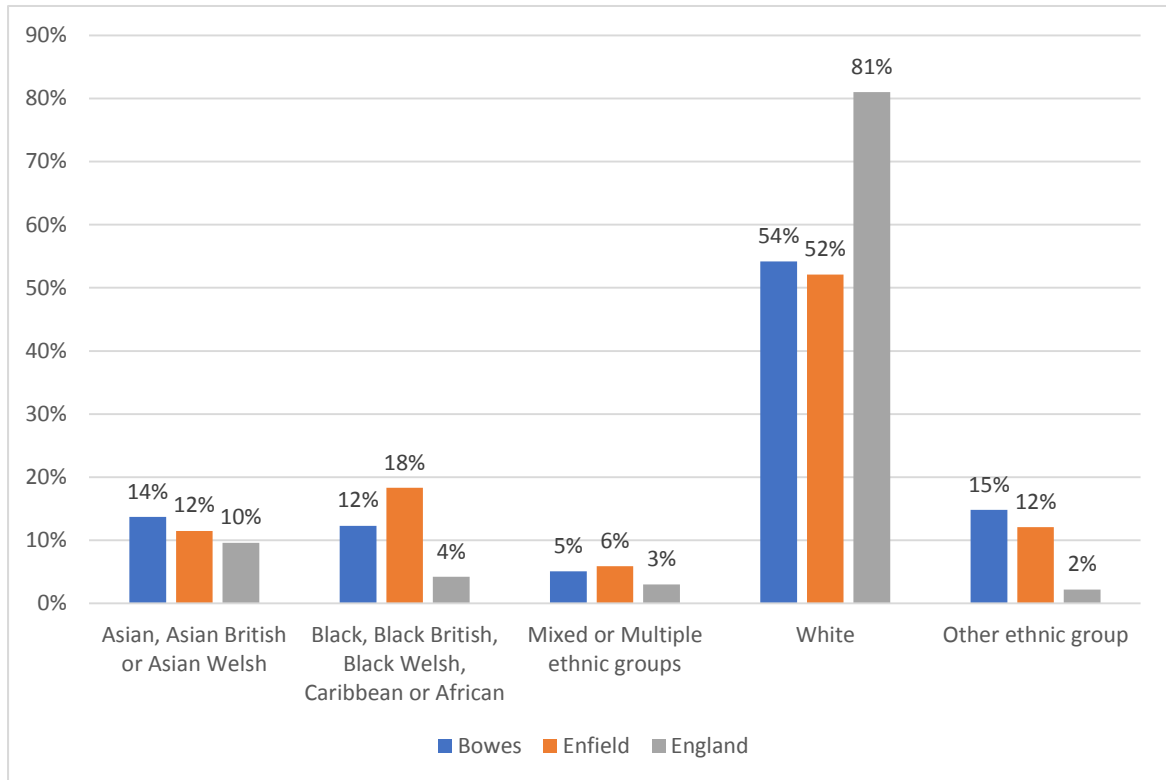


Figure 7: Population of Bowes by ethnicity compared to Enfield and England

Source Census 2021

Based on Census 2021 data shown in Figure 7, 54% of Bowes’ residential population is ‘White’, making it the most common ethnicity in the area. This is very similar to the average across the borough of 52%.

The second most populous ethnicity is ‘Asian/Asian British’, at 14% of the population. This is only 2% higher than the next most populous ethnicity ‘Black/African/Caribbean/Black British’ at 12% of the population.

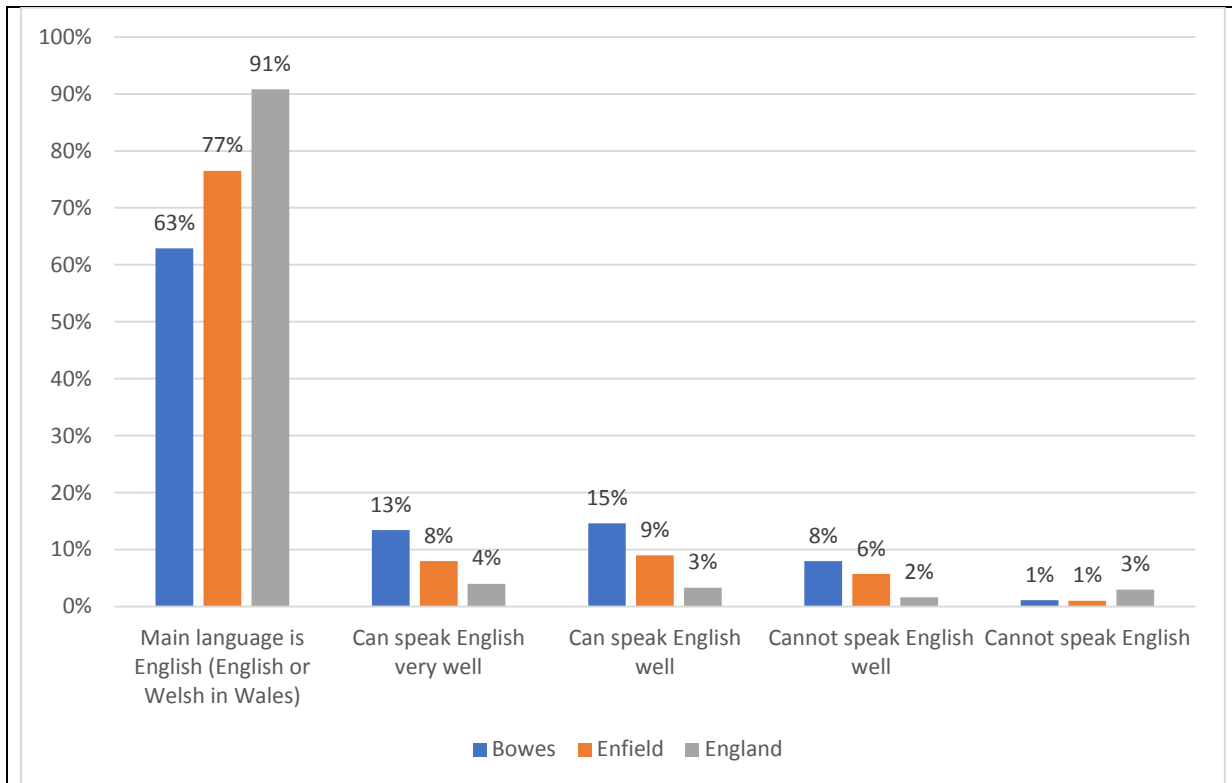


Figure 8: Proficiency in English

Source: Census 2021

Within the Bowes ward, the percentage of those with English spoken as the main language is 63%, this is significantly lower than the borough as a whole at 77%.

The Spring 2021 School Census¹⁴ records 189 languages or dialects being spoken by pupils who live in Enfield. As of Spring 2021, the top five non-English languages spoken by Enfield school pupils were:

Table 5: Top non-English languages spoken by Enfield school pupils 2021

Language	% of pupils
Turkish	13.7
Somali	3.7
Albanian	2.6
Polish	2.4
Bengali	2.3
Bulgarian	2.3
Romanian	1.9
Greek	1.4
Arabic	1.3
Akan(Twi/Asante)	1.2

¹⁴ [Enfield Borough profile 2022](#)

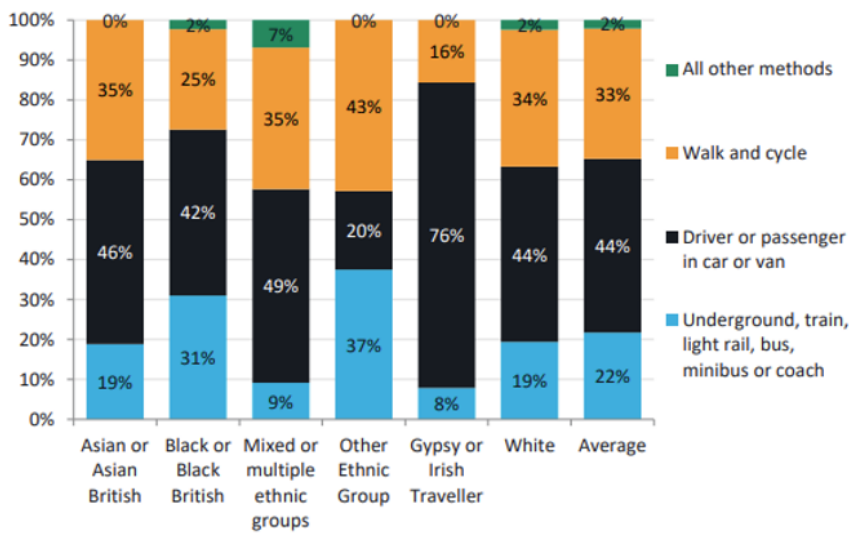


Figure 9: Mode share by ethnicity in Enfield

Source: LTDS (2018/19)

Based on average travel modes from the LTDS data presented in Figure 9, driver or passenger in car or van is the most common mode in Enfield for all ethnic groups except for ‘Other Ethnic Group’. ‘Other Ethnic Group’ are most likely to walk and cycle, with a mode share of 43%. It is important to note that the sample size of LTDS data is small, therefore these percentages may not precisely reflect the travel behaviours of each ethnic group.

Table 6: Racist and Religious Hate Crime Enfield and London¹¹

	Enfield		% Difference	London		% Difference
	August 2021–July 2022	August 2022–July 2023		August 2021–July 2022	August 2022–July 2023	
Racist and Religious Hate Crime	674	574	-14.8%	21770	20704	-4.9%

Racist and religious hate crimes form the majority of hate crime reported in the borough. Both Enfield and London saw a reduction on Racist and Religious Hate Crime.

Positive Impacts

The proposed measures are likely to improve conditions for pedestrians and cyclists, by reducing conflicts with motorised vehicles. This will disproportionately benefit ethnic groups who are disproportionately more likely to walk (‘Other Ethnic Groups’), as well as ‘Black or Black British’ and ‘Other Ethnic Groups’ who are disproportionately likely to use public transport (as every public transport journey starts or ends on foot, wheel, or cycle).

This scheme may cause increased congestion in the short to medium term on boundary roads to the QN as traffic is reassigned from minor roads within Edmonton Green. As such, these impacts may disproportionately impact ‘Black and Black British’ and ‘Other Ethnic Groups’ who are

disproportionately more likely to use public transport.

It is important to note that reducing car dominance and car usage is a key aspect of Enfield's broader transport strategy, and as such it is acknowledged that this disproportionate impact is necessary to facilitate a shift across Enfield to more sustainable, healthy, and equitable modes.

Negative Impacts

Apart from those self-identifying as 'Other Ethnic Groups', car usage in Enfield is high, particularly for 'Gypsy or Irish Travellers'. For this reason, the scheme may disproportionately affect this ethnic group – such as causing slightly longer journey times for trips made by car. This could have some financial impacts such as increased cost of travel and increased travel times. However, the delivery of this scheme has the potential to offer genuine alternatives to car journeys and reduce the reliance on cars within this ethnic group.

This scheme may cause increased congestion in the short to medium term on boundary roads to the QN as traffic is reassigned from minor roads within Bowes. As such, these impacts may disproportionately impact 'Black or Black British' and 'Other Ethnic Groups' who are disproportionately more likely to use public transport.

There is often poor awareness of local walking and cycling schemes amongst those who rarely walk, cycle, or travel outside their immediate area, particularly in those who do not speak English at all, or it is not their first language.

Mitigating actions to be taken

- Promote active travel to non-English speaking communities.
- It is recommended that Enfield officers work internally with the Gypsy Roma Traveller (GRT) lead to discuss the unique characteristics of this ethnic group. Consideration should be given as to how schemes could assist with reducing car usage and encouraging modal shift.
- Continue to monitor bus journey times using TfL data and consider mitigation measures if there is an impact.
- Continue to monitor demographic responses to the consultation for adequate representation of different race groups. Further consultation and engagement to be guided by community organisations.
- Ensure that all consultation and engagement communications aim to include people whose first language is not English, for example by offering materials in appropriate languages, and or, engaging through relevant community organisations.
- Consider providing an interpreter at events.
- Consideration should be given as to how schemes could assist with reducing car usage and encouraging mode shift.
- Traffic modelling to investigate potential impact on surrounding road network.

Religion and belief

Religion refers to a person’s faith (e.g. Buddhism, Islam, Christianity, Judaism, Sikhism, Hinduism). Belief includes religious and philosophical beliefs including lack of belief (e.g. Atheism). Generally, a belief should affect your life choices or the way you live.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people who follow a religion or belief, including lack of belief?

Please provide evidence to explain why this group may be particularly affected.

Evidence Base

Figure 10 shows Census 2021 data on religion and belief in Enfield. The predominant religion in Enfield is Christianity, with 46% of the population identifying as Christian. 19.8% of people do not follow a religion or did not state a religion. 18.6% of residents are Muslim, making it the second most common religion or belief. Enfield is also home to smaller proportions of residents from other faiths including Buddhist (0.5%), Hindu (3.1%), Jewish (1.1%) and Sikh (0.4%). The graph shows that the breakdown of religions within Bowes ward are similar to the rest of the borough.

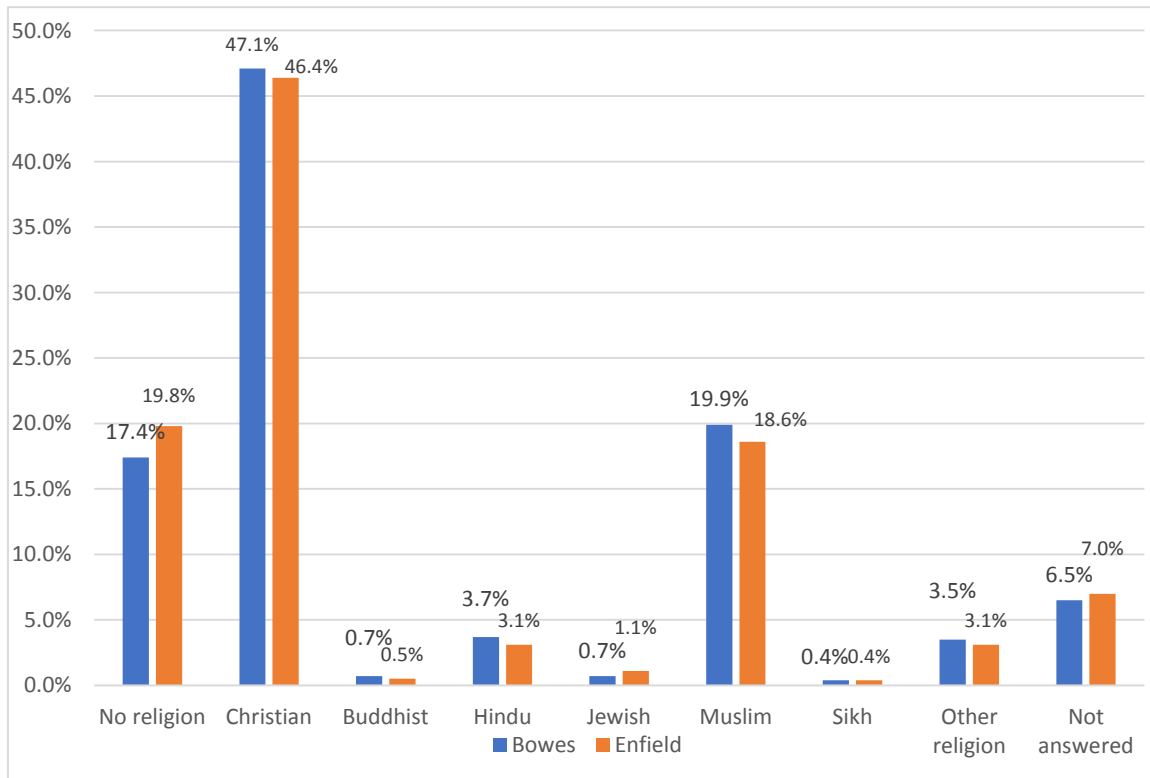


Figure 10: Breakdown of religion/belief within Bowes compared to the borough average
Source: Census 2021

On certain dates and at certain times of the day, religious services and observances can have an impact on travel patterns. Places of worship and faith-based schools are major destinations for large populations from different groups. There are several places of worship close to the Bowes East QN area which have been identified and outlined below. Access to these places of worship will be fully maintained, but the route by motor vehicle may change due to the restrictions in

place.

Elements of the scheme may involve road closures and/or introducing one-way streets/modal filters. Therefore, it is important to identify whether there will be a serious hinderance for the residents in the area to travel to and from their place of worship.

The following places of worship are close to, but outside the boundary of the Bowes East QN:

- St Michael at Bowes Church/ Londra Diriliş Kilisesi, 99 Palmerston Road
- St Cuthberts Church, Wolves Lane
- New Testament Church, 322C High Road
- National Spiritualist Christian Church, 101 Green Lanes
- Palmers Green & Southgate United Synagogue
- Riverside Community Church

While they are not within the boundary of the project, it will be important to be conscious of these places throughout the project and decision-making process, to ensure that there are no disproportionately adverse effects accessing these places of worship caused by the QN scheme.

Table 7: Racist and Religious Hate Crime Enfield and London¹¹

	Enfield		% Difference	London		% Difference
	August 2021–July 2022	August 2022–July 2023		August 2021–July 2022	August 2022–July 2023	
Racist and Religious Hate Crime	674	574	-14.8%	21770	20704	-4.9%

Racist and religious hate crimes form the majority of hate crime reported in the borough. Both Enfield and London saw a reduction on Racist and Religious Hate Crime.

Positive Impacts

Improving conditions for walking and cycling is likely to positively benefit those who follow a religion and regularly attend places of worship. Destinations such as this are generally local and have large walking and cycling catchments. Although it is acknowledged that this scheme is likely to increase journey times for some worshippers who drive to their place of worship, which remain accessible via car as prior to the implementation of the scheme.

Negative Impacts

A new one-way road or road closure may impact journey times for people travelling to their place of worship, which will reduce the amount of time they have in their day and may isolate some in the community.

Mitigating actions to be taken

- Continue to monitor demographic responses to the consultation for adequate representation of different religious groups. Target engagement at places of worship that were under-represented, particularly those within the area, or close to it.
- Direct engagement with places of worship to review the specific needs of their religious

community, such as St Michael at Bowes Church/ Londra Diriliş Kilisesi, St Cuthberts Church, New Testament Church and National Spiritualist Christian Church, Palmers Green & Southgate United Synagogue, Riverside Community Church

Sex

Sex refers to whether you are a female or male.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on females or males?

Please provide evidence to explain why this group may be particularly affected.

Evidence Base

Figure 11 shows the mode share by sex in Enfield. Walking is the most used type of transport by females, making up 33% of all trips. This is 5% higher than males. On average, females drive slightly less than males, making up 44% of trips vs 46% for males. Females also use the bus more than males (15% vs 13%).

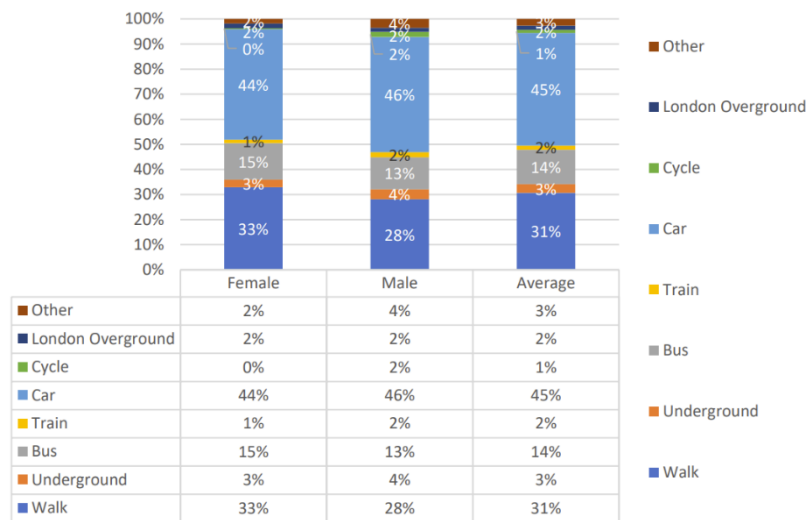


Figure 11: Mode share by sex in Enfield
 Source: LTDS (2016/17, 2017/18 and 2018/19)

Across Greater London, research undertaken by TfL¹⁵ shows walking is the most used type of transport by females (95% walk at least once a week). Females are also more likely to use buses than males (62% compared with 56%) but are less likely to use other types of transport including the Tube (38% women compared with 43% males). It is important to recognise that females are more likely than males to be travelling with buggies and/or shopping, and this can affect transport choices. Females aged 17 or over who are living in London are less likely than males to have a full driving licence (58% compared with 72%) or have access to a car (63% of all females compared

¹⁵ Travel in London: Understanding our diverse communities 2019 (tfl.gov.uk)

with 66% of all males). These factors are likely to be related to the frequency of car use as a driver. 79% of females in London report being able to ride a bike, compared with 91% of males.

Positive Impacts

Females are less likely to drive in Enfield and are more likely to walk than males. They are also less likely to cycle. Improvements made to the safety and convenience of cycling to reduce the barriers to cycling disproportionately faced by females and increase the percentage of females choosing to cycle.

Increasing resident access to favourable walking and cycling conditions is likely to disproportionately benefit females, particularly due to higher number of trips they make daily compared to males, as well as their increased likelihood of taking children to and from educational and recreational facilities.

Negative Impacts

Females are more likely to use the bus than males. As many public transport journeys start or end on foot, wheel or cycle, improvements in safety and convenience to these networks will improve their access to public transport services. This scheme may cause increased congestion in the short to medium term on boundary roads to the QN if traffic is reassigned from minor roads within Bowes. As such, these impacts may disproportionately impact females who use buses more often than males.

Reduced volumes of motor vehicle traffic create a significantly quieter environment which can heighten the apprehension of threat. This perception particularly impacts women making trips by foot or bicycle, as part of a public transport journey or a trip on its own. There is some concern that this perceived risk impacts women's willingness to make trips by active travel modes after dark. In contrast, an academic report¹⁶ however suggested a positive improvement in the measured crime rate after introducing low traffic neighbourhoods. The report examined the impact on street crime of introducing low traffic neighbourhoods in Waltham Forest which was associated with a 10% decrease in total street crime, with significant decreases in violence and sexual offences specifically, and this effect increased with a longer duration since implementation.

Mitigating actions to be taken

- Monitor bus journey times using TfL data and consider mitigation measures if there is an impact.
- Engage with the Metropolitan Police and monitor crime and anti-social behaviour within the QN area post implementation.
- Provide reassurance messages around personal safety, crime and disorder.

¹⁶ <https://findingspress.org/article/19414-the-impact-of-introducing-a-low-traffic-neighbourhood-on-street-crime-in-waltham-forest-london>

Sexual Orientation

This refers to whether a person is sexually attracted to people of the same sex or a different sex to themselves. Please consider the impact on people who identify as heterosexual, bisexual, gay, lesbian, non-binary or asexual.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people with a particular sexual orientation?

Please provide evidence to explain why this group may be particularly affected.

Evidence Base

The Census 2021 found that 2.69% of people aged 16 years and over in Bowes ward are lesbian, gay, bisexual, or other (LGB+).

Reduced volumes of motor vehicle traffic may create a significantly quieter environment which can heighten the apprehension of threat. Therefore, it is possible that people who identify as heterosexual, bisexual, gay, lesbian, non-binary or asexual people may feel this more if making trips by foot or bicycle particularly after dark. However, a report¹⁷ carried out in Waltham Forest after the implementation of low traffic neighbourhoods suggested a positive improvement in the measured crime rate within these areas.

Table 8: Homophobic hate crime Enfield and London, 2021 – 2023¹⁸

	Enfield		% Difference	London		% Difference
	Aug 2021-July 2022	August 2022-July 2023		Aug 2021-July 2022	August 2022-July 2023	
Homophobic hate crime	93	60	-35.5%	3768	3409	-9.5%

There have been 93 homophobic hate crime offences reported in Enfield in 2022/23 compared with 2021/22, a decrease of 35.5%. There was also a decrease increase in this form of hate crime across the whole of London of 9.5% during the same time period.

It is believed that it is unlikely that the introduction of this Quieter Neighbourhood scheme will unduly impact people who identify as heterosexual, bisexual, gay, lesbian, non-binary or asexual. However, this EqIA should be considered an iterative document, and should consultation/engagement identify any specific issues then they can be investigated and mitigations recorded here.

Mitigating actions to be taken

- Monitor and review any feedback received from this group during the consultation and

¹⁷ <https://findingspress.org/article/19414-the-impact-of-introducing-a-low-traffic-neighbourhood-on-street-crime-in-waltham-forest-london>

¹⁸ Performance report for scrutiny, Enfield council August 2023.

evaluation processes

Socio-economic deprivation

This refers to people who are disadvantaged due to socio-economic factors e.g. unemployment, low income, low academic qualifications or living in a deprived area, social housing or unstable housing.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people who are socio-economically disadvantaged?

Please provide evidence to explain why this group may be particularly affected.

Evidence Base

As outlined within the Enfield Transport Plan (2019), Enfield is one of the most deprived Outer London boroughs. Enfield is now the 12th most deprived London borough, whereas it was 14th in 2010. The Borough’s overall ranking in the 2015 Indices of Multiple Deprivation remained unchanged from 2010 at 64th most deprived out of 326 English local authorities. The Indices of Deprivation 2019, published by the Ministry of Housing, Communities and Local Government (now the Department for Levelling Up, Housing and Communities) measure relative deprivation in neighbourhood areas. These are ranked and sorted into deciles of relative deprivation.

The map below (Figure 12) illustrates the level of deprivation for each neighbourhood area of a ward. The darker the shading, the higher the relative deprivation levels. This presents a visual representative of deprivation across Enfield. Bowes sits within the south of Enfield. In broad terms the eastern areas of Enfield have more levels of deprivation, whereas the west and northwest areas have the least.

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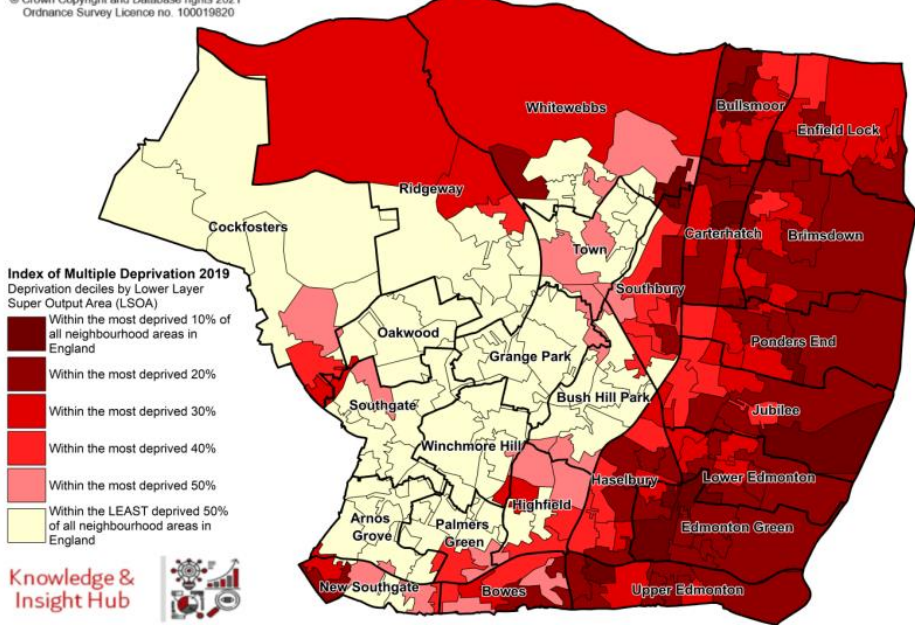


Figure 12: Map of Enfield showing deprivation levels by neighbourhood area and ward¹⁹

According to research undertaken by Transport for London in 2019, the most used form of transport for Londoners with lower household incomes (below £20,000) is walking. The bus is the next most commonly used form of transport with 69% of people with lower household incomes taking the bus at least once a week compared to 59% of all Londoners²⁰. This suggests a correlation between low income and lower car ownership leading to an increased use of alternative modes of transport.

TfL also found that for those on a very low income, the cost of a bike may be a significant barrier to cycling.

The same TfL research found that disabled Londoners are more likely to live in a household with an annual income of £20,000 or less than non-disabled Londoners (61% compared with 25%). This is likely to be due to a significantly low proportion of disabled people in full, or part time employment when compared to non-disabled people of the same age.

Positive Impacts

People who are socio-economically disadvantaged are less likely to own a car and are more likely to use active modes like walking as well as public transport. The scheme is likely to benefit this group.

Cycling is cheaper than driving and is a low-cost form of transport and can connect people safely and quickly to local destinations, as well as to rail stations as part of multi-modal longer distance journeys (e.g. into Central London). The improvements to cycling conditions are likely to disproportionately benefit those without access to cars, providing they can afford the initial cost of a bike.

Walking and the walking environment will be improved as part of the scheme, therefore those on lower incomes are likely to benefit from the scheme as walking is the lowest cost form of transport.

Negative Impacts

Those who are on lower incomes are more likely to use the bus. As many public transport journeys start or end on foot or cycle, improvements in safety and convenience to these networks will improve their access to public transport services. This scheme may cause increased congestion in the short to medium term on boundary roads to the QN if traffic is reassigned from minor roads within Bowes East QN.

Mitigating actions to be taken.

- It is recommended that the active travel benefits of this scheme are advertised, with a specific focus on reaching those with lower households' incomes.
- Specific consideration should be given to where traffic is likely to be reassigned to, to

¹⁹ Source: Ward profile: Bowes 2023, Knowledge & Insight Hub, Enfield Council

²⁰ Transport for London, [Travel in London: Understanding our diverse communities](#), 2019

review the impact on adjacent properties when reviewing traffic data. This includes consideration of impact on buses which people from more disadvantaged areas are more likely to use more frequently.

- Encourage lower income households to make use of free bike repair services, such as Dr Bike, and opportunities to access affordable cycles, such as second-hand bike markets.

Section 4 – Monitoring and review.

How do you intend to monitor and review the effects of this proposal?

Who will be responsible for assessing the effects of this proposal?

This Quieter Neighbourhood project aims to improve conditions for those already walking and cycling and also to help make non-car transport options more attractive by making them safer, more accessible, and ultimately, more convenient. It is acknowledged that these improvements may come at an ongoing inconvenience to drivers. The altering of traffic flow will add some level of complication to trips and could increase the length of many car journeys made through the study area. This impact will be felt disproportionately by individuals who rely upon cars as their primary or only mode of transport, which is common for older or disabled people and certain ethnic groups. It is important to carry out quality consultation with those who rely upon cars to minimise any adverse impacts.

The monitoring and evaluation for this project is critical for many of the recommendations set out in this EqIA. Alongside consultation and engagement, these are the primary means of monitoring benefits and disbenefits of the project. Activities include monitoring of traffic volumes including bus journey times, air and noise quality, and engagement with emergency services. Consultation and engagement activities are planned to reflect relevant recommendations in this EqIA. The outcomes of monitoring, consultation and engagement will help to inform whether the project has been successful in achieving its objectives and in identifying, and if possible mitigating, the potential inequalities raised in this EqIA.

This EqIA is not a static document will continue to be developed during the course of this project once further details of the scheme are known.

Section 5 – Action plan for mitigating actions

Any actions that are already completed should be captured in the equality analysis section above. Any actions that will be implemented once the decision has been made should be captured here.

Protected Characteristic	Identified Issue	Action Required/ Comments	Lead officer	Timescale/ By When	Costs	Review Date/ Comments
Age	Potential longer journey times for older people who rely on private cars, taxis or Dial-a-Ride if modal filters are provided.	Investigate the impact on local private hire vehicles and taxis with respect to journey times, cost and accessibility.	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	
Age	Under-representation of younger people in consultation responses	Target engagement at those aged under 40 (and especially under 30) who are often under-represented in engagement, as was observed in similar consultation for the Bowes East Quieter Neighbourhood early engagement. This could be achieved through measures such as targeted advertising on social media, or at locations frequented by the younger generation such as town centres, leisure centres or gyms.	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	
Age Disability	Traffic reassignment onto main roads may delay bus services, affecting younger people in particular	Traffic modelling to investigate potential impact on surrounding road network. Monitor bus journey times using TfL data, and consider mitigation measures if there is an impact.	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	

Age Disability Pregnancy and maternity	Deliveries not able to drop off food etc during certain periods if timed restrictions are proposed.	Consider times for restrictions and location of potential restrictions to minimise impact on deliveries.	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	
Disability	Emergency services ability to access residential areas quickly	If modal filters are installed, provide exemptions to emergency services.	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	
Disability	Potential removal of on-street parking spaces affecting people who are not able to walk longer distances between their car and their destination.	Minimise parking removal where possible. Avoid reducing the number of blue badge spaces.	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	
Disability	Potential longer journey times for people who rely on private cars, taxis or Dial-a-Ride if modal filters are provided or time restrictions during school street hours.	Provide exemption systems for blue badge holding residents for timed restrictions within a school street area and those requiring special access to the school to mitigate negative impact, if a school street is proposed.	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	
Pregnancy and maternity	Pregnant women potentially needing to walk further.	The scheme's design should look to avoid reducing comfort levels on footways, whilst maintaining full access to existing dropped kerbs, to enable full access to	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	

		<p>those pushing prams/strollers.</p> <p>Monitor and review any feedback received from pregnant women and mothers of young children during the consultation and evaluation processes.</p>				
Race	<p>Consultation analysis during early engagement highlighted that white ethnicity was over-represented</p>	<p>Continue to monitor demographic responses to the consultation for adequate representation of different race groups. Further consultation and engagement to be guided by community organisations.</p> <p>Ensure that all consultation and engagement communications aim to include people whose first language is not English, for example by offering materials in appropriate languages and or engaging through relevant community organisations.</p> <p>Consider providing an interpreter to events.</p>	<p>Sarah Whitehouse / Ryan Hicks</p>	<p>During development of design</p>	<p>Will be included within scheme budget</p>	
Race	<p>If one ethnic group uses private cars more than others then they may be disproportionately affected if journey</p>	<p>Consideration should be given as to how schemes could assist with reducing car usage and encouraging mode shift.</p>	<p>Sarah Whitehouse / Ryan Hicks</p>	<p>During development of design</p>	<p>Will be included within scheme budget</p>	

	times increase.					
Race	If one ethnic group uses buses more than others then they may be disproportionately affected if bus journey times increase.	Traffic modelling to investigate potential impact on surrounding road network. Monitor bus journey times using TfL data, and consider mitigation measures if there is an impact.	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	
Religion and belief	Potential for some religious groups to be under-represented in consultation.	Continue to monitor demographic responses to the consultation for adequate representation of different religious groups. Target engagement at places of worship that were under-represented.	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	
Religion and belief	The scheme may increase journey times for some worshippers when accessing their place of worship by motor vehicle.	Direct engagement with places of worship to review the specific needs of their religious community, such as St Michael at Bowes Church/ Londra Diriliş Kilisesi, St Cuthberts Church, New Testament Church and National Spiritualist Christian Church, Palmers Green & Southgate United Synagogue, Riverside Community Church.	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	
Sex	Traffic reassignment onto main roads may delay bus services, affecting	Traffic modelling to investigate potential impact on surrounding road network.	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme	

	females in particular	Monitor bus journey times using TfL data, and consider mitigation measures if there is an impact.			budget	
Sex	Public perception of personal security due to the reduced 'passive surveillance' of passing motor traffic	Continue to engage with the Metropolitan Police and monitor crime and antisocial behaviour within the QN area post implementation.	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	
Socio-economic deprivation	Reassignment of motor traffic may disproportionately impact those on lower incomes who are more likely to live on busier roads.	Specific consideration should be given to where traffic is likely to be reassigned to, to review the impact on adjacent properties when reviewing traffic data. This includes consideration for impact on buses which people from more disadvantaged areas are more likely to use more frequently. Traffic modelling to investigate potential impact on surrounding road network. Monitor bus journey times using TfL data, and consider mitigation measures if there is an impact.	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	
Socio-economic deprivation	People on lower incomes might be able to afford to adapt to the	Encourage lower income households to make use of free bike repair services, such as Dr Bike, and opportunities to access	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme	

	measures (e.g. buying a bike).	affordable cycles, such as second hand bike markets.			budget	
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Enfield Equality Impact Assessment (EqIA)

Introduction

The purpose of an Equality Impact Assessment (EqIA) is to help Enfield Council make sure it does not discriminate against service users, residents and staff, and that we promote equality where possible. Completing the assessment is a way to make sure everyone involved in a decision or activity thinks carefully about the likely impact of their work and that we take appropriate action in response to this analysis.

The EqIA provides a way to systematically assess and record the likely equality impact of an activity, policy, strategy, budget change or any other decision.

The assessment helps us to focus on the impact on people who share one of the different nine protected characteristics as defined by the Equality Act 2010 as well as on people who are disadvantaged due to socio-economic factors. The assessment involves anticipating the consequences of the activity or decision on different groups of people and making sure that:

- unlawful discrimination is eliminated
- opportunities for advancing equal opportunities are maximised
- opportunities for fostering good relations are maximised.

The EqIA is carried out by completing this form. To complete it you will need to:

- use local or national research which relates to how the activity/ policy/ strategy/ budget change or decision being made may impact on different people in different ways based on their protected characteristic or socio-economic status;
- where possible, analyse any equality data we have on the people in Enfield who will be affected e.g. equality data on service users and/or equality data on the Enfield population;
- refer to the engagement and/ or consultation you have carried out with stakeholders, including the community and/or voluntary and community sector groups you consulted and their views. Consider what this engagement showed us about the likely impact of the activity/ policy/ strategy/ budget change or decision on different groups.

The results of the EqIA should be used to inform the proposal/ recommended decision and changes should be made to the proposal/ recommended decision as a result of the assessment where required. Any ongoing/ future mitigating actions required should be set out in the action plan at the end of the assessment.

Section 1 – Equality analysis details

Title of service activity / policy/ strategy/ budget change/ decision that you are assessing	Edmonton Green Quieter Neighbourhoods
Team/ Department	Journeys and Places / Planning and Growth
Executive Director	Simon Pollock
Cabinet Member	Cllr Rick Jewell
Author(s) name(s) and contact details	Cameron Eves
Committee name and date of decision	N/A

Date the EqIA was reviewed by the Corporate Strategy Service	
Name of Head of Service responsible for implementing the EqIA actions (if any)	Richard Eason, Programme Director Journeys and Places
Name of Director who has approved the EqIA	Brett Leahy (following approval)

The completed EqIA should be included as an appendix to relevant EMT/ Delegated Authority/ Cabinet/ Council reports regarding the service activity/ policy/ strategy/ budget change/ decision. Decision-makers should be confident that a robust EqIA has taken place, that any necessary mitigating action has been taken and that there are robust arrangements in place to ensure any necessary ongoing actions are delivered.

Section 2 – Summary of proposal

Please give a brief summary of the proposed service change / policy/ strategy/ budget change/project plan/ key decision

Please summarise briefly:

What is the proposed decision or change?

What are the reasons for the decision or change?

What outcomes are you hoping to achieve from this change?

Who will be impacted by the project or change - staff, service users, or the wider community?

Project Area

The Enfield Quieter Neighbourhood programme is an ambitious scheme to help reduce traffic levels and increase rates of walking and cycling in the borough. The measures proposed aim to improve air quality, to make the borough a healthier place to live, work and rest.

The Quieter Neighbourhood (QN) project is focussed on an area north of Tottenham within the Edmonton Green and Lower Edmonton ward. This is shown in Figure 1.

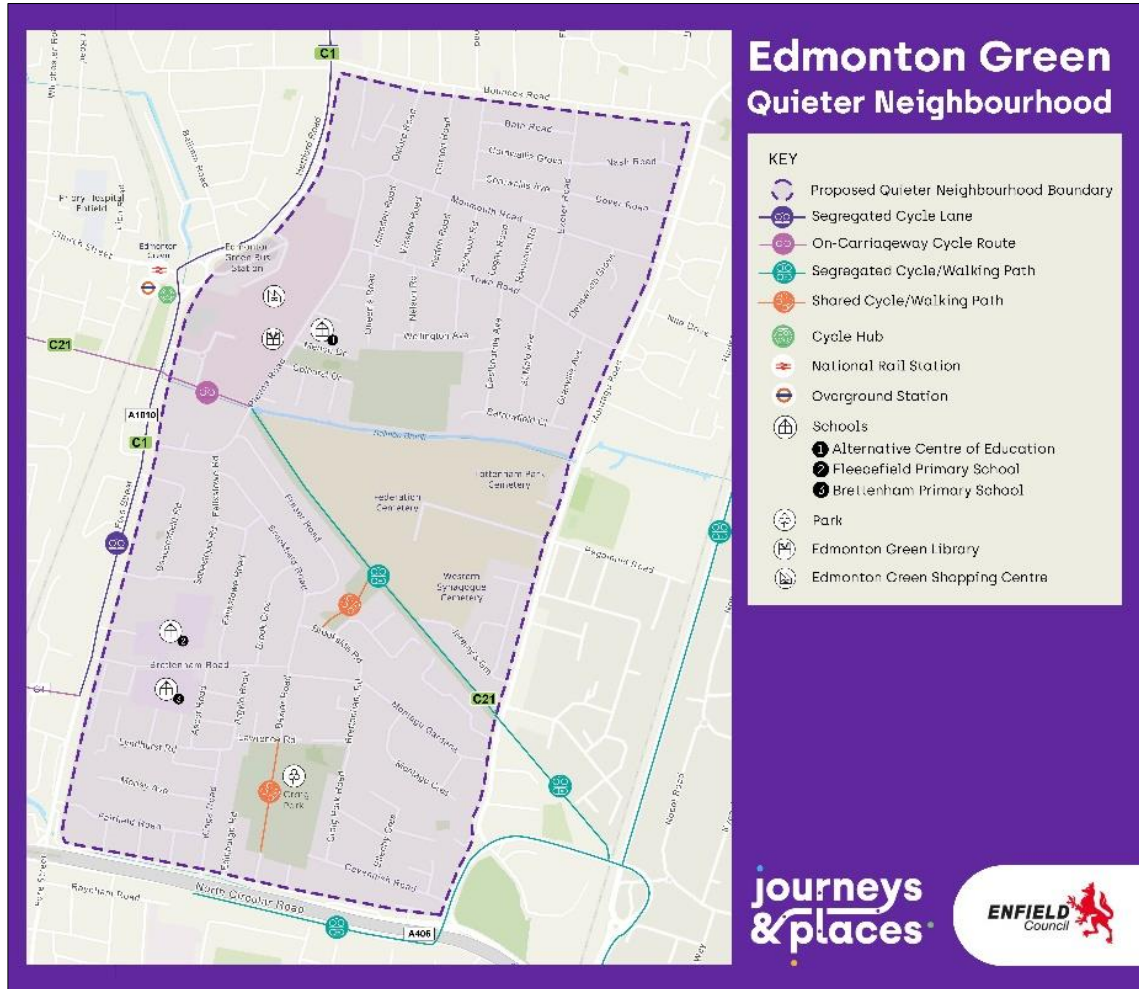


Figure 1: Quieter Neighbourhood project area within Edmonton Green

This QN area falls within the south east of the borough across both the Lower Edmonton and Edmonton Green wards.

Background and Project Objectives

As part of the Journey’s and Places programme, Enfield Council is proposing a Quieter Neighbourhood scheme with the following goals:

- Safer streets
- Enabling more people to walk, wheel, cycle and access public transport
- Improve the health and amenity of the local environment

- Improve the physical health of people living within the QN

Evidence Base

The authority does not currently have data for people passing through the scheme area and any protected characteristics they may have. This scheme falls into two ward areas: Edmonton Green and Lower Edmonton. Therefore, the QN area within these wards has been used as the basis for demographic data using Census 2021 data.

The London Borough of Enfield (Electoral Changes) Order 2020 implemented recommendations made by the Local Government Boundary Commission for England (LGBCE) for new electoral arrangements in Enfield. New ward arrangements for Enfield Council came into force at the local elections in May 2022.

Figure 2 and Figure 3 below show the ward boundaries in Enfield Borough before and after the May 2022 ward boundary changes.

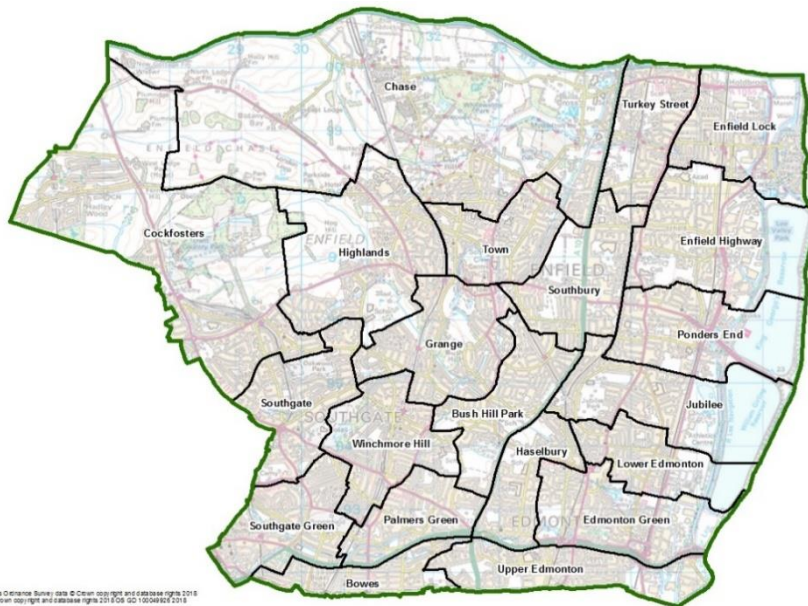


Figure 2: Ward boundaries prior to May 2022

Source: Local Government Boundary Commission

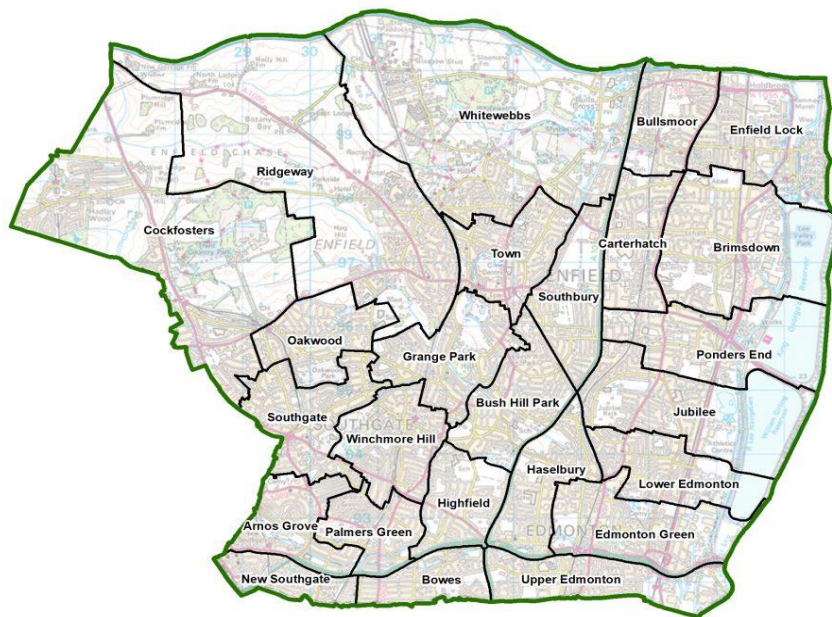


Figure 3: New ward boundaries introduced in May 2022

Source: Enfield Borough Profile 2022

It is considered that there would be no disproportionate impact on Marriage and Civil Partnerships as a protected group, therefore this has been excluded from the assessment at this stage. This is based on the evidence from previous consultation responses which show no clear trends or patterns indicating an issue in these protected characteristic groups. This will be reassessed if deemed necessary.

Section 3 – Equality analysis

This section asks you to consider the potential differential impact of the proposed decision or change on different protected characteristics, and what mitigating actions should be taken to avoid or counteract any negative impact.

According to the Equality Act 2010, protected characteristics are aspects of a person’s identity that make them who they are. The law defines 9 protected characteristics:

1. Age
2. Disability
3. Gender reassignment.
4. Marriage and civil partnership.
5. Pregnancy and maternity.
6. Race
7. Religion or belief.
8. Sex
9. Sexual orientation.

At Enfield Council, we also consider socio-economic status as an additional characteristic.

“Differential impact” means that people of a particular protected characteristic (e.g. people of a particular age, people with a disability, people of a particular gender, or people from a particular race and religion) will be significantly more affected by the change than other groups. Please consider both potential positive and negative impacts and provide evidence to explain why this group might be particularly affected. If there is no differential impact for that group, briefly explain why this is not applicable.

Please consider how the proposed change will affect staff, service users or members of the wider community who share one of the following protected characteristics.

Detailed information and guidance on how to carry out an Equality Impact Assessment is available [here](#). (link to guidance document once approved)

Age

This can refer to people of a specific age e.g., 18-year olds, or age range e.g. 0-18 year olds.

Will the proposed change to service/policy/budget have a **differential impact [positive or negative]** on people of a specific age or age group (e.g., older, or younger people)?

Please provide evidence to explain why this group may be particularly affected.

Evidence Base

Enfield's Joint Strategic Needs Assessment (JSNA) states that as of 2019, there were 52,270 school age children (5-15yrs) in Enfield, accounting for 16% of the total population.

The ONS states that 'The age composition of the UK population is determined by the patterns of births, deaths and migration that have taken place in previous years.' The Census 2021 revealed that 22.1% of people in Enfield are aged 15 years and under, 65.7% are 16 to 64 years old and 13.6% are aged 65 years and over.

Enfield had 82,158 children aged 0-17 as of 21 March 2021 (Census Day) and 45,015 residents aged over 65. More residents over 90 than ever before were recorded at 2,378 (source: Census 2021).

Age distribution by ward and Enfield as a whole (Census 2021) is shown in Table 1.

Table 1: Age distribution for study area (Edmonton Green and Lower Edmonton) and Borough average (Census 2021¹)

Age Distribution	Edmonton Green (%)	Lower Edmonton (%)	Borough of Enfield in 2021 (%) source: Census 2021
0-15	23.3	22.4	20.6
16-64	67.3	67.1	65.7
65+	9.4	10.5	13.6

Edmonton Green and Lower Edmonton wards have a higher percentage of children (0–15 year olds) and 16–64 year olds when compared to the borough wide data and lower percentages of older people over 65 years old when compared to the borough as a whole.

Empowering Young Enfield 2021-25², published by LB Enfield, illustrates several high-level statistics regarding young people within the borough:

- 57,870 children are of school age.
- More residents under 20 than London / national averages

¹ <https://www.ons.gov.uk/census>

² https://www.enfield.gov.uk/_data/assets/pdf_file/0013/6034/empowering-young-enfield-2021-25-children-and-young-peoples-plan-your-council.pdf

- One in three children are in poverty.
- 42.3% of Year 6 children in 2018/19 are overweight or obese.
- 60 primary schools
- 4 infants’ schools
- 4 junior schools
- 17 secondary schools
- 6 special schools

Travel habits by age

Error! Reference source not found.4 illustrates London Travel Demand Survey (LTDS) data on how people travel around Enfield within each age category.

In general, younger people in Enfield walk and cycle more, and drive less than their older counterparts. The highest percentages of walking and cycling can be seen in those aged under 16, with 37 percent of all trips made on foot or by bike. Those aged 65 and over have the lowest levels of walking and cycling, with 27 percent of all trips, but the highest percentage of trips driven (or as a passenger in a car or van) at 52 percent. Public transport use is disproportionately higher in 16 to 19-year-old group, making up 37 percent of all journeys. This is 15 percent higher than the nearest age group (those aged under 16).

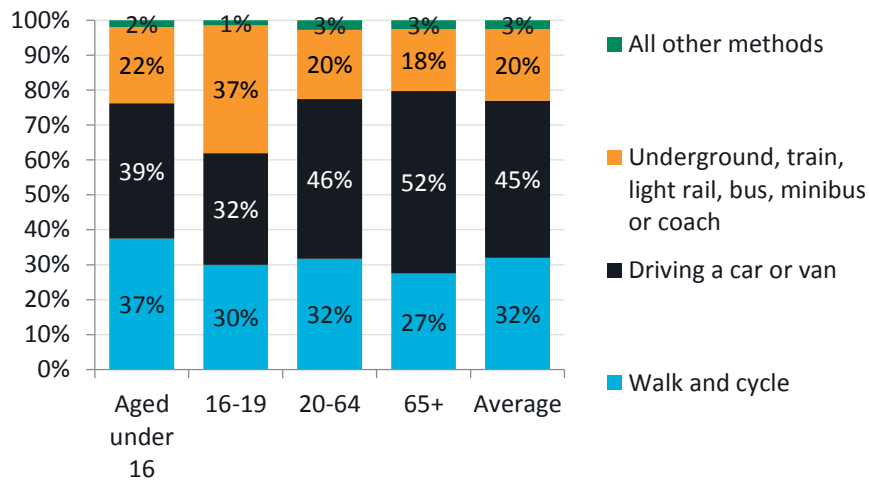


Figure 4: Mode share by Age in Enfield

Source: LTDS (2018/19)³

³ <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/consultations-and-surveys>

It must be noted that there are limitations to the LTDS data. It provides a useful snapshot of travel habits but is based on a small survey sample size – 8,000 households across the whole of London.

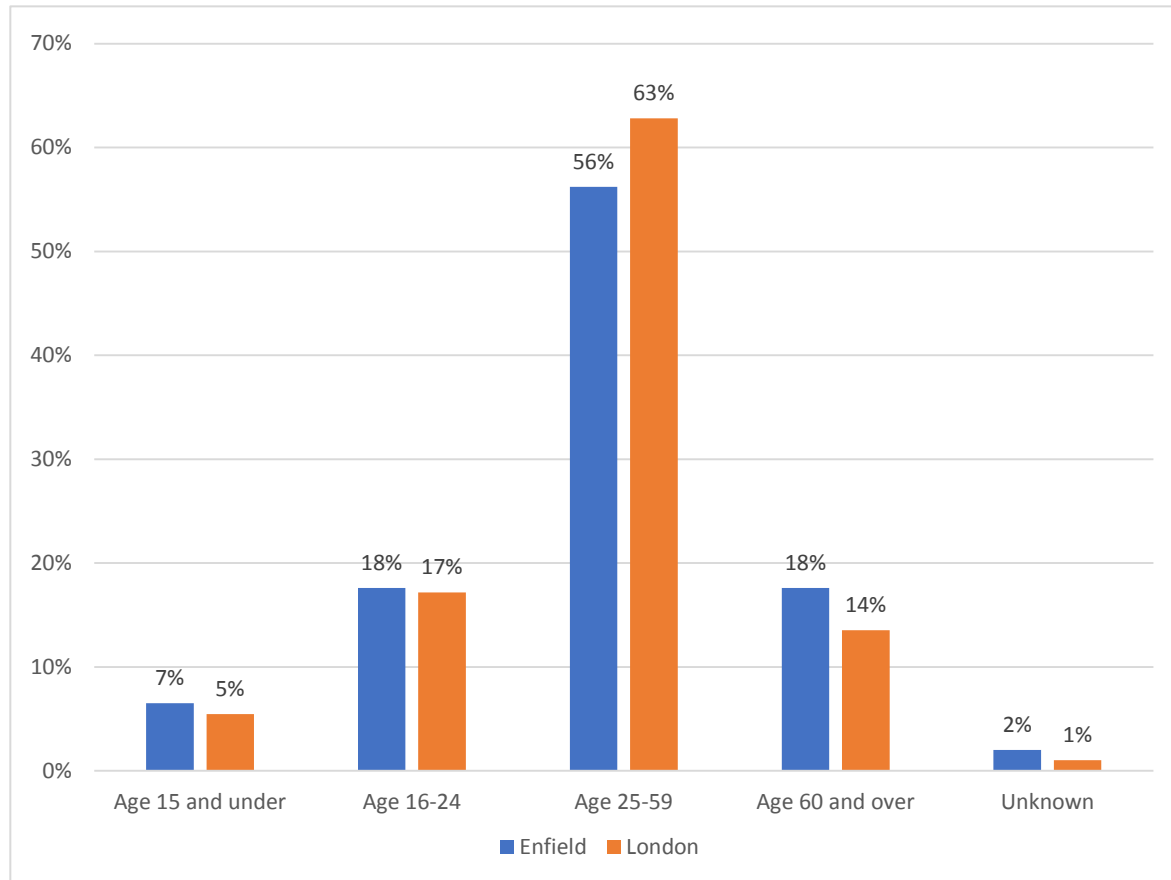


Figure 5: Enfield and London percentage killed or seriously injured by age band.

Source: TfL, April 2021 to March 2022⁴

Error! Reference source not found.5 shows that the percentage of those killed or seriously injured in Enfield are higher than the London average for those age 60 and over (18%) and those aged Under 15 (7%). As such, this indicates that these age groups are disproportionately more likely to suffer more severe consequences if they are a casualty in a serious collision. Lower speeds and volumes of traffic reduce the chance of children being killed or seriously injured.

Health

According to the World Health Organisation Global recommendations on physical activity for health (2011), children and young people aged 5-17 years old should accumulate at least 60minutes of moderate to vigorous intensity physical activity every day.

The National Child Measurement Programme (2021/22) found that 25.5% of Reception age children (age 4-5) in Enfield were either overweight or obese. This rose to 41.9% of children in year 6 (age 10-11) being either overweight or obese.⁵

⁴ [Tfl.gov.uk](https://tfl.gov.uk)

⁵ National Child Measurement Programme, England, 2021/22 school year, NHS [National Child Measurement Programme, England, 2021/22 school year - NDRS \(digital.nhs.uk\)](https://www.nhs.uk/ncmp/)

The Centre for London found a relatively strong correlation between weight problems, inactivity and low levels of walking and cycling. They also found a clear link between obesity and socioeconomic factors⁶

Air Quality Data

Studies have shown that people who are of young and old age are more vulnerable to poor air quality. Children and young people are particularly vulnerable to air pollution as their respiratory systems are still developing. Similarly, older and/ or disabled people with respiratory illnesses are also vulnerable to air pollution.

Young people are particularly vulnerable to the effects of air pollution. Long-term exposure to negative air quality can lead to reduced lung development, asthma, developmental problems and more wheezing and coughs in younger people.⁷

Older people are particularly vulnerable to the adverse effects of air pollution, partly because they are more likely to have multiple long-term conditions occurring at the same time. Exposure to air pollution is also associated with accelerated cognitive decline in older people and the increased risk of stroke.⁸

Positive Impacts

Reductions in motor vehicle traffic are expected to create safer streets with an improved experience for pedestrians – such as reduced noise and air pollution and reduced fear of being involved in a collision. These improvements to the walking environment are likely to disproportionately benefit those who are aged 16 and under who currently make 37% of journeys by walking (or to a lesser degree, cycling). Furthermore, those aged 16-19 who make 37% of trips by public transport are also likely to disproportionately benefit, as public transport journeys are likely to start or end on foot, wheel or cycle.

Older people are more likely to suffer from slight mobility impairments due to aging. This can include slower movement and reaction time, and some may use mobility aids for walking. A reduction in motor vehicle traffic is likely to be particularly beneficial for those who require extra time to cross the street due to physical or visual impairments. The NHS however state that the over 65 age group are the most sedentary age group and should continue to engage in moderate exercise (recommended at 150mins a week) to prevent mental and physical decline.

The Quieter Neighbourhood measures are likely to significantly reduce the volumes of traffic through the area, reducing the threat caused by motor traffic, particularly from larger vehicles such as vans or HGVs who can no longer pass through the area. These improvements are likely to benefit all ages groups, but as those aged under 16 and over 60 are disproportionately killed or seriously injured by motor traffic, they are likely to benefit the most from the changes.

⁶ 'Fair Access: Towards a transport system for everyone' Barrett et al., 2019 [Fair access: Towards a transport system for everyone - Centre for London](#)).

⁷ (Public Health England, [Health matters: air pollution](#), 2018)

⁸ (Impact on Urban Health, [Air pollution and older people](#)) Air pollution in London is largely caused by road traffic.

There are two schools within the Edmonton Green QN area; Brettenham Primary School and Fleecefield Primary School, and so there is the potential for a great number of children to benefit from a reduction in traffic. This will help to promote safer, active travel to and from these schools.

Negative Impacts

While these measures are likely to create safer, healthier streets for residents of Enfield, they may lead to longer journey times for people who rely on private cars, taxis, or Dial-a-Ride. The scheme may also lead to short- or medium-term delays to motor traffic on boundary roads to the QN as traffic is reassigned from minor roads in the Edmonton Green QN project area.

Private cars, taxis or Dial-a-Ride are particularly popular for people aged 65 and over. Travelling can also be uncomfortable for some people, particularly for the elderly, therefore extended journey times could exacerbate this issue.

Impacts on younger people need to be better understood and engagement with this group may help to outline these.

Older people, particularly those who also have mobility impairments or difficulty walking may also be more reliant on time-dependant professional support services such as delivery of items such as food and medication. The higher journey times by car or rerouting of trips may therefore affect these services.

Mitigating actions to be taken

- Investigate the impact on local private hire vehicles and taxis with respect to journey times, cost, and accessibility.
- Target engagement at those aged under 40 (and especially under 30) who are often under-represented in engagement, as was observed in the recent consultation for the Edmonton Green Quieter Neighbourhood early engagement. This could be achieved through measures such as targeted advertising on social media, or at locations frequented by the younger generation such as town centres, leisure centres or gyms.
- Traffic modelling to investigate potential impact on surrounding road network, this is of particular relevance to those older people who rely on private vehicles, taxis or Dial-a-Ride to get around.
- Consider times for restrictions and location of potential restrictions to minimise impact on deliveries.
- If modal filters are installed, provide exemptions to emergency services.
- Consider exemptions for residents who are blue badge holders (and other disabled people who meet the exemption criteria) for timed restrictions within a school street area and those requiring special access to the school to mitigate negative impact, if a school street is proposed.

Disability

A person has a disability if they have a physical or mental impairment which has a substantial and long-term adverse effect on the person's ability to carry out normal day-day activities.

This could include physical impairment, hearing impairment, visual impairment, learning difficulties, long-standing illness or health condition, mental illness, substance abuse or other

impairments.

Will the proposed change to service/policy/budget have a **differential impact [positive or negative]** on people with disabilities?

Please provide evidence to explain why this group may be particularly affected.

Evidence Base

In Enfield, Census 2021 data shows that 13.6 % the borough's population stated that they were disabled under the Equality Act. The project area itself actually has a lower rate of disability than the national average, but slightly higher than that for the borough as a whole. This is shown in figure 6.

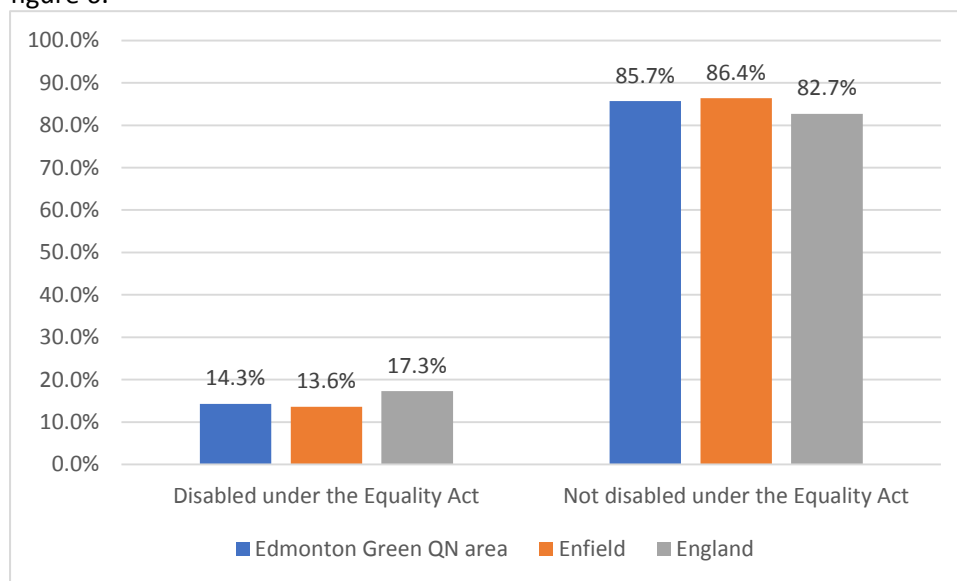


Figure 6: Disability rate in the project area as compared to Enfield and England as a whole (Source: Census 2021)

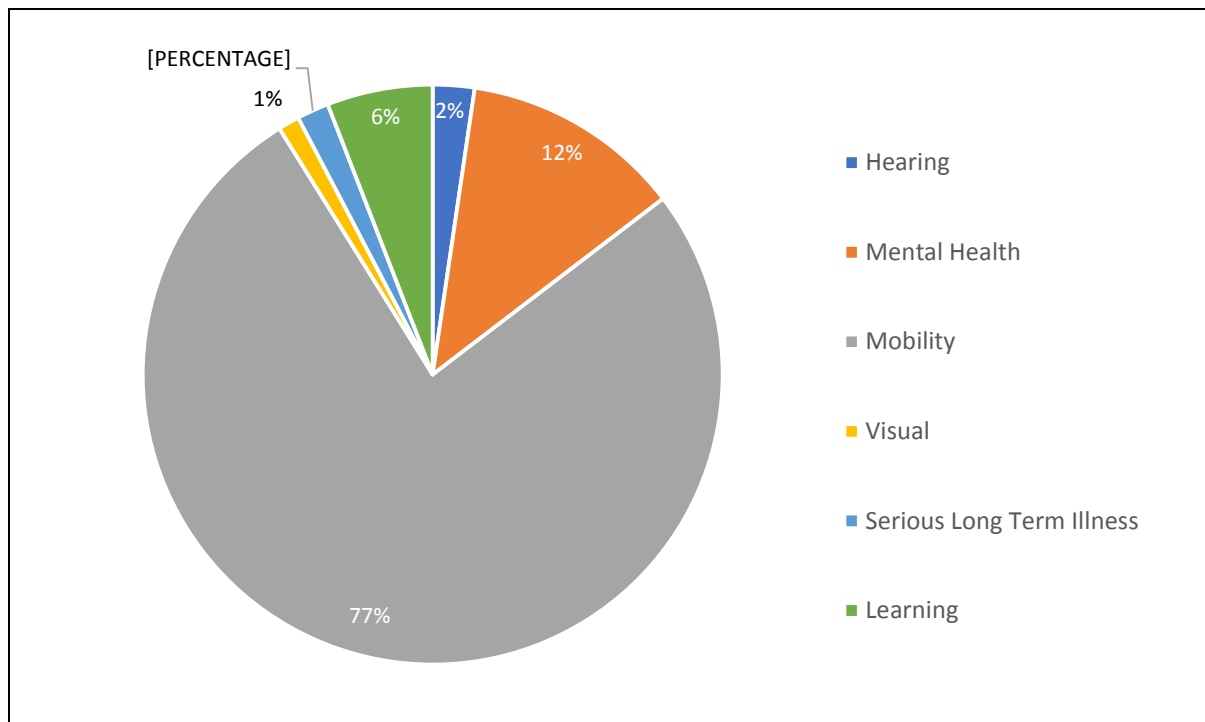


Figure 7: Disability types stated by those with a disability affecting travel in Enfield

Source: LTDS 2018/2019

Types of disability stated by those who live in Enfield and have a disability affecting daily travel (including old age) is shown in Figure 7. Mobility impairment represents the highest proportion (77%) followed by impairment due to mental health (12%). It should be noted that this data is based on a small sample, therefore results should be taken as a general indication only. It is important to note that various physical and mental disabilities can lead to travel limitations.

Let's Talk is the software platform engagement is conducted on. It meets and exceeds WCAG 2.1, the current global web accessibility standard.

Text, graphics, and figures should be able to be read by screen readers, and all content should be made available in alternative formats for those with visual impairments. Braille can be made available on request (though it is acknowledged that only a small proportion of visually impaired people use braille) or the opportunity offered to speak to someone over the phone or in person about the scheme.

Positive Impacts

Roads with high traffic volumes are not considered accessible by charities such as Wheels for Wellbeing as they do not allow most of the community to benefit from the physical and mental health benefits of active travel⁹. They argue that QNs have the potential to help disabled residents through bringing about cleaner air which will help those with respiratory problems; less congestion for those disabled people who rely on door-to-door transport (such as taxis and dial-a-

⁹ Wheels for Wellbeing: LTNs – the Good, the Bad and the Ugly and LTNs – solutions (2021)
<https://wheelsforwellbeing.org.uk/>

ride); safer streets to wheel, walk or cycle along and more opportunities to be active and independent improving mental and physical health.

Improved cycling conditions will benefit disabled cyclists and could potentially encourage people with disabilities to try cycling if their disability allows. Some disabled people rely upon cycling as their primary means of mobility.

The project aims to decrease motor vehicle traffic in a residential area, creating a safer environment, particularly for disabled people who are more likely to be pedestrians. Quieter roads will also benefit those whose physical impairments necessitate more time to cross the road, or whose mobility aids may require use of the road, such as mobility scooters.

Negative Impacts

Older people, particularly those who also have mobility impairments or difficulty walking may also be more reliant on time-dependant professional support services such as delivery of items such as food and medication. The higher journey times by car or rerouting of trips may therefore affect these services.

People with mobility issues may rely on street furniture such as benches if they need places to rest frequently. It is suggested that the design could include seating and shelters.

Visually impaired people may be pedestrians in the affected area, users of public transport or passengers in other vehicles. Visually impaired people will have varying degrees of ability to see the changes in the environment around them. Initially any change could be confusing and so engagement should take place with local disability groups.

Disabled and older people, particularly those who also have mobility impairments or difficulty walking may also be more reliant on time-dependant professional support services such as delivery of items like food and medication. The higher journey times by car or rerouting of trips may therefore affect these services.

Quieter Neighbourhoods may negatively impact on journey times for those with mobility impairments who may find it more difficult to walk or cycle, and therefore prefer the use of door-to-door transport services such as private cars, taxis, or Dial-a-Ride.

Some disabled people with complex needs undertake a significant number of journeys for appointments and to regular locations such as school. They may use a car to transport a wheelchair, complex mobility aid or medical equipment. For people with complex needs, journeys in the car can be very uncomfortable or distressing. Whilst some of these journeys may be considered short in distance for a person who is not disabled, people reliant on car journeys are likely to be disproportionately impacted by the scheme.

Mitigating actions to be taken

- Ensure that any changes made within the scheme must be designed to ensure that the mobility of people with disabilities are not disproportionately affected by the changes that are put in place. Rest stops in the form of seating and shelters could be provided to encourage use of the route particular by those who are more likely to need to rest such as older people and those with a disability. i.e., closing off a road which is used frequently.

- Ensure consultation and engagement material is available in accessible formats and that local disability groups are consulted with.
- Traffic modelling to investigate potential impact on surrounding road network, this is of particular relevance to those older people who rely on private vehicles, taxis or Dial-a-Ride to get around.
- If modal filters are installed, exemptions to emergency services could be provided to ensure those with disabilities are accessed quickly by emergency services.
- Minimise parking removal where possible.
- Avoid reducing the number of blue badge spaces where possible.
- Consider providing exemptions for residents who are blue badge holders (and other disabled people who meet the exemption criteria) for timed restrictions within a school street area and those requiring special access to the school to mitigate negative impact, if a school street is proposed.

Gender Reassignment

This refers to people who are proposing to undergo, are undergoing, or have undergone a process (or part of a process) to reassign their sex by changing physiological or other attributes of sex.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on transgender people?

Please provide evidence to explain why this group may be particularly affected.

Table 2: Transgender hate crime Enfield and London, 2021 – 2023¹⁰

	Enfield		% Difference	London		% Difference
	Aug 2021-July 2022	August 2022-July 2023		Aug 2021-July 2022	August 2022-July 2023	
Transgender hate crime	10	14	40%	420	458	9%

There have been 14 Transgender hate crime offences reported in Enfield in 2022/23 compared with 2021/22, an increase of 40%. There was also an increase in this form of hate crime across the whole of London of 9% during the same time period.

Reduced volumes of motor vehicle traffic may create a significantly quieter environment which can heighten the apprehension of threat. Therefore it is possible that transgender people may feel this more if making trips by foot or bicycle, particularly after dark. However, a report¹¹ carried out

¹⁰ Performance report for scrutiny, Enfield council August 2023.

¹¹ <https://findingspress.org/article/19414-the-impact-of-introducing-a-low-traffic-neighbourhood-on-street-crime-in-waltham-forest-london>

in Waltham Forest after the implementation of low traffic neighbourhoods suggested a positive improvement in the measured crime rate within these areas.

It is believed that it is unlikely that the introduction of this Quieter Neighbourhood scheme will unduly impact gender reassigned people. However, this EqIA should be considered an iterative document and should consultation/ engagement identify any specific issues then they can be investigated and mitigations recorded here.

Mitigating actions to be taken

- Monitor and review any feedback received from this group during the consultation and evaluation processes

Marriage and Civil Partnership

Marriage and civil partnerships are different ways of legally recognising relationships. The formation of a civil partnership must remain secular, where-as a marriage can be conducted through either religious or civil ceremonies. In the U.K both marriages and civil partnerships can be same sex or mixed sex. Civil partners must be treated the same as married couples on a wide range of legal matters.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people in a marriage or civil partnership?

Please provide evidence to explain why this group may be particularly affected.

It is believed at this time that no aspect of this scheme is likely to have a disproportionate / differential impact on grounds of marriage or civil partnership.

Mitigating actions to be taken

N/A

Pregnancy and maternity

Pregnancy refers to the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on pregnancy and maternity?

Please provide evidence to explain why this group may be particularly affected.

Evidence Base

The birth rate in Enfield was 15.1 births per 1000 people in 2016, approximately 28% above the national average that year of 11.8, though on par with the Outer London average of 15.0 per 1000 people. Therefore, there are statistically more likely to be pregnant and maternal people who reside in Enfield than the national average, however this is near equal to Outer London.

Positive Impacts

Reduction to through-traffic is likely to reduce conflict between different road users overall. This will create a safer environment, particularly for pregnant people and parents with infants and/or young children. This will also provide benefits to pedestrians travelling with prams who require additional time to navigate curbs when crossing the street. Quieter streets also mean that those traveling with prams can use the roadway if they choose to circumvent blockages across the pavement (e.g., if the pavement is too narrow to navigate due to bins).

Improvements in air quality are likely to disproportionately benefit infants and children who are more vulnerable to breathing in polluted air than adults due to their airways being in development, and their breathing being more rapid than adults.

Negative Impacts

The implementation of the Quieter Neighbourhood scheme may negatively impact on car journey times. This may adversely affect a portion of those who are pregnant and parents with infants and/or young children who may prefer the use of door-to-door transport services such as private cars, taxis, or Dial-a-Ride.

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 Quieter Neighbourhood 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. Furthermore, exposure to existing poor air quality while at home for long periods should reduce over time as a result of lower traffic volumes inside the area.

Mitigating actions to be taken

- Monitor and review any feedback received from pregnant women and mothers of young children during the consultation and evaluation processes. Continued monitoring of journey times throughout project.
- The scheme's design should look to avoid reducing comfort levels on footways, whilst maintaining full access to existing dropped kerbs, to enable full access to those pushing prams/ pushchairs.
- Consider times for restrictions and location of potential restrictions to minimise impact on deliveries.

Race

This refers to a group of people defined by their race, colour, and nationality (including citizenship), ethnic or national origins.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people of a certain race?

Please provide evidence to explain why this group may be particularly affected.

Evidence Base

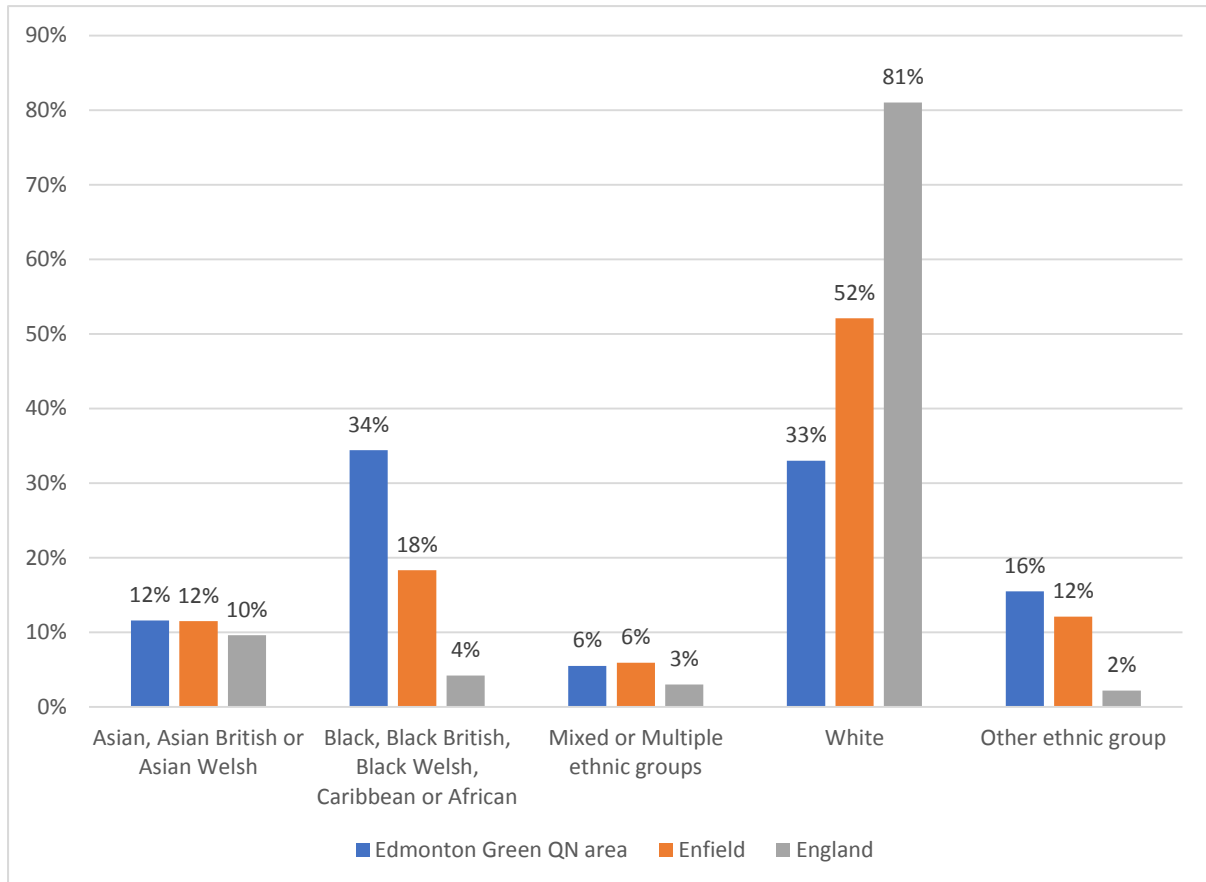


Figure 8: Population by ethnicity for Edmonton Green QN area compared to Enfield and England
Source: UK Census 2021

Figure 8 shows the ethnic group of the project area compared to the country and borough average. There is a much higher proportion of Black, Black British, Black Welsh, Caribbean or African in the project area, compared to the England average and only 33% are white as compared to the 81% UK average.

Within the borough of Enfield, 52% of the Enfield’s residential population is ‘White’, making it the most common ethnicity in the Borough. It is lower than the average across London, England, and Wales.

The second most populous ethnicity in the borough is 'Black, Black British, Black Welsh, Caribbean or African', of which 18% of the population identify. This is followed by 'Other ethnic group' and 'Asian, Asian British or Asian Welsh', both at 12 of the population.

The most popular languages for which Enfield Council receives translation and interpreting requests are Turkish, Polish, Albanian, Somali, Bulgarian, British Sign Language and Romanian.

The Spring 2021 School Census¹² records 189 languages or dialects being spoken by pupils who live in Enfield. As of Spring 2021, the top five non-English languages spoken by Enfield school pupils were:

Table 3: Top non-English languages spoken by Enfield school pupils 2021

Language	% of pupils
Turkish	13.7
Somali	3.7
Albanian	2.6
Polish	2.4
Bengali	2.3
Bulgarian	2.3
Romanian	1.9
Greek	1.4
Arabic	1.3
Akan(Twi/Asante)	1.2

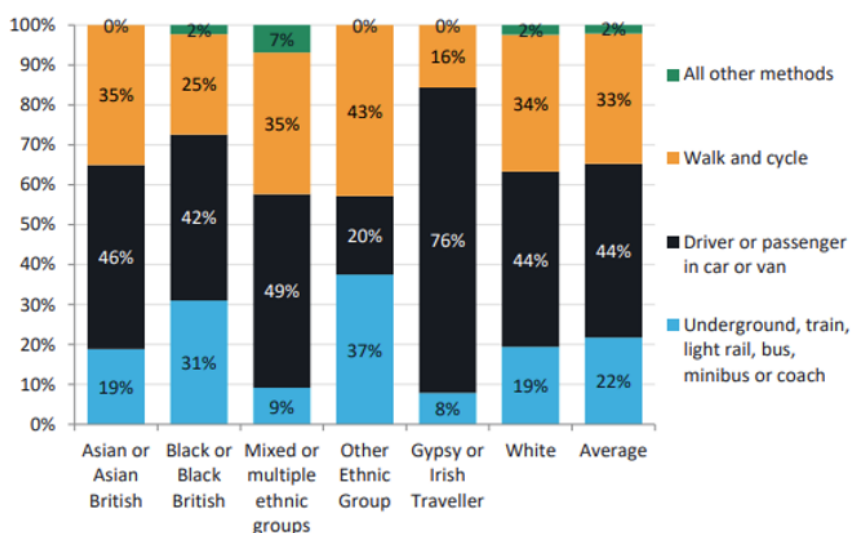


Figure 9: Mode share by ethnicity in Enfield (Source: LTDS (2018/19))

Based on average travel modes from the LTDS data presented in Figure 9, driver or passenger in car or

¹² [Enfield Borough profile 2022](#)

van is the most comment mode in Enfield for all ethnic groups except for 'Other Ethnic Group'. 'Other Ethnic Group' are most likely to walk and cycle, with a mode share of 43%. It is important to note that the sample size of LTDS data is small, therefore these percentages may not precisely reflect the travel behaviours of each ethnic group.

Positive Impacts

The proposed measures are likely to improve conditions for pedestrians and cyclists, by reducing conflicts with motorised vehicles. This will disproportionately benefit ethnic groups who are disproportionately more likely to walk ('Other Ethnic Groups'), as well as 'Black or Black British' and 'Other Ethnic Groups' who are disproportionately likely to use public transport (as every public transport journey starts or ends on foot, wheel or cycle).

It is important to note that reducing car dominance and car usage is a key aspect of Enfield's broader transport strategy, and as such it is acknowledged that this disproportionate impact is necessary to facilitate a shift across Enfield to more sustainable, healthy, and equitable modes.

Negative Impacts

Apart from those self-identifying as 'Other Ethnic Groups', car usage in Enfield is high, particularly for 'Gypsy or Irish Travellers'. For this reason, the scheme may disproportionately affect this ethnic group – such as causing slightly longer journey times for trips made by car. This could have some financial impacts such as increased cost of travel and increased travel times. However, the delivery of this scheme has the potential to offer genuine alternatives to car journeys and reduce the reliance on cars within this ethnic group.

This scheme may cause increased congestion in the short to medium term on boundary roads to the QN as traffic is reassigned from minor roads within Edmonton Green. As such, these impacts may disproportionately impact 'Black and Black British' and 'Other Ethnic Groups' who are disproportionately more likely to use public transport.

There is often poor awareness of local walking and cycling schemes amongst those who rarely walk, cycle, or travel outside their immediate area, particularly in those who do not speak English at all, or it is not their first language.

Mitigating actions to be taken

- Promote active travel to non-English speaking communities.
- It is recommended that Enfield officers work internally with the Gypsy Roma Traveller (GRT) lead to discuss the unique characteristics of this ethnic group. Consideration should be given as to how schemes could assist with reducing car usage and encouraging modal shift.
- Continue to monitor bus journey times using TfL data and consider mitigation measures if there is an impact.
- Continue to monitor demographic responses to the consultation for adequate representation of different race groups. Further consultation and engagement to be guided by community organisations.
- Ensure that all consultation and engagement communications aim to include people whose first language is not English, for example by offering materials in appropriate languages and or engaging through relevant community organisations.
- Consider providing an interpreter to events.
- Consideration should be given as to how schemes could assist with reducing car usage and

encouraging mode shift.

- Traffic modelling to investigate potential impact on surrounding road network.

Religion and belief

Religion refers to a person's faith (e.g., Buddhism, Islam, Christianity, Judaism, Sikhism, Hinduism). Belief includes religious and philosophical beliefs including lack of belief (e.g. Atheism). Generally, a belief should affect your life choices or the way you live.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people who follow a religion or belief, including lack of belief?

Please provide evidence to explain why this group may be particularly affected.

Evidence base

Figure 10 shows Census 2021 data on religion and belief in Enfield. Enfield is a predominantly Christian borough, with 46% of the population identifying as Christian. 23% of people do not follow a religion or did not state a religion. 17% of residents identify as Muslim, making it the second most common religion or belief. Enfield is also home to smaller proportions of residents compared to the other faiths including Buddhist (0.6%), Hindu (3.5%), Jewish (1.4%) and Sikh (0.3%).

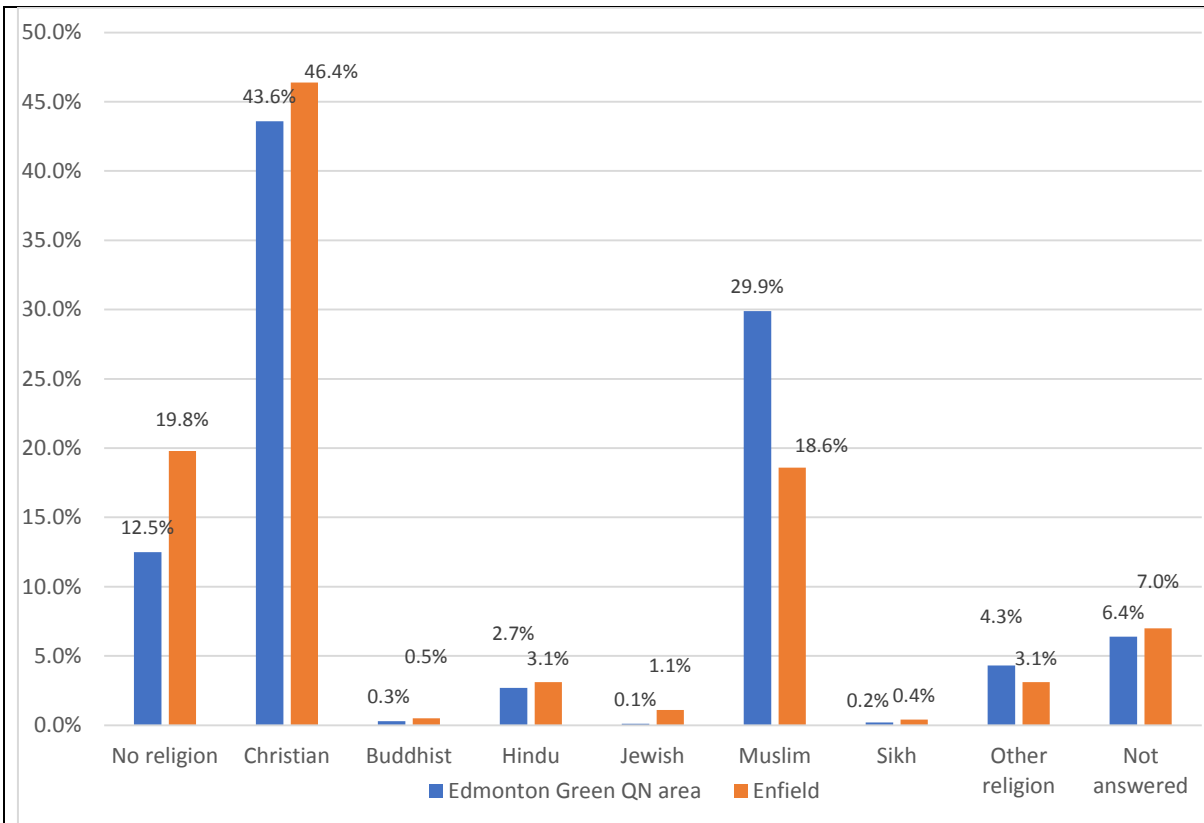


Figure 10: Breakdown of religion/belief within the Project Area and England

Source: Census 2021

On certain dates and at certain times of the day, religious services and observances can have an impact on travel patterns. Places of worship and faith-based schools are major destinations for large populations from different groups. There are several places of worship in the Edmonton Green QN area which have been identified and outlined below. Access to these places of worship will be fully maintained, but the route by motor vehicle may change due to the restrictions in place. It is acknowledged that the route taken by worshippers accessing places of worship outside the Edmonton Green and Lower Edmonton area may also change.

Elements of the scheme may involve road closures and/or introducing one-way streets/modal filters. Therefore it is important to identify whether there will be a serious hinderance for the residents in the area to travel to and from their place of worship. It is important to ensure that designs consider the impact on these groups.

The following locations have been identified:

- Tottenham park cemetery / Edmonton Federation Cemetery Chapel (Jewish)/Western Synagogue Cemetery
- Green Towers Community Centre/ Christ Embassy Edmonton
- Edmonton Methodist Church
- St Demetrios Greek Orthodox Church
- Rumi Mosque
- Edmonton Spiritualist Church

Positive Impacts

Improving conditions for walking and cycling is likely to positively benefit those who follow a religion and regularly attend places of worship. Destinations such as this are generally local and have large walking and cycling catchments. Although it is acknowledged that this scheme is likely to increase journey times for some worshippers who drive to their place of worship, which remain accessible via car as prior to the implementation of the scheme.

Negative Impacts

A new one-way road or road closure may impact journey times for people travelling to their place of worship, which will reduce the amount of time they have in their day and may isolate some in the community.

Mitigating actions to be taken

- Continue to monitor demographic responses to the consultation for adequate representation of different religious groups. Target engagement at places of worship that were under-represented, particularly those within the area or close to it.
- Direct engagement with places of worship to review the specific needs of their religious community, such as Edmonton Spiritual Church, Edmonton Methodist Church, Christ Embassy Edmonton, Rumi Mosque, St Demetrios Greek Orthodox Church, Tottenham park cemetery / Edmonton Federation Cemetery Chapel (Jewish)/Western Synagogue Cemetery.

Sex

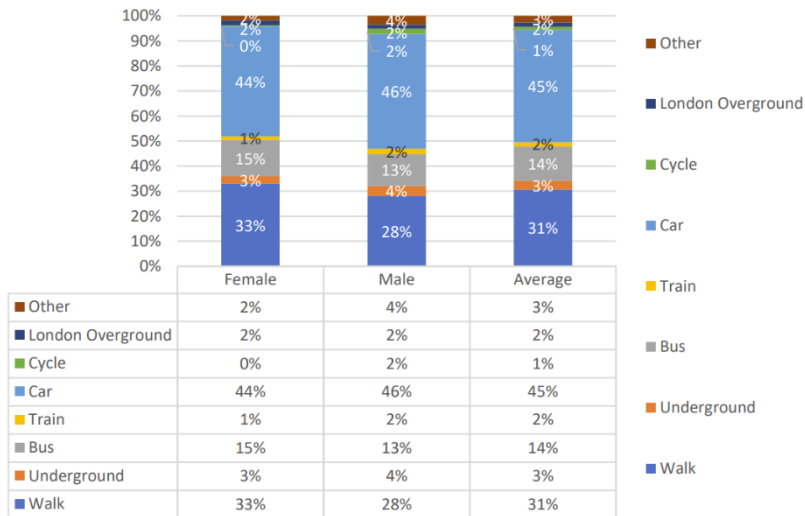
Sex refers to whether you are a female or male.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on females or males?

Please provide evidence to explain why this group may be particularly affected.

Evidence Base

Figure 11 presents the mode share by sex in Enfield. Walking is the most commonly used type of transport by females, making up 33% of all trips. This is 5% higher than males. On average, females drive slightly less than males, making up 44% of trips vs 46% for males. Females are also using the bus more than males (15% vs 13%).

Figure 11: Mode share by sex in Enfield

Source: LTDS (2016/17, 2017/18 and 2018/19)

Across Greater London, research undertaken by TfL¹³ shows walking is the most used type of transport by females (95% walk at least once a week). Females are also more likely to use buses than males (62% compared with 56%) but are less likely to use other types of transport including the Tube (38% women compared with 43% males). It is important to recognise that females are more likely than males to be travelling with buggies and/or shopping, and this can affect transport choices. Females aged 17 or over who are living in London are less likely than males to have a full driving licence (58% compared with 72%) or have access to a car (63% of all females compared with 66% of all males). These factors are likely to be related to the frequency of car use as a driver. 79% of females in London report being able to ride a bike, compared with 91% of males.

Positive Impacts

Females are less likely to drive in Enfield and are more likely to walk than males. They are also less likely to cycle. Improvements made to the safety and convenience of cycling to reduce the barriers to cycling disproportionately faced by females and increase the percentage of females choosing to cycle.

Increasing resident access to favourable walking and cycling conditions is likely to disproportionately benefit females, particularly due to higher number of trips they make daily compared to males, as well as their increased likelihood of taking children to and from educational and recreational facilities.

Negative Impacts

Females are more likely to use the bus than males. As many public transport journeys start or end on foot, wheel or cycle, improvements in safety and convenience to these networks will improve their access to public transport services. On the contrary, this scheme may cause increased congestion in the short to medium term on boundary roads to the QN if traffic is reassigned from

¹³ [Travel in London: Understanding our diverse communities 2019 \(tfl.gov.uk\)](https://tfl.gov.uk/research-and-data/understanding-our-diverse-communities-2019)

minor roads within Edmonton Green. As such, these impacts may disproportionately impact females who use buses more often than males.

Following the murder of Sarah Everard, a national movement highlighted the concerns of women and how safe they feel at particular times of the day, notably at night. Reduced volumes of motor vehicle traffic create a significantly quieter environment which can heighten the apprehension of threat. This perception particularly impacts women making trips by foot or bicycle, as part of a public transport journey or a trip on its own. There is some concern that this perceived risk impacts women's willingness to make trips by active travel modes after dark. In contrast, an academic report¹⁴ however suggested a positive improvement in the measured crime rate after introducing low traffic neighbourhoods. The report examined the impact on street crime of introducing low traffic neighbourhoods in Waltham Forest which was associated with a 10% decrease in total street crime, with significant decreases in violence and sexual offences specifically, and this effect increased with a longer duration since implementation.

Mitigating actions to be taken

- Monitor bus journey times using TfL data and consider mitigation measures if there is an impact.
- Engage with the Metropolitan Police and monitor crime and anti-social behaviour within the QN area since implementation.
- Provide reassurance messages around personal safety, crime and disorder.

Sexual Orientation

This refers to whether a person is sexually attracted to people of the same sex or a different sex to themselves. Please consider the impact on people who identify as heterosexual, bisexual, gay, lesbian, non-binary or asexual.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people with a particular sexual orientation?

Please provide evidence to explain why this group may be particularly affected.

¹⁴ <https://findingspress.org/article/19414-the-impact-of-introducing-a-low-traffic-neighbourhood-on-street-crime-in-waltham-forest-london>

Table 4: Homophobic hate crime Enfield and London, 2021 – 2023¹⁵

	Enfield		% Difference	London		% Difference
	Aug 2021-July 2022	August 2022-July 2023		Aug 2021-July 2022	August 2022-July 2023	
Homophobic hate crime	93	60	-35.5%	3768	3409	-9.5%

There have been 93 homophobic hate crime offences reported in Enfield in 2022/23 compared with 2021/22, a decrease of 35.5%. There was also a decrease increase in this form of hate crime across the whole of London of 9.5% during the same time period.

Reduced volumes of motor vehicle traffic may create a significantly quieter environment which can heighten the apprehension of threat. Therefore it is possible that people who identify as heterosexual, bisexual, gay, lesbian, non-binary or asexual transgender people may feel this more if making trips by foot or bicycle particularly after dark. However, a report¹⁶ carried out in Waltham Forest after the implementation of low traffic neighbourhoods suggested a positive improvement in the measured crime rate within these areas.

It is believed that it is unlikely that the introduction of this Quieter Neighbourhood scheme will unduly impact people who identify as heterosexual, bisexual, gay, lesbian, non-binary or asexual. However, this EqIA should be considered an iterative document and should consultation/engagement identify any specific issues then they can be investigated and mitigations recorded here.

Mitigating actions to be taken

- Monitor and review any feedback received from this group during the consultation and evaluation processes

Socio-economic deprivation

This refers to people who are disadvantaged due to socio-economic factors e.g. unemployment, low income, low academic qualifications or living in a deprived area, social housing or unstable housing.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people who are socio-economically disadvantaged?

Please provide evidence to explain why this group may be particularly affected.

¹⁵ Performance report for scrutiny, Enfield council August 2023.

¹⁶ <https://findingspress.org/article/19414-the-impact-of-introducing-a-low-traffic-neighbourhood-on-street-crime-in-waltham-forest-london>

Evidence Base

As outlined within the Enfield Transport Plan (2019), Enfield is one of the most deprived Outer London boroughs. Enfield is now the 12th most deprived London borough, whereas it was 14th in 2010. The Borough's overall ranking in the 2015 Indices of Multiple Deprivation remained unchanged from 2010 at 64th most deprived out of 326 English local authorities. The Indices of Deprivation 2019, published by the Ministry of Housing, Communities and Local Government (now the Department for Levelling Up, Housing and Communities) measure relative deprivation in neighbourhood areas. These are ranked and sorted into deciles of relative deprivation.

The map below (Figure 12) illustrates the level of deprivation for each neighbourhood area of a ward. The darker the shading, the higher the relative deprivation levels. The darker the shading, the higher the relative deprivation levels. This presents a visual representative of deprivation across Enfield. The Edmonton Green QN sits within the southeast of Enfield. In broad terms the eastern areas of Enfield have more levels of deprivation, whereas the west and northwest areas have the least.

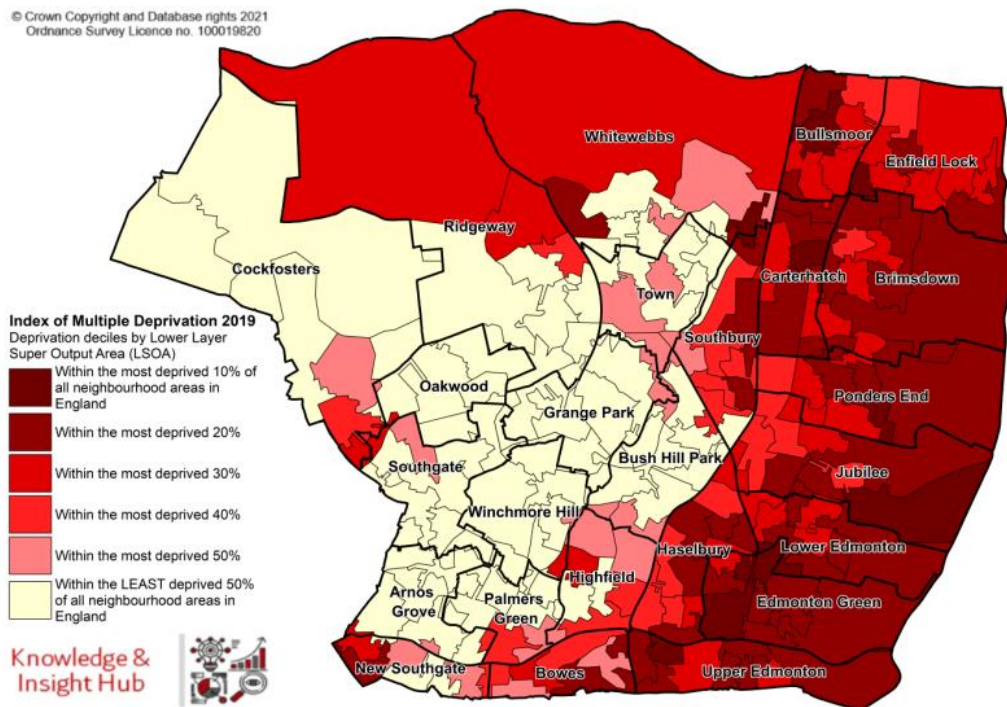


Figure 12: Map of Enfield showing deprivation levels by neighbourhood area and ward¹⁷.

5% of Enfield's neighbourhood areas are among the 10% most deprived in the country, with a further 25% within the 20% most deprived areas in the country. Edmonton Green and Lower Edmonton wards have amongst the highest levels of deprivation.

According to research undertaken by Transport for London in 2019, the most used form of transport for Londoners with lower household incomes (below £20,000) is walking. The bus is the

¹⁰ <http://content.tfl.gov.uk/barriers-to-cycling-for-ethnic-minorities-and-deprived-groups-summary.pdf>

¹⁷ Source: Ward profile: Edmonton Green 2023, Knowledge & Insight Hub, Enfield Council

next most used form of transport with 69% of people with lower household incomes taking the bus at least once a week compared to 59% of all Londoners¹⁸. This suggests a correlation between low income and lower car ownership leading to an increased use of alternative modes of transport.

TfL also found that for those on a very low income, the cost of a bike may be a significant barrier to cycling.

The same TfL research found that disabled Londoners are more likely to live in a household with an annual income of £20,000 or less than non-disabled Londoners (61% compared with 25%). This is likely to be due to a significantly low proportion of disabled people in full or part time employment when compared to non-disabled people of the same age.

Positive Impacts

People who are socio-economically disadvantaged are less likely to own a car and are more likely to use active modes like walking as well as public transport. The scheme is likely to benefit this group.

Cycling is cheaper than driving and is a low-cost form of transport and can connect people safely and quickly to local destinations, as well as to rail stations as part of multi-modal longer distance journeys (e.g., into Central London). The improvements to cycling conditions are likely to disproportionately benefit those without access to cars, providing they can afford the initial cost of a bike.

Walking and the walking environment will be improved as part of the scheme, therefore those on lower incomes are likely to benefit from the scheme as walking is the lowest cost form of transport. It is also important to note that the general health of the area is lower than the borough wide average which is important to keep in mind as there may be higher mobility related issues within the area, meaning some road closures/modal filters may have an increased negative effect compared to a similar Quieter Neighbourhood scheme located in another area of the borough.

Negative Impacts

Those who are on lower incomes are more likely to use the bus. As many public transport journeys start or end on foot or cycle, improvements in safety and convenience to these networks will improve their access to public transport services. This scheme may cause increased congestion in the short to medium term on boundary roads to the QN if traffic is reassigned from minor roads within Edmonton Green QN.

Mitigating actions to be taken.

- It is recommended that the active travel benefits of this scheme are advertised, with a specific focus on reaching those with lower households' incomes.
- Specific consideration should be given to where traffic is likely to be reassigned to, to review the impact on adjacent properties when reviewing traffic data. This includes

¹⁸ Transport for London, [Travel in London: Understanding our diverse communities](#), 2019

consideration of impact on buses which people from more disadvantaged areas are more likely to use more frequently.

- Encourage lower income households to make use of free bike repair services, such as Dr Bike, and opportunities to access affordable cycles, such as second-hand bike markets.

Section 4 – Monitoring and review

How do you intend to monitor and review the effects of this proposal?

Who will be responsible for assessing the effects of this proposal?

The project aims to improve conditions for those already walking and cycling and also to help make non-car transport options more attractive by making them safer, more accessible, and ultimately, more convenient. It is acknowledged that these improvements may come at an ongoing inconvenience to drivers. The altering of traffic flow could add some level of complication to trips and will increase the length of many car journeys made through the study area. This impact will be felt disproportionately by individuals who rely upon cars as their primary or only mode of transport, which is common for older or disabled people and certain ethnic groups. It is important to carry out quality consultation with those who rely upon cars to minimise any adverse impacts.

The monitoring and evaluation for this project is critical for many of the recommendations set out in this EqIA. Alongside consultation and engagement, these are the primary means of monitoring benefits and disbenefits of the project. Activities include monitoring of traffic volumes including bus journey times, air and noise quality, and engagement with emergency services. Consultation and engagement activities are planned to reflect relevant recommendations in this EqIA. The outcomes of monitoring, consultation and engagement will help to inform whether the project has been successful in achieving its objectives and in identifying, and if possible, mitigating, the potential inequalities raised in this EqIA.

This EqIA is not a static document will continue to be developed during the course of this project once further details of the scheme are known.

Section 5 – Action plan for mitigating actions

Any actions that are already completed should be captured in the equality analysis section above. Any actions that will be implemented once the decision has been made should be captured here.

Protected Characteristic	Identified Issue	Action Required/ Comments	Lead officer	Timescale/By When	Costs	Review Date/ Comments
Age	Potential longer journey times for older people who rely on private cars, taxis or Dial-a-Ride if modal filters are provided.	Investigate the impact on local private hire vehicles and taxis with respect to journey times, cost and accessibility.	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	
Age	Under-representation of younger people in consultation responses	Target engagement at those aged under 40 (and especially under 30) who are often under-represented in engagement, as was observed in similar consultation for the Edmonton Green Quieter Neighbourhood early engagement. This could be achieved through measures such as targeted advertising on social media, or at locations frequented by the younger generation such as town centres, leisure centres or gyms.	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	
Age Disability	Traffic reassignment onto main roads may delay bus services, affecting younger people in particular	Traffic modelling to investigate potential impact on surrounding road network. Monitor bus journey times using TfL data, and consider mitigation measures if there is an impact.	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	
Age Disability Pregnancy and maternity	Deliveries not able to drop off food etc during certain periods if timed restrictions are proposed.	Consider times for restrictions and location of potential restrictions to minimise impact on deliveries.	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	

Age Disability	Emergency services ability to access residential areas quickly	If modal filters are installed, provide exemptions to emergency services.	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	
Disability	Potential removal of on-street parking spaces affecting people who are not able to walk longer distances between their car and their destination.	Minimise parking removal where possible. Avoid reducing the number of blue badge spaces.	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	
Age Disability	Potential longer journey times for people who rely on private cars, taxis or Dial-a-Ride if modal filters are provided or time restrictions during school street hours.	Provide exemption systems for blue badge holding residents for time restrictions within a school street area and those requiring special access to the school to mitigate negative impact, if a school street is proposed.	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	
Pregnancy and maternity	Pregnant women potentially needing to walk further.	The scheme's design should look to avoid reducing comfort levels on footways, whilst maintaining full access to existing dropped kerbs, to enable full access to those pushing prams/strollers. Monitor and review any feedback received from pregnant women and mothers of young children during the consultation and evaluation	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	

		processes.				
Race	Consultation analysis during early engagement highlighted that white ethnicity was over-represented	<p>Continue to monitor demographic responses to the consultation for adequate representation of different race groups. Further consultation and engagement to be guided by community organisations.</p> <p>Ensure that all consultation and engagement communications aim to include people whose first language is not English, for example by offering materials in appropriate languages and or engaging through relevant community organisations.</p> <p>Consider providing an interpreter to events.</p>	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	
Race	If one ethnic group uses private cars more than others then they may be disproportionately affected if journey times increase.	Consideration should be given as to how schemes could assist with reducing car usage and encouraging mode shift.	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	
Race	If one ethnic group uses buses more than others then they may be disproportionately affected if bus journey times increases.	<p>Traffic modelling to investigate potential impact on surrounding road network.</p> <p>Monitor bus journey times using TfL data, and consider mitigation measures if there is an impact.</p>	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	

Religion and belief	Potential for some religious groups to be under-represented in consultation.	Continue to monitor demographic responses to the consultation for adequate representation of different religious groups. Target engagement at places of worship that were under-represented, particularly those within the area or close to it.	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	
Religion and belief	The scheme may increase journey times for some worshippers when accessing their place of worship by motor vehicle.	Direct engagement with places of worship to review the specific needs of their religious community, such as Tottenham park cemetery / Edmonton Federation Cemetery Chapel (Jewish)/Western Synagogue Cemetery, Green Towers Community Centre/ Christ Embassy Edmonton, Edmonton Methodist Church, St Demetrios Greek Orthodox Church, Rumi Mosque, Edmonton Spiritualist Church.	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	
Sex	Traffic reassignment onto main roads may delay bus services, affecting females in particular	Traffic modelling to investigate potential impact on surrounding road network. Monitor bus journey times using TfL data, and consider mitigation measures if there is an impact.	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	
Sex	Public perception of personal security due to the reduced 'passive surveillance' of passing motor traffic	Continue to engage with the Metropolitan Police and monitor crime and antisocial behaviour within the QN area post implementation.	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	
Socio-economic deprivation	Reassignment of motor traffic may	Specific consideration should be given to where traffic is likely to be reassigned to, to review the	Sarah Whitehouse	During development	Will be included	

	disproportionately impact those on lower incomes who are more likely to live on busier roads.	<p>impact on adjacent properties when reviewing traffic data. This includes consideration for impact on buses which people from more disadvantaged areas are more likely to use more frequently.</p> <p>Traffic modelling to investigate potential impact on surrounding road network.</p> <p>Monitor bus journey times using TfL data, and consider mitigation measures if there is an impact.</p>	/ Ryan Hicks	of design	within scheme budget	
Socio-economic deprivation	People on lower incomes might be able to afford to adapt to the measures (e.g., buying a bike).	Encourage lower income households to make use of free bike repair services, such as Dr Bike, and opportunities to access affordable cycles, such as second-hand bike markets.	Sarah Whitehouse / Ryan Hicks	During development of design	Will be included within scheme budget	



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