

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 eg 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	Enfield Town to Broxbourne Walking and Cycling Route – Off-Carriageway
Team/ Department	Planning and Growth
Executive Director	Simon Pollock, Interim Executive Director of Environment and Communities
Cabinet Member	Cllr Rick Jewell
Author(s) name(s) and contact details	Sarah Whitehouse Sarah.whitehouse@enfield.gov.uk
Committee name and date of decision	N/A
Date of EqIA completion	16 October 2023

Date the EqIA was reviewed by the Corporate Strategy Service	17 October 2023
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	Doug Wilkinson, Director of Environment and Street Scene

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?

Enfield Council are developing a walking and cycling route which aims to connect the neighbouring boroughs of Enfield and Broxbourne, from Enfield Town Station to Broxbourne.

The proposed Enfield Town to Broxbourne Walking and Cycling Route (within the borders of Enfield) runs from the southern side of the M25 junction with the A10 (Junction 25) initially south along the New River and eventually on the local highway network towards Enfield Town. The proposed route ends on St Andrew's Road, therefore connecting to Enfield Town Station.

Broxbourne Borough Council are also in the process of implementing a similar project. Both Councils are working together to enable a continuous walking and cycling route between the two boroughs.

The route consists of an on-carriageway route and an off-carriageway route along the New River.

- The on-carriageway route, which was covered in a previous report, is made up of approximately 1.8km of proposals to enhance facilities for active travel users. Improvements are being proposed in a range of measures including traffic calming, new pedestrian crossings and revised junction layouts providing the route with safety features for all road users.
- The off-carriageway route, with which this report is concerned, is 2.9km long and consists of a proposed shared-use track going along the banks of the New River. It eventually connects to the M25 and is the beginning of the walking and cycling route that is currently being developed by Broxbourne Borough Council.

The off-carriageway section consists of a number of interventions to support people walking and cycling. These consist of:

- A 2.9km long shared-use track along the banks of the New River
- Formal pedestrian and cycle crossing points on Carterhatch Lane, Goat Lane, and Bullsmoor Lane. These crossing points include a range of safety improvements, such as:
 - i. New parallel zebra crossings for pedestrians and people who cycle
 - ii. Footway and carriageway resurfacing
 - iii. Traffic calming features (speed tables, humps and street furniture)
- Street furniture (such as bench seats and planter boxes) on Turkey Street bridge

- A new bridge that will span Turkey Brook and be wide enough to accommodate both bicycle and pedestrian traffic
- Lighting along the path
- Wayfinding signage
- Greening including raingardens, planting native trees and drainage facilities

The Enfield Town to Broxbourne Walking and Cycling Route is funded by National Highways (formerly known as Highways England) through the Cycling, Safety and Integration (CSI) part of the Designated Funds programme¹. The Cycling, Safety and Integration (CSI) fund plan has the purpose of addressing the barriers that road can sometimes create, help expand people's travel choices, and make everyday journeys as easy as possible.

The Enfield Town to Broxbourne Walking and Cycling Route is also delivered in the context of local, regional, and national policies and strategies that seek to respond to the climate emergency, reduce traffic congestion and increase levels of physical activity, and post-pandemic, to enable a green recovery.

Nationally the Government has committed to achieving net zero carbon emissions by 2050 and has set out its long-term plan to end the UK's domestic contribution to man-made climate change by 2050 through its Net Zero Strategy: Build Back Greener². The Government is supporting local authorities to encourage sustainable travel through its Active Travel Fund and the 2020 national walking and cycling strategy, Gear Change³.

Across London, the 2018 Mayor's Transport Strategy (MTS)⁴ sets the overall direction and citywide objectives for transport. The MTS set a target for 80% of all trips to be made on foot, by bicycle or by public transport by 2041.

The 2019 Enfield Transport Plan⁵ sets out how the council will deliver the MTS locally. Key objective of the Enfield Transport Plan is the delivery of measures that encourage more walking and cycling. The Council's emerging Health and Wellbeing Strategy aims to reduce health inequalities and prioritises enabling active lifestyles. Creating an environment in which people feel comfortable walking and cycling for everyday journeys will help more people to be physically active.

The Enfield Town to Broxbourne Walking and Cycling Route project forms part of the Enfield Journeys and Places programme, which is delivering projects to enable walking and cycling across Enfield. Major components of the programme include the creation of high-quality routes for cycling, connecting neighbourhoods that feel safe for walking and cycling along with school streets and a range of community

¹ <https://nationalhighways.co.uk/designated-funds/>

² <https://www.gov.uk/government/publications/net-zero-strategy>

³

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

⁴ <https://tfl.gov.uk/corporate/about-tfl/the-mayors-transport-strategy>

⁵ <https://new.enfield.gov.uk/services/roads-and-transport/enfield-transport-plan-2019-2041-roads.pdf>

events and activities.

A number of issues and problems have been identified, which this project seeks to address, including:

- Poor active travel connectivity between the boroughs of Enfield and Broxbourne due to the severance caused by the M25
- Limited active travel infrastructure south of the M25 J25 and across the borough of Enfield
- Poor quality of parts of the existing path along the New River, making it inaccessible to some users
- Limited safe crossing points along the route

Building on the issues and problems described above, the following objectives have been set for this project:

- Deliver a key active travel link which will provide increased access for residents of Broxbourne and Enfield
- Contribute towards a long-term increase in the levels of active travel by expanding the wider borough network
- Improve junctions and crossings to enable more people to walk and cycle safely
- Enable the community to make greater use of the New River

The proposals are expected to support the above objectives and bring about the following benefits:

- Provision of a continuous active travel route that will connect the two boroughs
- Improvement of the safety of junctions and crossing points
- Better accessibility and safety of the route along the New River
- Expansion of the current active travel network

The Enfield Town to Broxbourne Walking and Cycling Route project will connect to other projects of the Enfield Journeys and Places programme, including Enfield Town Liveable Neighbourhood, Enfield Town to Ponders End Station Walking and Cycling Route.

The project will also start to create a key strategic corridor around which a number of future active travel routes can be introduced. For example, an east / west link can be created by continuing the route from the New River at the point where it meets with Tenniswood Road, through Ladysmith Road, across the A10, and linking up with the previously delivered A1010 North project (Cycleway 1).

The authority does not currently have data specifically for people passing through the project area and any protected characteristics they may have. Therefore, the ward profiles for the wards of Town, Southbury, and Whitewebbs have been used as the basis for the demographic data considered in the EqIA; however, recent changes to the wards in the London Borough of Enfield mean that comparisons on certain statistics may be difficult to make.

Information has been gathered regarding groups with protected characteristics in Enfield. London Travel Demand Survey (LTDS) and Census 2011 data have been the two primary data sources, though other data sources have been used, and are referenced throughout. For each protected characteristic, data has been collected and analysed, with comparisons made at borough, regional and national level where relevant.

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

Table 1 presents the age distribution of the wards which cover the project area. This shows the wards generally follow the trend outlined above across Enfield, with the wards of Town and Whitewebbs skewing slightly older than the borough average.

Table 1: Age distribution (2022) for study area and borough average

Age distribution	Town (%)	Southbury (%)	Whitewebbs (%)	Borough of Enfield (%)
0-4	6.7	7.4	7.5	7.0
5-14	13.1	14.2	14.4	14.5
15-24	8.9	11.5	9.7	11.4
25-34	13.2	14.9	13.0	14.5
35-44	15.6	15.9	14.4	14.6
45-54	14.5	13.8	13.6	13.4
55-64	12	11.0	11.8	11.1
65-74	8.6	6.1	8.4	7.0
75+	7.4	5.3	7.2	6.4

Source: *Ward Profile: Town 2022; Ward Profile: Southbury 2022; Ward Profile: Whitewebbs 2022*

Figure 1 presents 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 older people. The highest percentages of walking and cycling can be seen in those aged under 16, with 37 per cent of all trips made on foot or by bike. Those aged 65 and over have the lowest levels of walking and cycling, with 27 per cent of all trips, but the highest percentage of trips driven (or as a passenger in a car or van) at 52 per cent.

Public transport use is disproportionately higher in 16 to 19-year-old group, making up 37 per cent of all journeys. This is 15 per cent higher than the nearest age

group (those aged under 16). Furthermore, as per the latest data from 2016, the average age to start driving in the UK was 26, and this is expected to have increased further over the previous five years⁶.

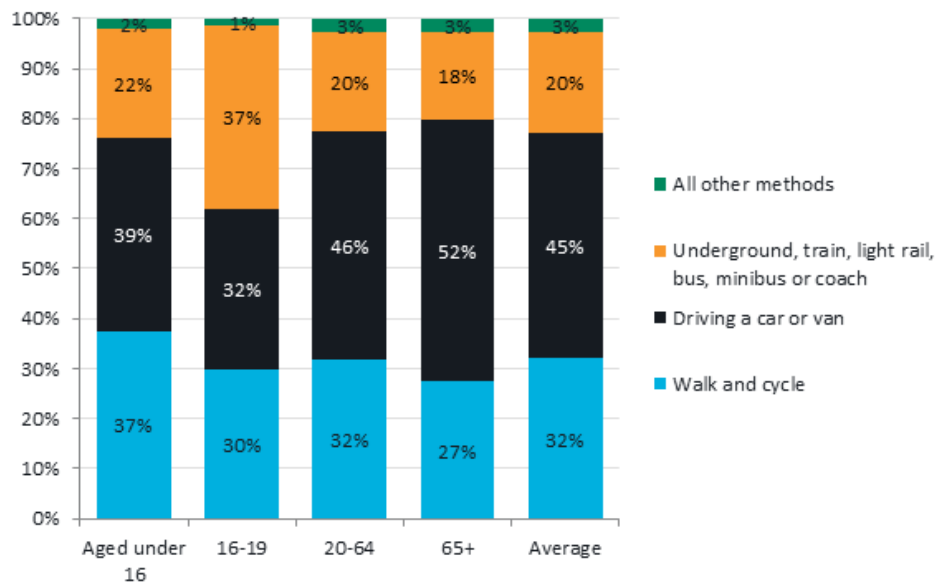


Figure 1: Mode share by Age in Enfield

Source: LTDS (2016/17, 2017/18 and 2018/19)

The proportion of Killed or Seriously Injured (KSIs) and Slightly Injured casualties per age category is shown in Figure 2. KSIs are higher than average for those aged 60 and over (19 per cent) and those aged Under 16 (14 per cent). As such, this indicates that these age groups are disproportionately more likely to suffer more severe consequences if they are involved in a collision.

Across the UK, 15-19 years olds experience almost double the risk of death from road traffic accidents (82.5 deaths per million population) in comparison to the general population (42.2 deaths per million population). For males in this age group the risk is higher still at 127.3 deaths per million population⁷.

⁶ <https://www.insurancefactory.co.uk/news/August-2016/Average-age-to-start-driving-increases-to-26>

⁷ http://www.racfoundation.org/assets/rac_foundation/content/downloadables/road%20accident%20casualty%20comparisons%20-%20box%20-%2020110511.pdf

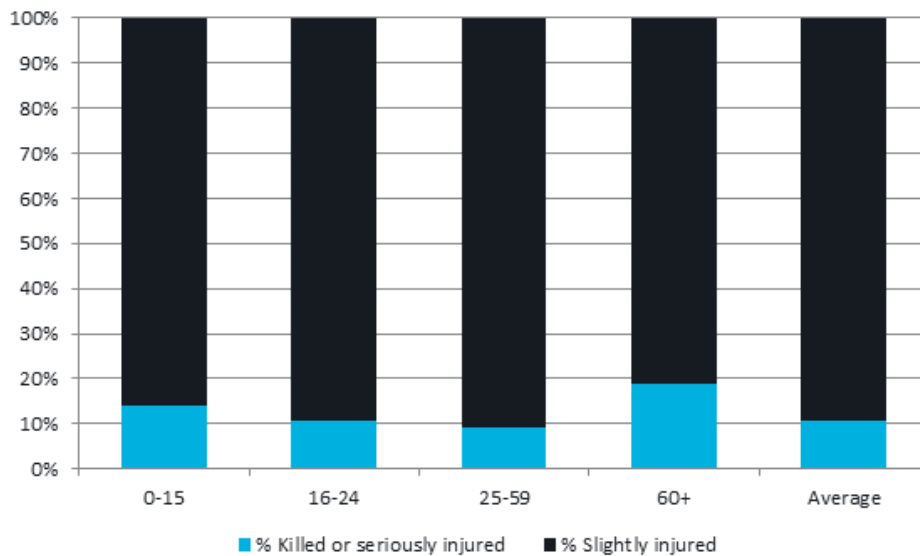


Figure 2: Percentage killed or seriously injured by Age in Enfield

Source: DfT Road traffic statistics (2019)

Table 2 shows the 3-year (2017/18 to 2019/20) average percentage of Reception and Year 6 children in Enfield who are overweight or obese, compared with the London and national averages. This shows a significantly higher level of childhood obesity in the Borough both in comparison with the London average and the national average.

Table 2: Childhood obesity

Children age group	Area	Obese (%)	With excess weight (%)
Reception year	Enfield	11.4	23.9
	London	10.2	21.8
	England	9.7	22.6
Year 6	Enfield	27.2	42.6
	London	23.2	37.9
	England	20.2	34.3

Source: Enfield Borough Profile 2022

Differential impact assessment

People of young and old age are more vulnerable to poor air quality⁸, and the Borough has younger mean ages when compared to the rest of London. An aim of the project is to enable a mode shift, ultimately reducing emissions from private vehicle use and increasing active modes of travel, benefitting these age groups through improved air quality. Age UK Enfield attended a workshop in February

⁸ https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf

2020 to discuss the proposals and provide feedback on the design.

Younger people in Enfield are less likely to drive than older people in the borough and are more likely to travel via active modes or multi modal travel where for example part of a journey is by train and another part is cycled. Active travel improvements will benefit those who already use active travel modes, and therefore may disproportionately benefit younger people.

However, the improvements are also likely to benefit those who do not currently use active travel modes by providing safer and more attractive conditions to do so. This may allow for a selection of residents which is more evenly dispersed across the age groups to partake in active travel modes – and reaping the health benefits associated with a more active lifestyle. Therefore, while the changes may initially disproportionately benefit younger people and children who exhibit a high level of obesity, over time there may be longer term benefits across the age groups that rectify this initial imbalance.

Older people are more likely to suffer from slight mobility or sight impairments due to aging, which do not fall under the disability protected characteristic group. This can include slower movement and reaction time, and some may use mobility aids for walking. The introduction of traffic calming features as well as a reduction in motor vehicle traffic, due to a shift to alternative active modes of travel, are likely to be particularly beneficial for those who require extra time to cross the street due to physical or visual impairments. The proposed new zebra crossings will also be beneficial for those with mobility issues, as they will provide additional safe crossing points and allow them to cross at their own speeds since drivers are required to wait.

There is a section of path that is steeper than the *Inclusive Mobility, A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure* proposed maximum 8%. This steep section could be challenging for elderly people and young children. The remainder of the path is within the guidelines by introducing features such as retaining walls to reduce the gradient.

Rest areas are provided along the path. While these rest areas would benefit all users, they would be particularly beneficial to elderly who may need to rest while undertaking their walk along the New River and to young children who may want to have a picnic with their parents. Further information regarding rest areas and the rationale for their location is provided in Annex 1 and the Placemaking Strategy.

One of the project objectives is to contribute towards a long-term increase in the levels of active travel. This will in turn reduce the volumes of traffic over time, therefore reducing the threat caused by motor traffic. Safer road crossing points are also proposed for pedestrians and cyclists. While these improvements are likely to benefit all ages groups, 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.

Increases in cycling trips along the route may cause elderly pedestrians to feel confused or worried about collisions on shared spaces adjacent to the crossings.

The proposed removal of isolated on-street parking spaces may affect people who are not able to walk longer distances between their car and their destination due to age-related mobility impairments. The isolated spaces being removed are not disabled person's parking bays.

Elderly people are likely to be slower when using the path. Speed management has been considered to reduce the likelihood of a conflict from speed differentials. Consideration was given to a range of treatments, taking into account the impact that each could have on characteristics such as age. For example, raised humps were considered to reduce speeds but have been discarded because they are difficult for less able (which is increasingly likely for elderly) to negotiate. The full considerations given to speed management are outlined in the speed management strategy as part of the Design and Access Statement.

Mitigating actions to be taken

Consider proposing segregated facilities where possible or widening the shared spaces to mitigate any potential conflicts or pinch points.

Consider relocating on-street parking spaces instead of removing them where possible or keeping their proposed removal to the minimum necessary.

Consider reducing the gradient of the steep section of path to make it more accessible for those less able.

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

Census 2011 data shows that Enfield has a slightly higher per cent of residents with a long-term health problem/ disability compared to that across London. Due to recent changes of the wards within Enfield, the only relevant information for this project regarding disabilities for this comparison is with the Town ward. The Town

ward percentages largely reflect those in Enfield, with fewer persons having a long-term health problem/disability ‘limiting a lot’ than the Enfield average. This data is presented in Table 3.

Table 3: Persons with a long-term health problem/ disability in Enfield and Town ward

Persons with long-term health problem/ disability (2011)	Town (%)	Borough of Enfield (%)
Limiting a lot	6.3	7.3
Limiting a little	8.3	8.1

Source: Town Ward Profile 2021 and Census 2011

Disability types stated by those who live in Enfield and have a disability affecting daily travel (including old age) is shown in Figure 3 below. Mobility impairment represents the highest proportion (77 per cent) followed by impairment due to mental health (12 per cent). 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.

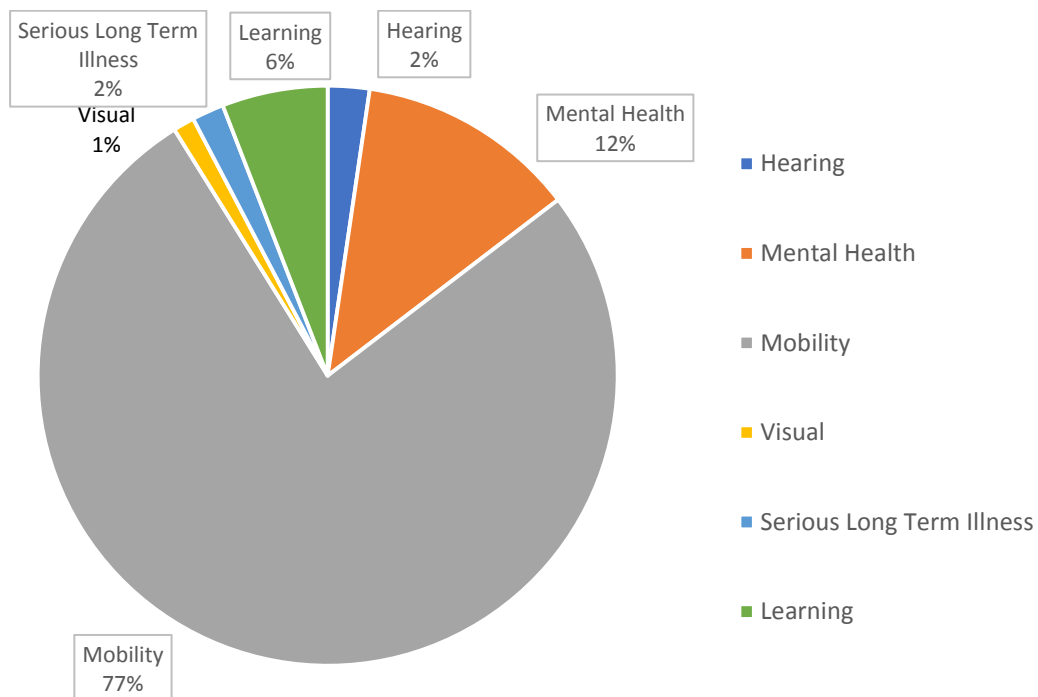


Figure 3: Disability types stated by those with a disability affecting travel

Source: LTDS (2016/17, 2017/18 and 2018/19)

Focusing solely on cyclists who have a disability, the Wheels for Wellbeing annual survey⁹ shows that approximately 59 per cent of disabled cyclists use their bike as a mobility aid, and approximately 64 per cent found cycling easier than walking. Survey results also show that 24 per cent of disabled cyclists use their bike for work or to commute to work and many found that cycling improves their mental and physical health. Inaccessible cycle infrastructure was found to be the biggest barrier to cycling.

Mode split for people with a physical or mental disability is shown in Figure 4. When compared to the LTDS mode split of trips made by all people, car use for those with disabilities is lower (42.7 per cent compared to 45 per cent), bus use is greater (17.5 per cent compared to 13.7 per cent) and walking is marginally higher (31.1 per cent compared to 30.8 per cent).

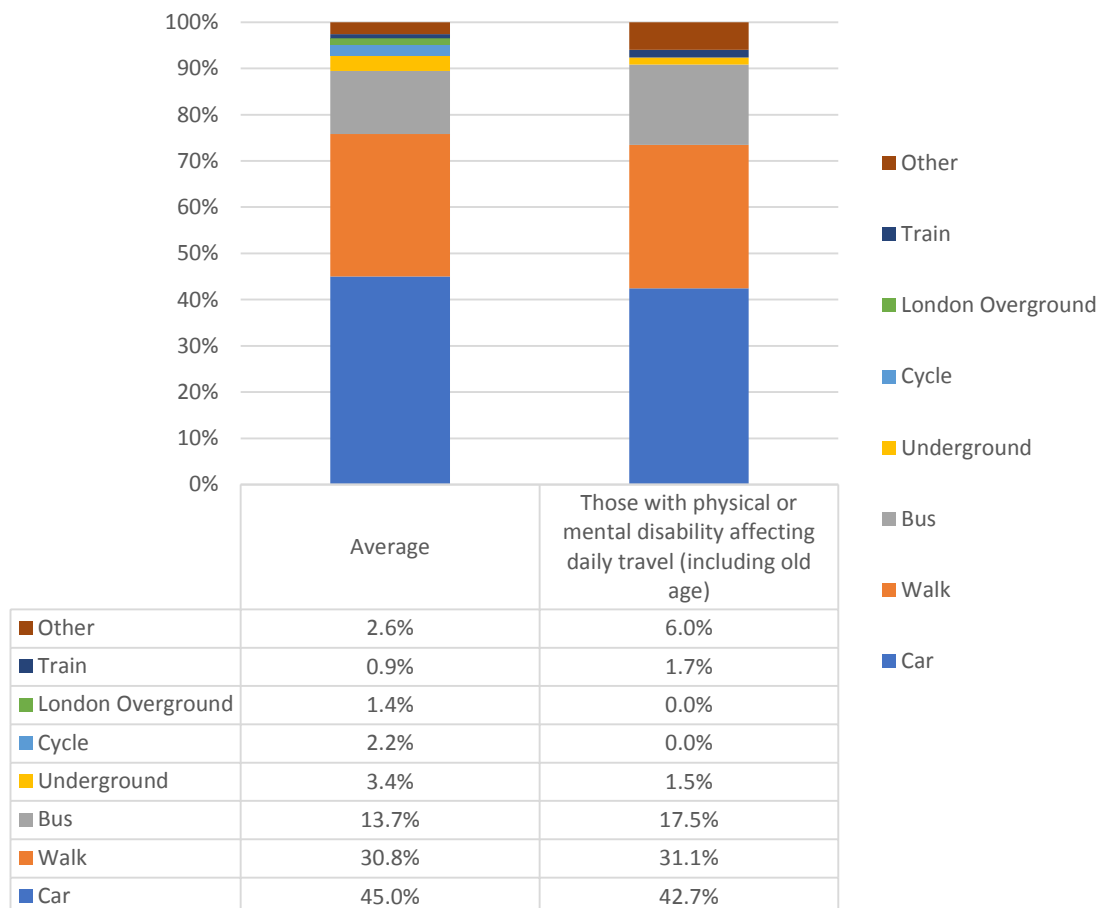


Figure 4: Mode split by those with a physical or mental disability affecting daily travel

Source: LTDS (2016/17, 2017/18 and 2018/19)

Differential impact assessment

⁹ [Wheels for Wellbeing Annual Survey 2021](#)

The National Federation of the Blind UK attended a workshop in February 2020 which discussed the proposals. Enfield Disability Action were also invited to the workshop but were unable to attend.

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.

A dedicated mixed-use path for active travel will create a safer environment, particularly for disabled people who are more likely to be pedestrians, as it will provide separation from motorised traffic. Safer crossing points 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.

Visually impaired people will 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. This will include changes to traffic flows or directions of traffic at the road crossing points. The remainder of the route is off-highway. The cycle route will be shared between cyclists and pedestrians, therefore, initially the change could be confusing. However, the shared spaces are being proposed to be as wide as possible within the available site constraints in order to limit any conflicts between pedestrians and people who cycle, and aid the movement of pedestrians with visual impairments. Moreover, textured ground surface indicators, in the form of tactile paving, are proposed at crossing points and at points where shared spaces begin and end to assist pedestrians who are visually impaired by alerting them of the changes in the surrounding environment.

The proposed new zebra crossings will also be beneficial for those with visual or mobility issues, as they will provide additional safe crossing points and allow them to cross at their own speeds since drivers are required to wait.

The proposed removal of isolated on-street parking spaces may affect people who are not able to walk longer distances between their car and their destination due to disabilities, however the isolated spaces being removed are not disabled person's parking bays.

Inclusive Mobility¹⁰ states that it is important for cycle routes to be suitable for 'non-standard' cycles, such as recumbent cycles, tricycles, handcycles and other cycles that might be specifically adapted for a disabled user. Adapted cycles can have a width of up to 1,200mm and additional width will be required where cyclists need to negotiate uneven surfaces or drainage gullies. *Inclusive Mobility, A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure* recommends a minimum 2m width for a footpath to allow enough space for two wheelchair users

¹⁰ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/85422/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf)

to pass even if they are using large electric mobility scooters.

The proposed path is generally a minimum 3m width. There are pinch points which reduce the path below a 3m width, including a 300m stretch of 2.5m width near Saint Ignatius College, and a discrete section of 2.25m. These sections of reduced width still comply with the recommended width for adapted cycles and two wheelchair users to pass and so the design will not have an adverse effect on disabled users.

The proposed shared use path had some short discrete sections of gradients, on ramps that connect to roads or greenways, that do not conform with the recommendations in *Inclusive Mobility, A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure* due to the gradient being too steep. This could make it challenging for some users with disabilities, in particular wheelchair users, to use those sections of the path. The path design was interrogated and some retaining structures were provided to reduce the gradient to within *Inclusive Mobility, A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure* recommended gradients. One residual section remained which still exceeded the guidance.

Rest areas are provided along the path. While these rest areas would benefit all users, they would be particularly beneficial to those undergoing mobility rehabilitation who may need to rest while undertaking their walk along the New River. Further information regarding rest areas and the rationale for their location is provided in Annex 1 and the Placemaking Strategy. The surfacing is extended to and around the rest area to enable easy access to the rest area, as well as additional surfacing to the side of the path for a wheelchair user to sit next to the bench seat.

The surface of the path can impact the accessibility of the path, particularly for wheelchair users and people who struggle to balance their footing. Loose gravel or uneven virgin ground can make a path inaccessible to these users. The existing path is currently causing accessibility issues. A range of surfacing materials were investigated, including hoggin, porous asphalt and resin bound. A fine hoggin material was preferred which creates a dense, hard surface. Provided the material is constructed by a capable contractor, the material provides an accessible surface for all users. A full explanation of the surfacing types explored can be found in Annex 1.

The Council's Travel Assistance Policy¹¹ aims to encourage "*sustainable modes of transport for all children and young people, whether travel assistance is provided or not*", including "*encouraging walking, cycling [...]*" and "*providing an environment which is as safe as possible for all children and young people on their journey to and from school*". Some of the objectives of this project are to contribute towards a long-term increase in the levels of active travel and to improve junctions and crossings to enable more people to walk and cycle safely. Therefore, the project supports the aims of the Travel Assistance Policy.

¹¹ https://www.enfield.gov.uk/_data/assets/pdf_file/0014/5612/getting-to-school-policy-local-offer.pdf

Let's Talk is the software platform engagement in Enfield is conducted on. It meets and exceeds WCAG 2.1, the current global web accessibility standard¹². 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.

People using wheelchairs or those undertaking rehabilitation are likely to be slower than when using the path than the average cyclist. Speed management has been considered to reduce the likelihood of a conflict from speed differentials. Consideration was given to a range of treatments, taking into account the impact that each could have on characteristics such as disabilities. For example, raised humps were considered to reduce speeds but have been discarded because they are difficult for less able (which is increasingly likely for people using wheelchairs or undertaking rehabilitation) to negotiate. The full considerations given to speed management are outlined in the speed management strategy as part of the Design and Access Statement.

People with autism can sometimes struggle with change. Initially the changes proposed to the path could be challenging to people with autism, however the changes to the path will be communicated prior to construction commencing. The signage is a combination of standard TfL signage, to provide continuity with TfL schemes and standard wayfinding / placemaking signage along the 2.9km stretch of New River. This consistency of signage is particularly important for people with autism.

Mitigating actions to be taken

Ensure that the design of the cycle facilities is suitable for use by those on adapted or non-standard cycles which are often used as mobility aids for disabled people. Both LTN 1/20 and the London Cycle Design Standards (LCDS) contain guidance on accessible designs.

Consider proposing segregated facilities where possible or widening the shared spaces to mitigate any potential conflicts or pinch points.

Consider relocating on-street parking spaces instead of removing them where possible or keeping their proposed removal to the minimum necessary.

Consider options to reduce the gradient of the section of path that would be challenging for wheelchair users.

¹² <https://www.w3.org/TR/WCAG/>

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.

It is considered that this scheme is unlikely to have a disproportionate impact on grounds of Gender Reassignment.

Mitigating actions to be taken

N/A

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 considered that this scheme is unlikely to have a disproportionate impact on grounds of Marriage and 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 per cent above the national average that year of 11.8. However this was on par with the Outer London average of 15.0 per 1000 people. Therefore, it is statistically more likely for pregnant and maternal people to reside in Enfield than the national average, however this is near equal to Outer London.

Differential impact assessment

The traffic calming interventions and the improvements to active travel infrastructure are likely to reduce conflict between different road users on the whole. The better walking provisions as a result of the new/improved crossings, separated shared use path, and the lower vehicle speeds will create a safer environment, particularly for pregnant and parents with infants and/or young children. This will also provide benefits to pedestrians travelling with prams who require additional time to navigate kerbs when crossing the street. It is also noted that advice from the Royal College of Midwives highlights the importance of physical activity during pregnancy, such as brisk walking¹³. The off-carriageway mixed-use path will provide a quiet, safe, and secure route that would encourage this.

The analysis from consultation on other Journeys and Places projects, showed that across all genders, the proportions of responses from people pregnant or with

¹³ <https://www.rcm.org.uk/media-releases/2019/september/rcm-comments-on-new-cmo-s-guideline-for-physical-activity-during-pregnancy/>

young children stating they had experienced a ‘somewhat negative’ or ‘very negative’ impact were very similar to those who were not pregnant or with young children.

The proposed shared use path had some short discrete sections of gradients, on ramps that connect to roads or greenways, that do not conform with the recommendations in *Inclusive Mobility, A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure* due to the gradient being too steep. This could make it challenging for people pushing prams or pregnant to use those sections of the path. The path design was interrogated and some retaining structures were provided to reduce the gradient to within *Inclusive Mobility, A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure* recommended gradients. One residual section remained which still exceeded the guidance.

Rest areas are provided along the path. While these rest areas would benefit all users, they would be particularly beneficial to pregnant women while undertaking their walk along the New River. Further information regarding rest areas and the rationale for their location is provided in Annex 1 and the Placemaking Strategy.

The surface of the path can impact the accessibility of the path for pushing a pram. Loose gravel or uneven virgin ground can make a path inaccessible to these users. The existing path would not be accessible. A range of surfacing materials were investigated, including hoggin, porous asphalt and resin bound. A fine hoggin material was preferred which creates a dense, hard surface. Provided the material is constructed by a capable contractor, the material provides an accessible surface for prams. A full explanation of the surfacing types explored can be found in Annex 1.

Pregnant women and women pushing prams may feel particularly vulnerable to anti-social behaviour along the path. Formalising the path will increase the usage of the path. This provides passive surveillance which is likely to reduce the opportunist crime as there are more people to witness, report, discourage and prevent the crime. Lighting will also be provided at night, when motion activated, which will illuminate the path and reduce the likelihood of someone lurking along the path. The location of seating has been carefully chosen to reduce anti-social behaviour, by placing away from houses and in locations with vegetation screening where possible. The design has been reviewed by the Designing out Crime officer from the Police. Further ways to promote safety could be investigated, such as CCTV footage.

Mitigating actions to be taken

Consider options to reduce the gradient of the section of path that would be challenging for people pushing prams.

Consider further methods to improve safety of the path.

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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

Table 4 presents the population of the study area by ethnicity. This information was acquired prior to the recent changes of the wards within Enfield, and therefore, the only accurate ward information within the study area will be for the Town ward. The wards of Whitewebbs and Southbury will be disregarded in this section as the ethnicity information is currently inaccurate or does not exist.

The most common ethnicity in the Town ward is 'White British', at a significantly higher percentage compared to the Enfield percentage. This is followed by 'White Other' and 'White Irish' ethnicities. 'Turkish' and 'Other Black African' ethnicities which have the second and third highest percentage in the Borough, appear at a significantly lower percentage in the Town ward.

Table 4: Population of Study area by ethnicity versus Borough

<i>Ethnicity (2019)</i>	Town (%)	Borough of Enfield (%)
White British	73.3	38.3
White Irish	2.7	1.9
Greek	0.7	1.2
Greek Cypriot	2.6	4.7
Turkish	1.9	7.6
Turkish Cypriot	0.8	1.8
Kurdish	0.4	1.2
White Other	3.4	6.7
White & Black Caribbean	1.0	1.3
White and Asian	0.9	1.1
White and Black African	0.5	0.7
Other mixed	1.4	2.0

Indian	1.6	3.3
Pakistani	0.1	0.7
Bangladeshi	0.6	1.8
Chinese	0.4	0.7
Other Asian	1.5	3.6
Somali	0.4	2.7
Other Black African	2.0	7.5
Black Caribbean	2.0	5.2
Other Black	0.7	2.5
Other Ethnic Group	1.2	3.7

Source: Ward Profile: Town 2021 and Census 2011

The 2011 Census indicates that Enfield has the largest proportion of Greek and Turkish speaking people in the country¹⁴. The top five non-English languages within Enfield are shown in Table 5.

Table 5: Top five non-English languages within Enfield

Top 5 non-English languages	Enfield (%)
Turkish	6.2
Polish	2.0
Greek	1.6
Somali	1.1
Bengali (with Sylheti and Chatgaya)	0.9

Source: Enfield Borough Profile 2022 and Census 2011

Table 6: Main languages of residents within the Town ward

Town		Southbury		Whitewebbs	
Main languages of residents	%	Main languages of residents	%	Main languages of residents	%
English	90.6	English	83.1	English	88.8
Turkish	2.0	Turkish	3.7	Turkish	3.2
Polish	1.3	Polish	1.9	Polish	1.0
Greek	0.6	Persian/Farsi	0.7	Greek	0.6
Italian	0.5	Greek	0.7	French	0.4
French	0.4	Albanian	0.7	Tagalog/Filipino	0.4

Source: Ward Profile: Town 2022; Ward Profile: Southbury 2022; Ward Profile Whitewebbs 2022

¹⁴ https://www.enfield.gov.uk/_data/assets/pdf_file/0016/13525/Borough-profile-2021-Your-council.pdf

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 2020 School Census records 195 languages or dialects being spoken by pupils who live in Enfield. As of Spring 2020, the top five non-English languages spoken by Enfield school pupils are shown in Figure 5.

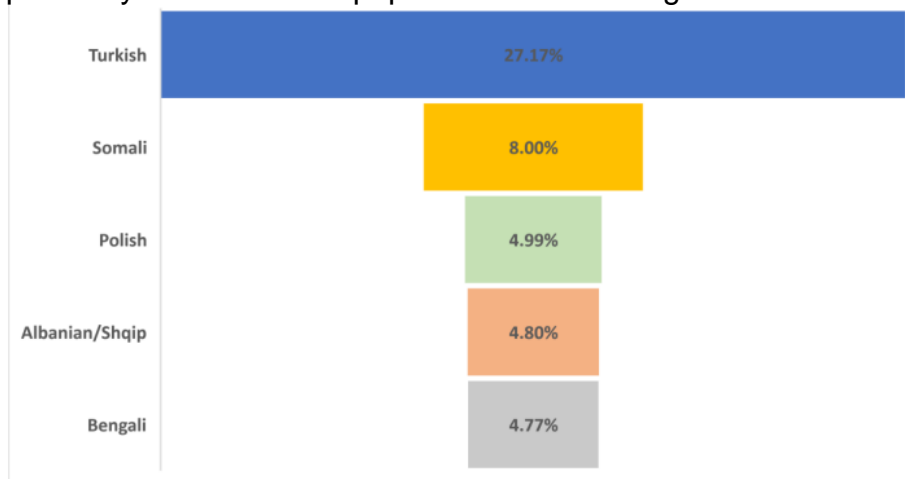


Figure 5: Top five non-English languages spoken by Enfield school pupils

Source: Spring 2020 Enfield School Census

Based on average travel modes from the LTDS data presented in Figure 6 in Enfield all ethnic groups except for 'Other Ethnic Group' are more than likely to drive or be driven in a car or van than use any other mode. 'Other Ethnic Group', 'Asian or Asian British' and 'Mixed or multiple ethnic groups' are most likely to walk and cycle, with a mode share of between 35 and 43 per cent. It is important to note that the sample size of LTDS data is small, therefore these percentages may not accurately reflect the travel behaviours of each ethnic group.

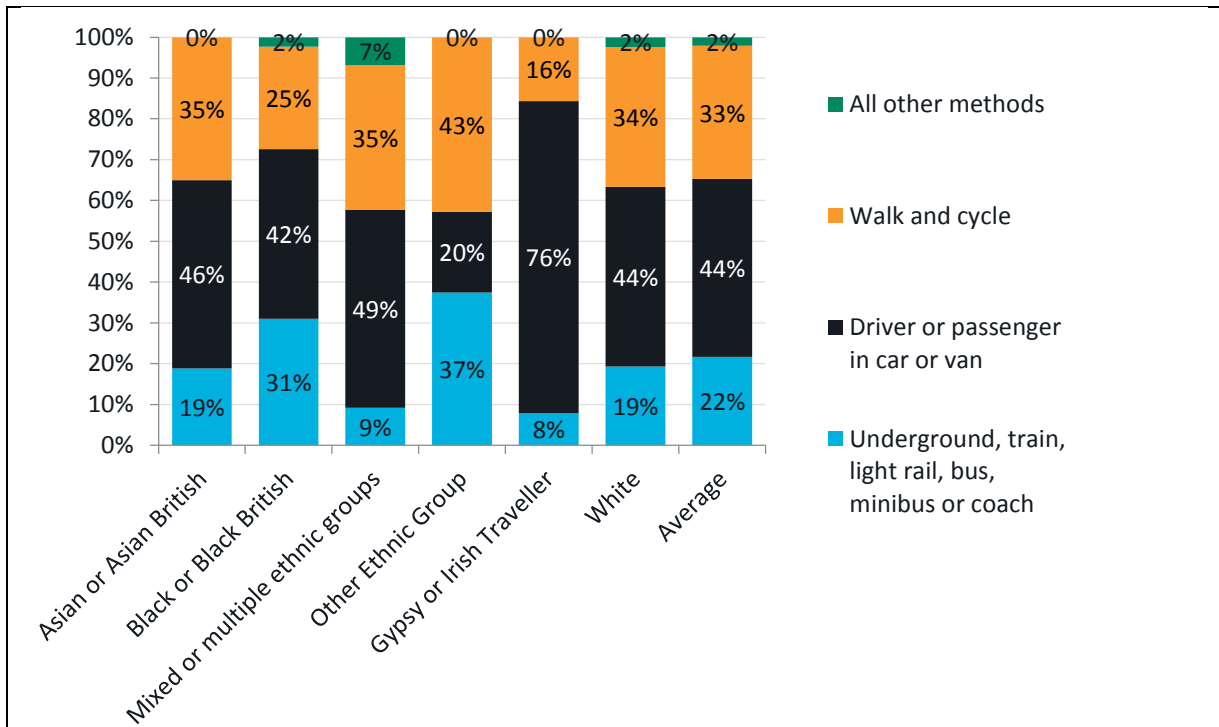


Figure 6: Mode share by ethnicity in Enfield

Source: LTDS (2018/19)

Differential impact assessment

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

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.

Mitigating actions to be taken

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. As such, all consultation and engagement communications should aim to ensure that these groups are reached, for example by offering materials in appropriate languages and/or engaging through relevant community organisations.

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

Table 7 presents the population of the study area by religion, and Figure 7 presents Census 2011 data on religion and belief in Enfield. The wards of Town, Southbury and Whitewebbs as well as Enfield overall is predominantly Christian, with a higher proportion of the population identifying as Christian when compared to the London average. Muslim is the second most common religion or belief identified, however this is less than the proportion of the population identifying as 'other' or 'none' or did not state their religion.

Table 7: Religion composition of the study area compared to London and Borough

Religion	Town (%)	Southbury (%)	Whitewebbs (%)	Borough of Enfield (%)	London (%)
Christian	63.7	56.3	60.5	53.6	48.4
Buddhist	0.5	0.8	0.5	0.6	1.0
Hindu	1.9	2.2	1.3	3.5	5.0
Jewish	0.6	0.6	0.7	1.4	1.8
Muslim	5.5	11.7	7.2	16.7	12.4
Sikh	0.1	0.2	0.3	0.3	1.5
Other/ none/ not stated	27.5	28.3	29.4	23.8	29.8

Source: Census 2011; Ward Profile: Town 2022; Ward Profile: Southbury 2022; Ward Profile Whitewebbs 2022

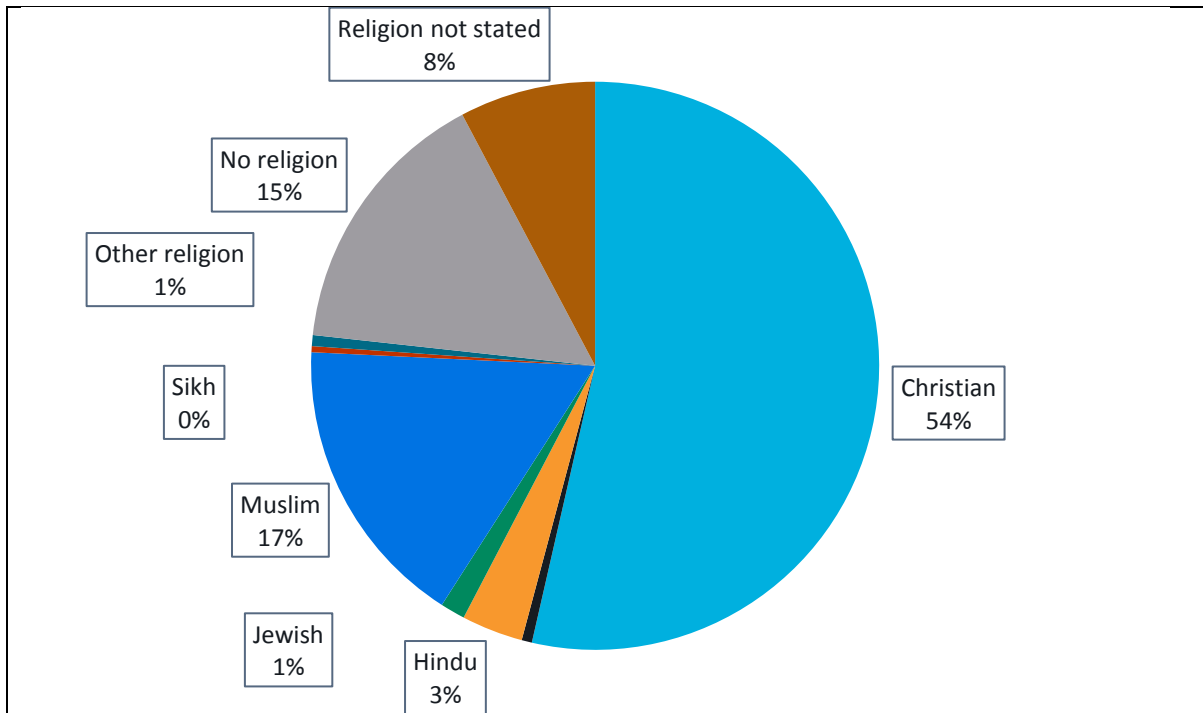


Figure 7: Breakdown of religion/ belief within Enfield

Differential impact assessment

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.

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 five such destinations at close proximity to the project, Beacon of Light Spiritualist Church Enfield, Jesus Church Forty Hill, St John's Church, Forty Hill C of E Primary School, and St Ignatius College.

Attendees accessing these locations by motor vehicle will continue to be able to do that as previously. In addition, the walking and cycling route will enable another modes of travel to access them. The scheme is not likely to make the on-street parking situation materially worse for attendees. Removal of parking spaces was kept to a minimum where possible but was necessary at places in order to improve road safety.

This scheme is likely to benefit people who currently use active travel modes to get to places of worship and faith-based schools, and create a more welcoming environment for those who do not currently travel actively.

Religious commitments can sometimes leave little time for sporting activities. For example, a report published in 2011 by TfL mentions that young Muslims that attend mosque after school may not have as much leisure time as those from non-religious backgrounds¹⁵. Therefore, creating environments that enable and encourage people to cycle more often can lead to exercise being built into their day, rather than having to go out of their way to achieve it.

Mitigating actions to be taken

N/A

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

Table 8 presents the sex composition of the Town, Southbury, and Whitewebbs wards as well as the Borough.

Table 8: Sex composition of the Study Area

Distribution by sex 2020	Town (%)	Southbury (%)	Whitewebbs (%)	Borough of Enfield (%)
Male	49.0	49.1	47.8	49.1
Female	51.0	50.9	52.2	50.9

Source: *Ward Profile: Town 2022; Ward Profile: Southbury 2022; Ward Profile Whitewebbs 2022; Enfield Borough Profile 2022*

According to the Office for National Statistics (ONS) population estimates, in Enfield 49.1 per cent of residents identify as male and 50.9 per cent as female. This is very similar to the percentage split for the wards of Town, Southbury, and Whitewebbs; however, the study area does have a slightly higher percentage of women to men than the borough as a whole.

Figure 8 presents the mode share by sex in Enfield. Walking more commonly used

¹⁵ <http://content.tfl.gov.uk/barriers-to-cycling-for-ethnic-minorities-and-deprived-groups-summary.pdf>

as transport by females, making up 33 per cent of all trips. This is 5 per cent higher than males. On average, females drive slightly less than males, making up 44 per cent of trips vs 46 per cent with males. Females also use the bus more than males (15 per cent vs 13 per cent).

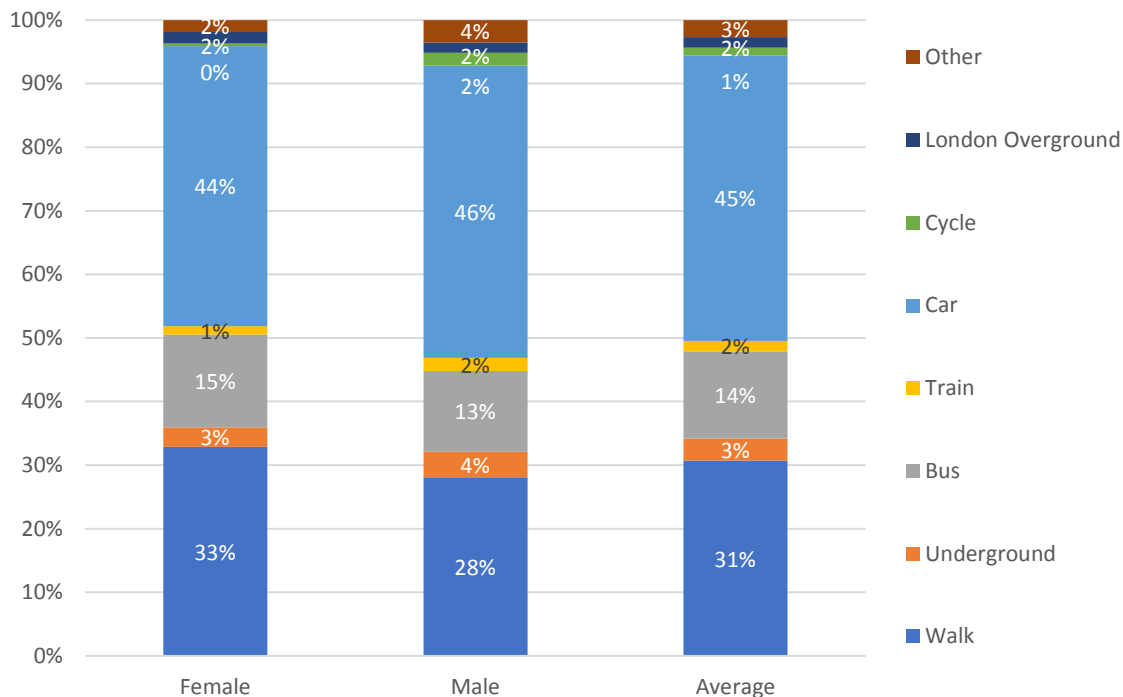


Figure 8: Mode share by sex in Enfield

Source: LTDS (2016/17, 2017/18 and 2018/19)

Across Greater London, research undertaken by TfL shows walking is the most commonly used type of transport by females (95 per cent walk at least once a week). Females are also more likely to use buses than males (62 per cent compared with 56 per cent) but are less likely to use other types of transport including the Tube (38 per cent women compared with 43 per cent males).

Female Londoners take more trips on a weekday than male Londoners, 2.5 compared to 2.3¹⁶. This pattern however is reversed amongst older adults, with older female Londoners taking fewer weekday trips than older male Londoners, 2.0 compared to 2.2. 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 per cent compared with 72 per cent) or have access to a car (63 per cent of all females compared with 66 per cent of all males). These factors are likely to be related to the frequency of car use as a driver.

¹⁶ <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

79 per cent of females in London report being able to ride a bike, compared with 91 per cent of males¹⁷.

The number of female cyclists nationally rose by 50% in 2020 according to DfT statistics¹⁸.

Differential impact assessment

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 reduce the barriers to cycling disproportionately faced by females and increase the percentage of females choosing to cycle.

Females are more likely to use the bus than males. As many public transport journeys start or ends on foot or cycle, improvements in safety and convenience to the walking and cycling network will improve their access to public transport services.

Increasing residents' access to favourable cycling conditions is likely to disproportionately benefit females, particularly due to higher number of trips they make on a daily basis compared to males, as well as the higher proportion of them taking children to and from educational and recreational facilities. The intervention would reduce a significant barrier to cycling.

Females are more likely to feel unsafe if there is a perceived and/or real risk of anti-social behaviour. Formalising the path will increase the usage of the path. This provides passive surveillance which is likely to witness, report, discourage and prevent the opportunist crime as there are more people to report the crime. Lighting will also be provided at night, when motion activated, which will illuminate the path and reduce the likelihood of someone lurking along the path. The location of seating has been carefully chosen to reduce anti-social behaviour, by placing away from houses and in locations with vegetation screening where possible. The design has been reviewed by the Designing out Crime officer from the Police. Further ways to promote safety could be investigated, such as CCTV footage.

Mitigating actions to be taken

Seek to engage with the Metropolitan Police and associated Neighbourhood Community Safety teams to identify whether they have any specific security concerns in that area that may be exacerbated by the measures.

Consider further opportunities to improve safety and security of the path.

¹⁷ <http://content.tfl.gov.uk/attitudes-to-cycling-2014-report.pdf>

¹⁸ <https://www.gov.uk/government/statistics/walking-and-cycling-statistics-england-2020>

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.

It is considered that this scheme is unlikely to have a disproportionate impact on grounds of Sexual Orientation.

Mitigating actions to be taken

N/A

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 Borough Profile 2021, Enfield is one of the most deprived Outer London boroughs. Enfield is now the 9th most deprived London borough, whereas it was 12th in 2015. The overall ranking in the 2019 Indices of Multiple Deprivation showed that Enfield is the 74th most deprived out of 316 English local authorities.

Figure 9 presents a visual representative of deprivation across Enfield. The study

area sits in the northern part of Enfield. In broad terms the eastern areas of Enfield have more levels of deprivation, whereas the west and northwest areas have the least. Most neighbourhood areas of the Town ward are within 50% of the least deprived neighbourhoods in England, with approximately a quarter of the neighbourhood areas being within the 50% most deprived.

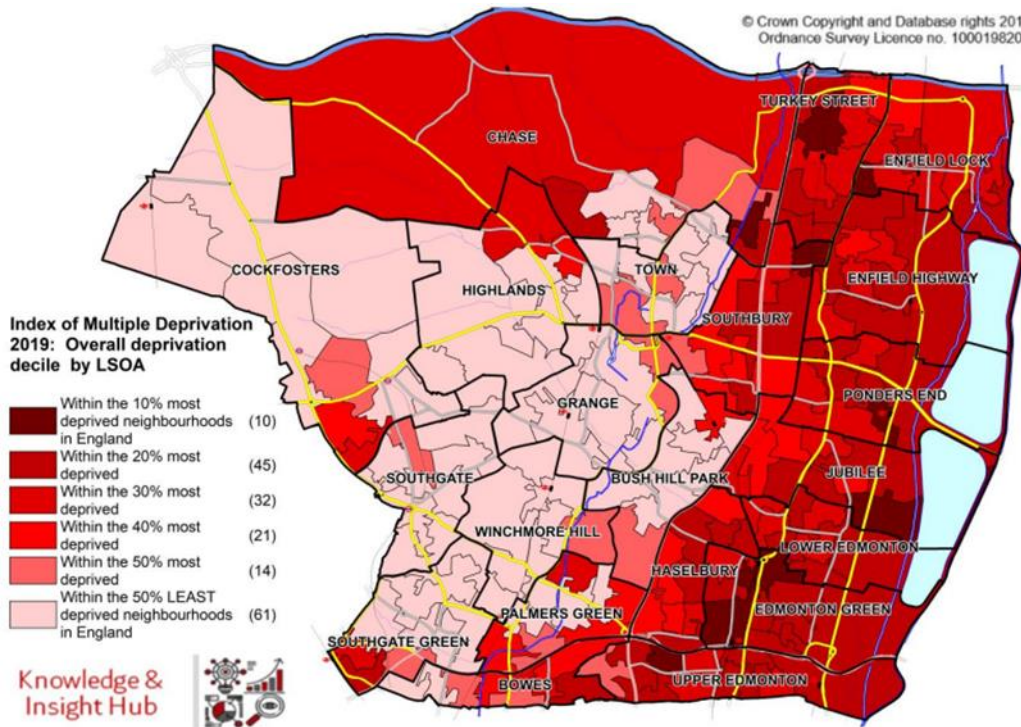


Figure 9: Deprivation in Enfield

Data source: *Enfield Borough Profile 2022*

Table 9 presents the study area to have significantly higher proportions of households with incomes less than £15,000 than the Borough average. The wards of Town and Whitewebbs have a lower percentage of those claiming Universal Credit than the Borough average, while Southbury has a higher percentage.

Table 9: Enfield and Town income

Income (2021)	Town (%)	Southbury (%)	Whitewebbs (%)	Borough of Enfield (%)
Proportion of households with an income of less than £15,000	15.4	13.6	15.4	11.4
Households claiming Universal Credit (May 2020)	17.1	28.3	20.2	23.7

Source: *Ward Profile: Town 2022; Ward Profile: Southbury 2022; Ward Profile: Whitewebbs 2022*

Table 10 presents the percentage cars in Enfield households. Areas without access to a car broadly mirror the most deprived sections seen in Figure 9. The Borough has a higher percentage with access to a car compared with the London average.

Table 10: Percentage of cars in Enfield households

Cars in households (2011)	Borough of Enfield (%)	London (%)
0 cars	32.5	41.6
1 car	43.3	40.5
2+ cars	24.3	17.9

Data source: Enfield Borough Profile 2022

TfL research shows that low income Londoners tend to travel less frequently than Londoners overall – 2.2 trips per weekday on average compared to 2.4 among all Londoners. Among this group, a greater proportion of journeys are completed for the purposes of shopping and personal business: 31 per cent for Londoners with household income of less than £20,000 compared with 22 per cent all Londoners (in line with 31 per cent and 22 per cent observed in 2013/14).¹⁹

Londoners in lower income households are the most likely equality group to use the bus at least weekly; seven in 10 Londoners in households with an annual income of less than £20,000 do so (69 per cent).

Differential impact assessment

Cycling and walking present a low-cost form of transport and can connect people safely and quickly to local centres, as well as to stations as part of multi-modal longer distance journeys (e.g. into inner London). As such, the active travel route will benefit cycling and walking and therefore are likely to disproportionately benefit those without access to cars.

People on lower incomes are less likely to be able to afford to adapt to the measures (e.g. buying a new bike), therefore may not experience the full benefits of the scheme compared to those from higher income backgrounds. This may mean that those on higher incomes disproportionately benefit from the scheme.

Mitigating actions to be taken.

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.

¹⁹ <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

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?

On balance, this scheme is likely to promote equalities through the improvement of conditions for those walking, cycling, and wheeling. Not only will the scheme improve the experience for those already using these modes, but it will also help to make non-car transport options more attractive by making them safer, more accessible, and more convenient.

It is acknowledged that the improvements may come at an inconvenience to drivers with the loss of parking spaces being the main impact. This impact will be felt disproportionately by individuals who rely upon cars as their primary or only mode of transport, which is common for elderly or disabled people and certain ethnic groups. However, the parking spaces being lost are not disabled person's parking bays. This scheme will make walking and cycling a more attractive and accessible option for people, offering genuine alternative to car use which will benefit a wide range of residents and visitors. Access to all properties and locations will be maintained.

The monitoring and evaluation for this project is critical for many of the recommendations set out in this EqlA. Alongside consultation and engagement, these are the primary means of monitoring benefits and disbenefits of the project. Activities include ongoing engagement with emergency services, and monitoring of traffic volumes post implementation where considered necessary. Consultation and engagement activities are planned to reflect relevant recommendations in this EqlA. 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 EqlA.

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.

Identified Issue	Action Required	Lead officer	Timescale/By When	Costs	Review Date/Comments
Confusion or worries about collisions on shared spaces.	Consider proposing segregated facilities where possible or widening the shared spaces to mitigate any potential conflicts or pinch points.	Richard Eason	During scheme design stages	Included within scheme budget	05/08/2022 The shared spaces have been proposed to have a width above or in line with the recommended minimum width of 3.0m in order to limit any conflicts between pedestrians and people who cycle, and aid the movement of pedestrians with mobility or visual impairments. 13/02/2023 There are shared spaces at the junctions which have been proposed with a colour, roughness and signage to highlight the change from a footway to a shared space. This will aid the movement of pedestrians with mobility or visual

					<p>impairments. Segregated facilities are not proposed due to space constraints and the low traffic volumes on the on-carriageway sections.</p>
<p>Removal of on-street parking spaces affecting people who are not able to walk longer distances between their car and their destination.</p>	<p>Consider relocating on-street parking spaces instead of removing them where possible or keeping their proposed removal to the minimum necessary.</p>	<p>Richard Eason</p>	<p>During scheme design stages</p>	<p>Included within scheme budget</p>	<p>Removal of on-street parking for the off-carriageway section of the project was limited to crossover points and only when deemed necessary to provide safe crossing for pedestrians and cyclists.</p>
<p>Confusion or worries about collisions on shared use paths.</p>	<p>Ensure that the design of the cycle facilities is suitable for use by those on adapted or non-standard cycles which are often used as mobility aids for disabled people. Both LTN 1/20 and the London Cycle Design Standards (LCDS) contain guidance on accessible designs.</p>	<p>Richard Eason</p>	<p>During scheme design stages</p>	<p>Included within scheme budget</p>	<p>10/01/2022 Design of cycle facilities has been developed in line with LTN 1/20 and LCDS guidance. The path is not expected to have uneven surfaces or drainage gullies to be negotiated. The width is also sufficient to allow two wheelchair users to pass. LTN 1/20 advises that the crossfall should be no more than 2.5% as this could cause</p>

					wheels to slide in icy conditions. This has been accommodated where possible, however there is a very constrained width available to construct the path. The proposed path makeup uses hoggin which is a permeable material, thus removing any pooling of water that would otherwise freeze on the surface. In addition, the Design Manual for Roads and Bridges document CD 195 Revision 1 states that crossfalls should not exceed 5% (E3.23), rather than 2.5%. 99% of the length of the path is has a crossfall of 5% or less. For further information, refer to Annex 1.
Steep gradient on a few small sections of the path	Consider options to reduce the gradient of the section of path that would be challenging for people with mobility issues, wheelchair users	Richard Eason	During design stages	Included within scheme budget	13/02/2023 Introduced retaining structures to reduce gradients on all but one of the sections. The one residual section that

	or people pushing prams.				exceeds 8% is near St Ignatius College. Conversations in progress with St Ignatius College to purchase property to reduce the gradient of the path. Alternatively, an accessible route is proposed which will be included on wayfinding. A full description of these alternatives is in Annex 1.
Safety / security of the path	Consider further ways to improve the security of the path	Richard Eason	During design phase	Included within scheme budget	13/02/2023 CCTV will also be installed as part of the scheme. Signs informing of the use of CCTV is expected to deter some crime, and the CCTV can also be used for post offence investigative tool for evidential capture of an alleged incident. Investigations are currently underway to determine the best location for the cameras. The designs have also been shared with the designing out

					crime officer.
Poor awareness of local walking and cycling schemes amongst those who do not speak English at all, or it is not their first language	Consultation and engagement communications should aim to ensure that these groups are reached, for example by offering materials in appropriate languages and/or engaging through relevant community organisations	Richard Eason	During community engagement & consultation period	Included within scheme budget	05/08/2022 All materials included instructions in a number of different languages for requesting translated copies in alternative languages
General public perception of reduced personal safety due to reduced 'passive surveillance' of passing motor traffic	Engage with the Metropolitan Police and associated Neighbourhood Community Safety teams to identify whether they have any specific security concerns in that area that may be exacerbated by the measures.	Richard Eason	During scheme design stages and post implementation scheme monitoring	Included within scheme budget	13/02/2023 The designs have been shared with the metropolitan police for comment. The Journeys and Places team continue to have regular communications with the police and provide updates regarding the project. Lighting is proposed to improve the safety and security of the area. CCTV will also

					be installed as part of the scheme. Signs informing of the use of CCTV is expected to deter some crime, and the CCTV can also be used for post offence investigative tool for evidential capture of an alleged incident. Investigations are currently underway to determine the best location for the cameras.
People on lower incomes are less likely to be able to afford to adapt to the measures (e.g. buying a new 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.	Tina Uhrynowycz	Ongoing	Included within Journeys and Places programme budget	05/08/2022 Several Dr Bike sessions took place at Enfield Town Library before and after the consultation period. A number of Second-Hand Bike Markets were held at the same location before and after the consultation period.