

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 Transport Strategy Place Shaping Framework
Team/ Department	Journeys & Places
Executive Director	Perry Scott
Cabinet Member	Cllr. Rick Jewell
Author(s) name(s) and contact details	Dan Bowditch Dan.bowditch@pja.co.uk
Committee name and date of decision	September 2024
Date of EqIA completion	07/08/2024

Date the EqIA was reviewed by the Corporate Strategy Service	07/08/2024
Name of Head of Service responsible for implementing the EqIA actions (if any)	Chris Cole Andrew Catcheside
Name of Director who has approved the EqIA	Richard Eason

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?

What is the change and why is it happening?

This Equality Impact Assessment (EqIA) has been prepared to assess the impact of the Enfield Transport Strategy and Place Shaping Framework on different groups of people within the borough of Enfield.

The **Enfield Transport Strategy ('the Strategy')** aims to build on the borough's existing transport links and facilities, whilst providing the platform for future positive change through to 2041. The purpose of the Strategy is to steer transport planning and policies for the London Borough of Enfield and is aligned with the 2024 Local Plan. The Strategy is an independent document to the Local Plan. The development of the Strategy has been led by the Journeys and Places programme within Enfield Council who will own the delivery of the vision, goals, and targets.

The Transport Strategy is a crucial document in addressing the key challenges and considerations for transport provision in the borough, including:

- The impact of traffic congestion on health, the environment and the economy
- The impact of transport on carbon emissions and other air pollutants
- Connecting rural and urban communities
- Placemaking and how transport infrastructure can either positively or negatively influence the quality of a place
- Growth pressures in the borough and the requirement of transport infrastructure to help connect new developments into the borough's transport network
- Social equity and inclusion and creating a fairer Enfield. This is of particular relevance to this EqIA
- Changes to society and how peoples transport needs have evolved in particular since the Covid-19 pandemic
- Road danger in the borough – in particular the number of those who are killed or injured on the borough's roads – which has remained static over the previous 10 years (excluding the Covid-19 pandemic)
- Public health and the major implications that transport planning can have on both mental and physical health
- Funding and the financial pressures faced by councils across the country, which will impact how schemes are prioritised

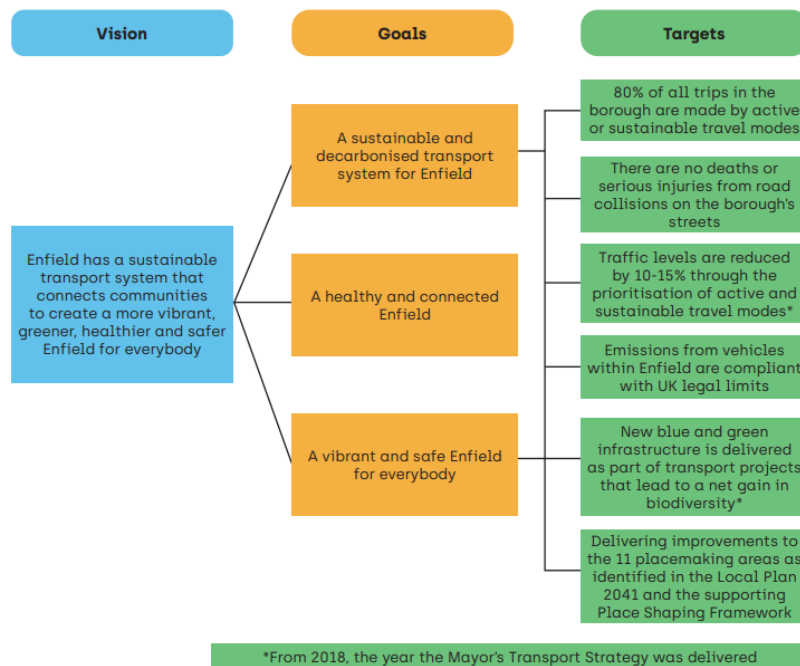
The Place Shaping Framework (PSF) sets out a high level, strategic approach to respond to and support the priorities and aspirations set-out by the Enfield Council Plan 2023-2026 and the Enfield Local Plan 2024-2041, the Place Shaping Framework sits alongside and complements the Enfield Transport Strategy.

Sitting alongside the Enfield Transport Strategy, the PSF aligns to 11 placemaking areas outlined in the Enfield Local Plan 2024-2041 which have been identified as being able to accommodate the good growth needed to support Enfield in becoming more connected, more inclusive and more resilient. The 11 placemaking areas are:

- Enfield Town
- Southbury
- Edmonton Green
- Angel Edmonton
- Meridian Water
- Southgate
- New Southgate
- Palmers Green
- Rural Enfield
- Crews Hill
- Chase Park.

What outcomes are you hoping to achieve from the change?

The Vision, Goals and Targets of **the Strategy** are shown in the diagram below:



The vision outlined above emphasises a “greener, healthier and safer Enfield for everybody” and therefore equality is at the core of the Strategy. The specific targets shown in green will be of paramount importance and will provide a framework to ensure

that the strategy can effectively address the key challenges and considerations outlined previously. The targets shown in green also highlight the desired outcomes of the strategy, in particular that:

- The proportion of trips made in the borough by active modes increases to 80% of all trips
- There are no deaths or serious injuries from road collisions on the borough's streets
- Traffic levels are reduced by 10-15%, with a shift to active and sustainable travel modes
- Emissions from vehicles within Enfield are compliant with UK legal limits
- New blue and green infrastructure are delivered as part of transport projects, leading to a net gain in biodiversity
- Placemaking improvements will be delivered to 11 placemaking areas, as identified in the Local Plan 2041

The Strategy sets out several ambitious policies that will help LB Enfield to realise the targets outlined above:

- Improved crossings, footways and cycleways. To make the most efficient use of limited roadspace, the strategy advocates for the reallocation of road space to create dedicated pedestrian and cycling infrastructure
- Improved cycle parking that is high quality and secure
- Making prosperous town centres through placemaking
- Improving Enfield's neighbourhoods, through the Quieter Neighbourhood programme, School Streets and by reducing speed limits
- Implementing behaviour change initiatives, with an emphasis on community engagement
- Enabling effective management of kerbside space, including management of parking through CPZs, a review of off-street parking to ensure it is only provided where there is sufficient demand, provision of electric vehicle charging points, prioritising provision within the carriageway where feasible and use of car clubs.
- Supporting better public transport by improving accessibility of interchanges, improved infrastructure such as bus priority improvements and lobbying TfL and train operators to improve services to Enfield
- Enabling the efficient and effective movement of freight traffic and seeking to reduce this where feasible through consolidation, retiming of deliveries throughout the day and use of low-carbon alternatives, such as cargo bikes
- Aligning with the Local Plan by enabling good transport connections through new development

It is proposed that a series of Action Plans and Sub-Strategies will be developed to complement the Strategy, and these will provide more specific detail on policies, networks, and potential projects, expanding on the policies outlined above.

Using the **Place Shaping Framework**, combined with learnings from the council's Town Centre Action Plan programme, **Place Plans** will be developed for each of the 11 areas to support each placemaking vision and challenge.

In collaboration with local communities and partners, the **Place Plans** will detail how the council can steward good growth and nurture thriving places through the delivery of

creative, innovative and impactful projects and programmes.

Who will be impacted by the change?

The Strategy will in some way impact anyone who either lives, works or travels through the borough, however it is important to note that changes to transport can disproportionately affect those with protected characteristics.

The following section (Section 3) sets out the existing equality data for individual protected characteristics available at the time of writing. Analysis of this data can help demonstrate the potential impact and mitigation of the Strategy on people (in respect of their protected characteristics) who may be affected by the proposals. As the Strategy is a borough-wide scheme, encompassing several wards, specific ward data has not been gathered. Table 1 presents demographic information gathered in the 2021 Census on certain protected characteristic groups in both Enfield and Greater London.

Section 3 also provides a detailed evidence base explaining how protected characteristics could be disproportionately impacted by the Strategy, both positively and negatively. It then provides targeted mitigation measures to address these impacts.

The PSF will not directly impact communities in the borough, however Place Plans and the various projects outlined in them will in some way impact those who live and work in Enfield. These projects will be reviewed individually for their impact and EQIAs will be completed for each as they are developed.

The PSF will however prompt communication and engagement activities to support the development of the Place Plans and individual projects within them so consideration is made in this EQIA with respect to these activities.

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 care experience and 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.

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 table below shows the age distribution for Enfield residents, based on data from the 2021 Census. The age profile of the borough can be summarised as follows:

- 22% of the population are ‘children and young people’ aged under 16, compared to a Greater London average of 19.2%
- 64.2% of the population are of ‘working age’ (aged between 16 and 65) compared to a Greater London average of 68.8%
- 13.6% of the population are ‘elderly’ (older than 65) compared to a Greater London average of 11.9%

Table 1: Age Profile

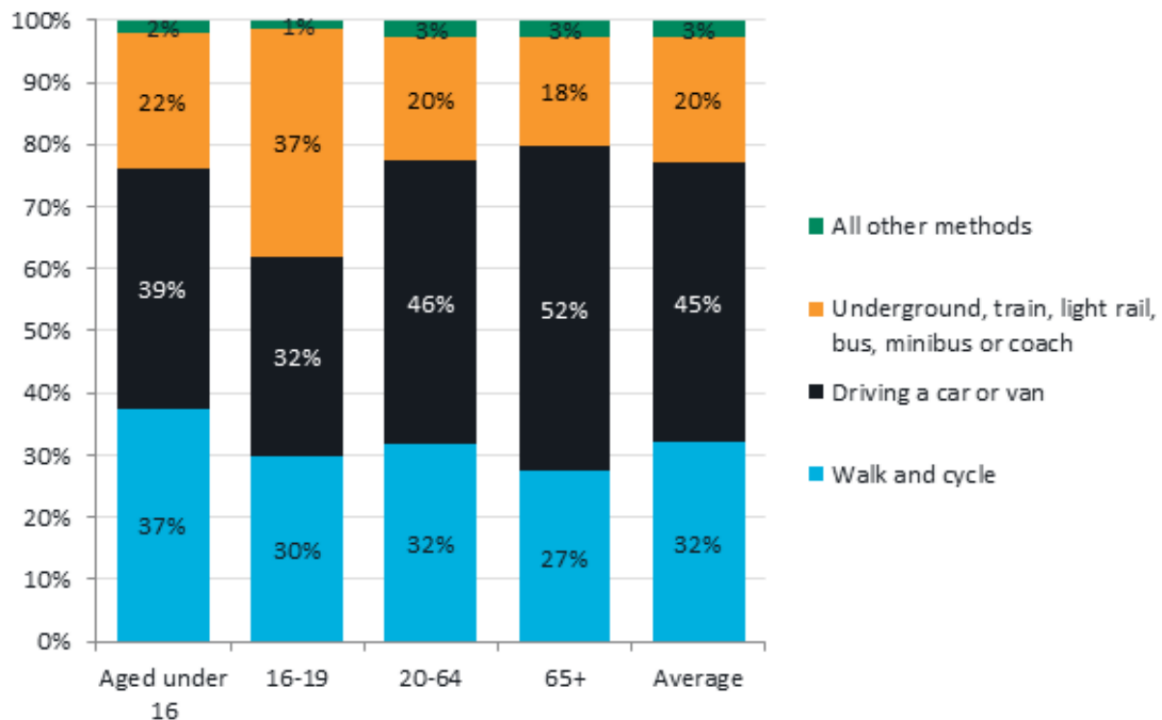
	Demographic	London Borough of Enfield	Greater London
Age TS007 - Age by single year (2021)	Aged 4 years and under	6.4%	6.0%
	Aged 5 to 9 years	6.9%	6.0%
	Aged 10 to 15 years	8.7%	7.2%
	Aged 16 to 19 years	5.0%	4.4%
	Aged 20 to 24 years	5.8%	6.7%
	Aged 25 to 34 years	13.4%	18.1%
	Aged 35 to 49 years	21.6%	22.7%
	Aged 50 to 64 years	18.4%	16.9%
	Aged 65 to 74 years	7.3%	6.5%
	Aged 75 to 84 years	4.4%	3.8%
	Aged 85 years and over	1.9%	1.6%

Notably, Enfield has a higher proportion of ‘young people’ and ‘elderly’ residents compared to the Greater London average. Enfield also has higher proportions of children and young people (up to the age of 20) than the regional and national averages, although the numbers of very young children and young adults have fallen¹.

¹ London Borough of Enfield, “Enfield Borough Profile” 2023.

Predictions are that older people will make up a larger proportion of Enfield's population in the future², so there is a need to future-proof the borough to meet the needs of older people whilst ensuring that they remain in good health and enjoy independent mobility as they age.

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).



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

Figure 1: Mode Share by Age in Enfield

The proportion of Killed or Seriously Injured (KSIs) and Slightly Injured casualties per age category is summarised in the bullet points below, based on analysis of 2023 collision data from TfL.

² Office for National Statistics, "Population Change, Borough: Enfield," Office for National Statistics, <https://www.ons.gov.uk/visualisations/censuspopulationchange/E09000010/>, accessed July, 2024.

Collisions in Enfield in 2023:

- 13% of children (aged under 16) involved in a collision were killed or seriously injured
- 8% of adults (16-24) involved in a collision were killed or seriously injured
- 7% of adults (25-59) involved in a collision were killed or seriously injured
- 17% of adults (aged 60+) involved in a collision were killed or seriously injured

As can be seen, KSIs are higher than average for those age 60 and over (17%) and those aged Under 16 (13%). As such, this indicates that these age groups are disproportionately more likely to suffer more severe consequences if they are a casualty in a collision.

The health of children and elderly people is impacted disproportionately by the effects of poor air quality levels. When considered with the fear of road danger and other factors, this can result in isolation and exclusion. Inactivity is also a concern: these age groups are the least active; more active lifestyles will improve health among these groups, reducing health inequalities. The plan below highlights the annual mean concentrations of Nitrogen Dioxide across the borough, demonstrating that there are several areas which exceed the UK legal limit:

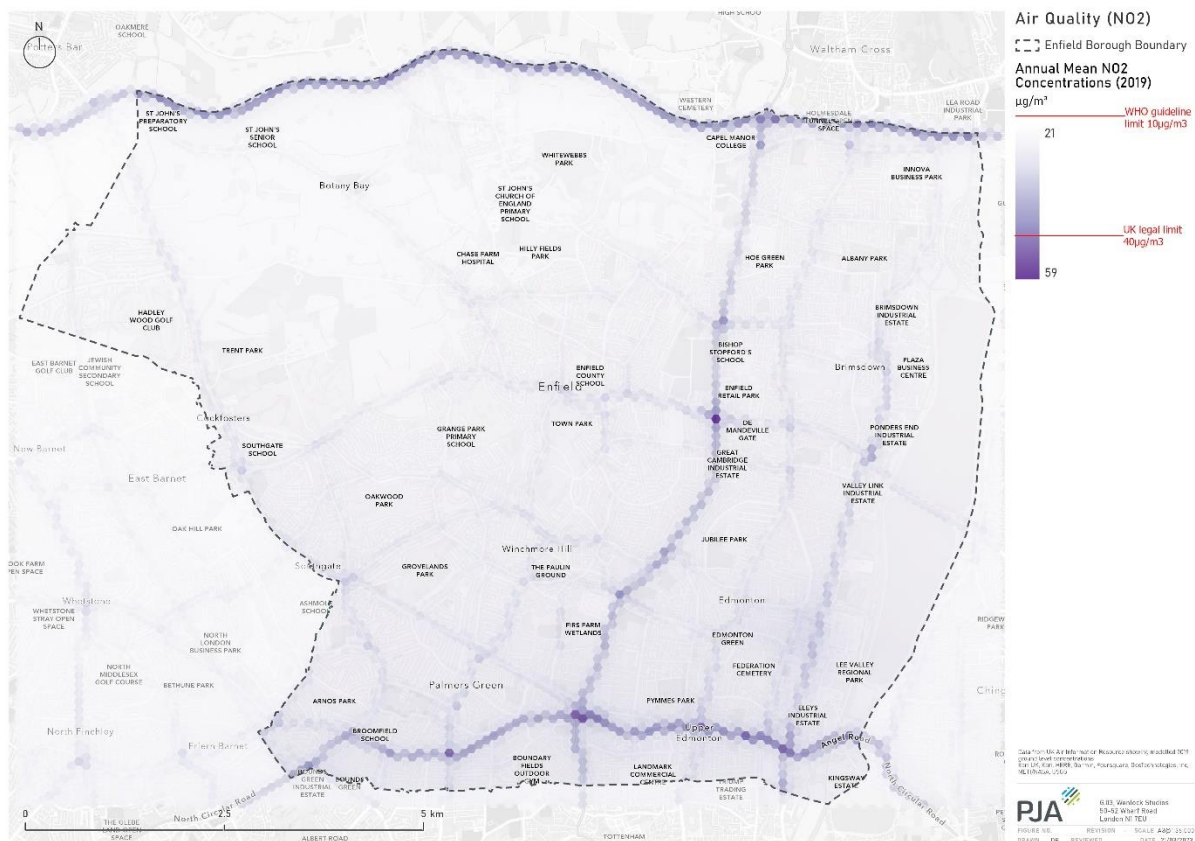


Figure 2: Annual mean concentrations of Nitrogen Dioxide in Enfield

Analysis of walking and cycling potential undertaken by Transport for London (TfL)

suggests that a significant proportion of trips currently being driven in Enfield could be switched to healthier and more sustainable modes, based on a range of factors including age, journey distance, journey purpose and whether loads are being carried. Along with other evidence for London, it is reasonable to conclude that many of Enfield's current motorised trips could be avoided or shifted: i.e. made by other more sustainable modes³⁴.

Figure 3 (LTDS, 2022/23) shows that the proportion of people who achieve at least 20 minutes of activity per day decreases with age:

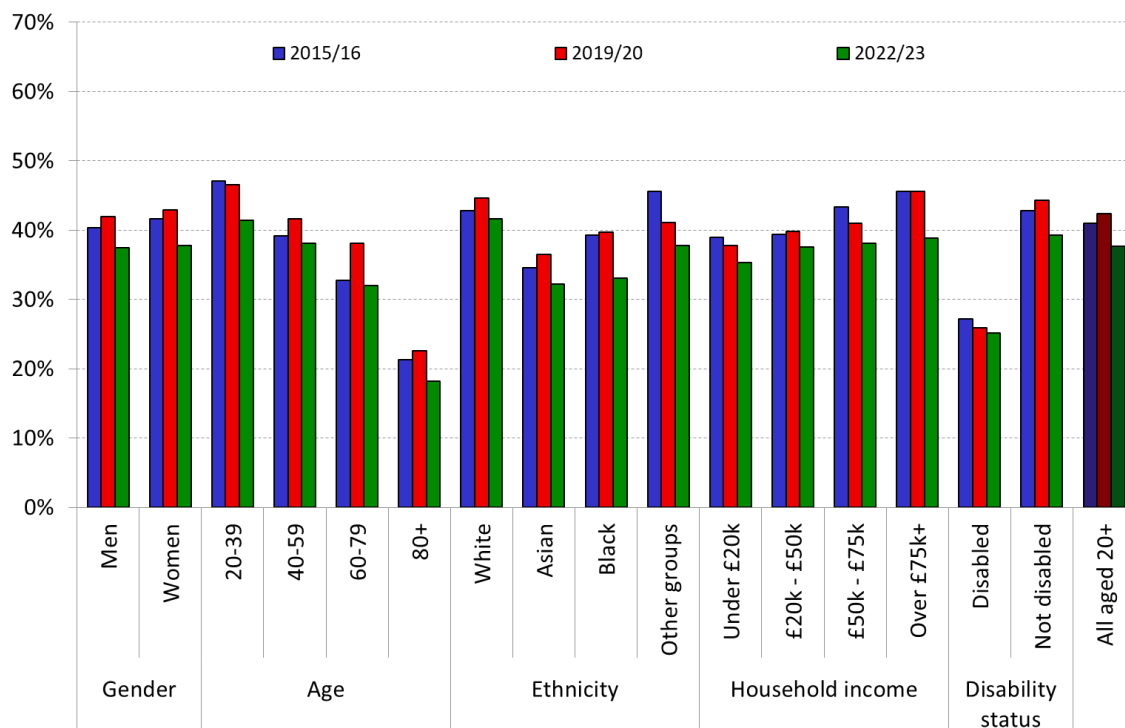


Figure 3: Proportion of London residents achieving at least 20 minutes of activity per day

Differential Impact Assessment

Potential Positive Impacts

- Investing in sustainable, low-emission travel can, over time, contribute to reducing air pollution, which can directly benefit both younger and older people who can be vulnerable to the health effects of poor air quality / pollution.
- Older people are less likely to achieve 20 minutes of active travel per day, and this inactivity can make them more susceptible to a wide range of diseases and reduce their long-term health and well-being prospects. Safer streets can help to create an environment where elderly people can be more confident to walk and cycle. Some elderly people rely upon cycling as their primary means

³ Transport for London, "TfL 2023 Overview Report," Transport for London Board, December 13, 2023.

⁴ Transport for London, "Strategic Cycling Analysis," Transport for London, 2017.

of mobility and cycling is increasingly seen by the medical profession as a mobility aid for people with a mobility disability, and easier than walking⁵.

- Younger people (especially in the 16-19 age bracket) are less likely to use the car than any other group in Enfield (Figure 1) and therefore, they are most likely to benefit from measures to reduce motor vehicle traffic
- There are several schools in Enfield and providing safer walking and cycling conditions can help increase the propensity of children to walk or cycle to school, thereby improving their mental and physical health
- Older individuals often encounter mobility challenges as they age, including slower movement and reaction times. Some may rely on mobility aids for walking. Improving pedestrian crossings, accessibility of bus stops, reducing traffic and enhancing space for walking can prove especially advantageous for those facing difficulties navigating busy roads and narrow or crowded footways
- Public realm improvements and reduced traffic would create a more pleasant street environment and encourage elderly residents to socialise and interact with the community, which can benefit their mental health and reduce feelings of isolation
- 6% of road casualties in Enfield in 2023 were children aged under 16 (source: TfL Road Danger Reduction Dashboard). Therefore, proposals to improve road safety will be of particular benefit to children
- 8% of road casualties in Enfield in 2023 were adults aged 60+ (source: TfL Road Danger Reduction Dashboard). Therefore, proposals to improve road safety will be of particular benefit to elderly people

Potential Negative Impacts

- Proposals include restrictions on motor traffic. Motor vehicle restrictions may have an impact on access to amenities and services for elderly people if they are currently reliant on a car or use private hire vehicles or taxis for transport
- As they age, elderly people are more likely to rely on some form of care from either carers or family members. Some car journeys in certain directions may take longer and this could impact quality of care; however, the restrictions do not prevent those journeys from being made
- Blue Badge holders who live in a restricted area are likely to be eligible to apply for exempting their vehicle from their local restriction(s)
- In the short-term, it is possible that traffic restrictions may increase motor traffic on adjacent A-roads. This could negatively impact some young and older people on those roads and could increase bus journey times (who are both vulnerable to the health effects of poor air quality/ pollution)
- There are several schools in Enfield and therefore children who live outside the borough and are reliant on a car for transport may experience longer car journeys. It is assumed some of these journeys could switch modes to more

⁵ Wheels for Wellbeing, "Disability and Cycling: Report of 2021 National Survey Results," Wheels for Wellbeing, 2022.

sustainable options, including bus or rail

The Place Shaping Framework

At this stage, no impacts on age have been identified and the PSF does not proposed change to service/policy/budget.

We are committed to ensure that all age-groups have the opportunity to contribute to the development of Place Plans and that the projects outlined within them consider impacts on all-ages.

Mitigating actions to be taken

- Design communication and engagement approaches to include those of all ages during the development of future projects so that any of the negative impacts described above or through the engagement process can be effectively addressed.
-
- Ensure that effective engagement with elderly people is undertaken before the implementation of any schemes, to ensure that the impact on their travel can be sufficiently mitigated
- Work with TfL to improve station accessibility, including step-free access at stations
- Improving the accessibility of Enfield's streets through provision of dropped kerbs and tactile paving, as well as improved crossing facilities and clear, wide footways
- Implement speed reduction policies as part of the Transport Strategy, to reduce road danger and risk of serious injury or death
- Implement bus priority measures as part of the Transport Strategy to ensure that bus journey times are maintained the main vehicular corridors in the borough
- Work with schools to ensure that they continue to participate in the TfL Travel For Life programme to encourage pupils to walk and cycle
- Through the transport strategy and subsequent action plans, remove barriers to cycling such as lack of cycle parking at key destinations

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?

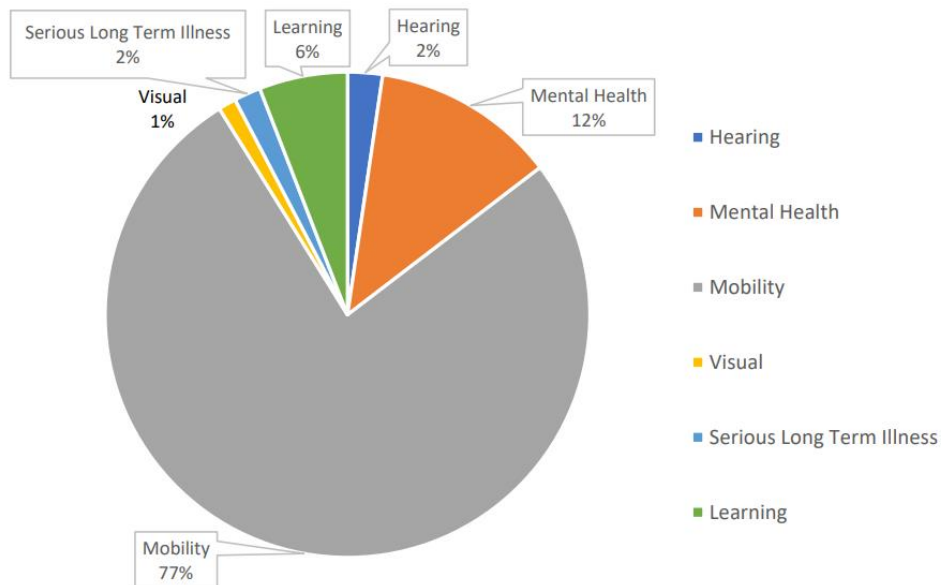
Please provide evidence to explain why this group may be particularly affected.

The table below shows the proportion of Enfield residents who are disabled, based on data from the 2021 Census and according to the Equality Act. The data demonstrates the proportion of residents in Enfield who are disabled is comparable to the Greater London average.

Table 2: Disability

Demographic		London Borough of Enfield	Greater London
Disability, including family carers TS038 - Disability (2021)	Disabled under the Equality Act	13.6%	13.2%
	Not disabled under the Equality Act	86.4%	86.8%

The figure below is taken from LTDS data to show impairment types stated by those who live in Enfield and have an impairment affecting daily travel. 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.



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

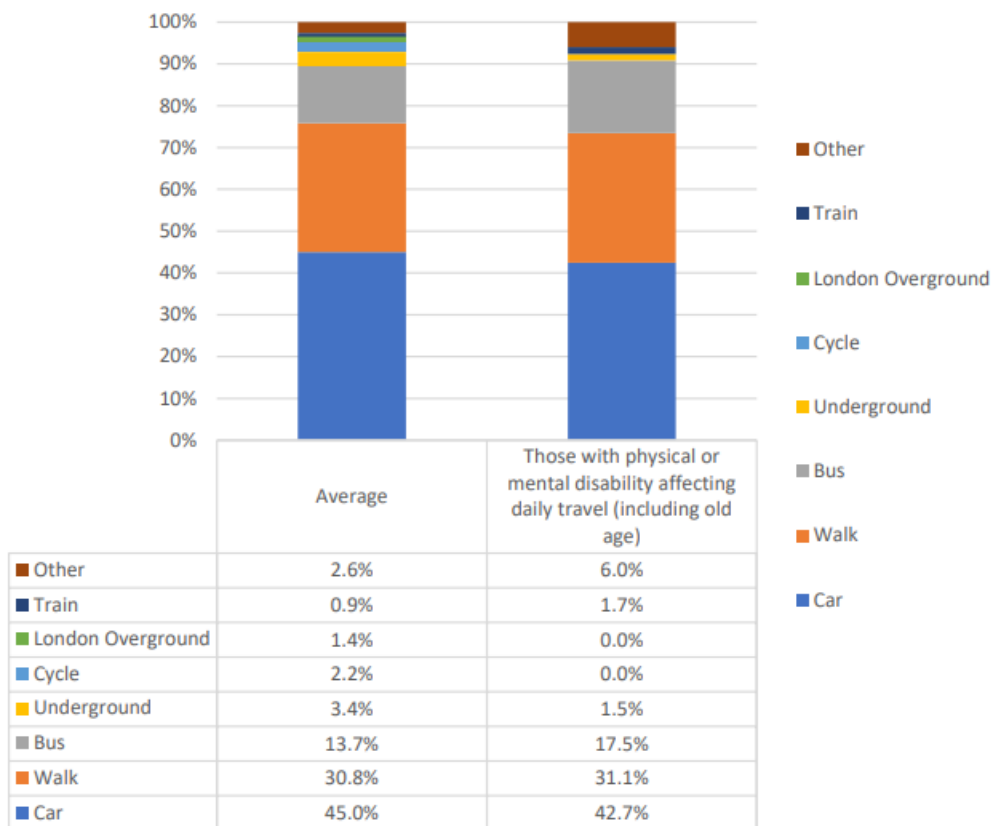
Figure 4: Impairment types of Enfield Residents which affect daily travel

Focusing solely on disabled people who cycle, the Wheels for Wellbeing annual survey shows that 59% of disabled cyclists use their bike as a mobility aid, and 64% found cycling easier than walking⁶. Survey results from 2018 also show that 24% of disabled cyclists' bike for work or to commute to work and many found

⁶ Wheels for Wellbeing, "Disability and Cycling: Report of 2021 National Survey Results," Wheels for Wellbeing, 2022.

that cycling improves their mental and physical health⁷. Inaccessible cycle infrastructure was found to be the biggest barrier to cycling.

The following figure uses LTDS data to show the mode split for people with a physical or mental impairment. When compared to the LTDS mode split of trips made by all people, car use for disabled people is lower (42.7% compared to 45%), public transport use for disabled people is marginally higher (20.7% compared to 19.4%) and walking and cycling by disabled people is slightly lower (31.1% compared to 33%).



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

Figure 5: Mode split of people with physical or mental impairments

The figure below (LTDS 2022/23) also shows that, across Greater London, there is a considerable difference in the proportion of people who achieve at least 20 minutes of active travel per day, between disabled residents (25%) and residents who are not disabled (39%).

⁷ Wheels for Wellbeing, "Assessing the needs and experiences of Disabled cyclists' annual survey: Report of 2018 National Survey Results," Wheels for Wellbeing, 2019.

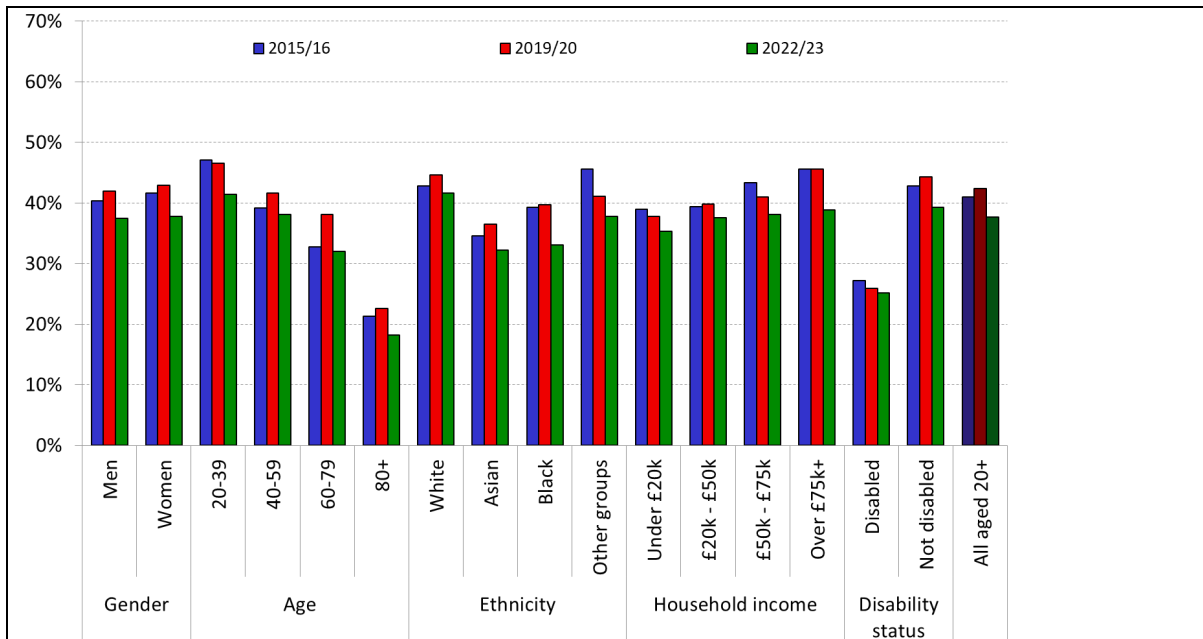


Figure 6: Proportion of people achieving at least 20 minutes of active travel per day, between disabled and residents who are not disabled.

Evidence shows that disabled people make most of their local journeys by walking, wheeling and by bus. These are generally local trips - distances of under one kilometre where the street environment directly influences day-to-day activities. The Pave the Way report, by Transport for All, shows that in general, disabled people hold positive and negative opinions on “low traffic neighbourhoods” – there is diversity in thought, experience and opinion among disabled people. Some people report easier or more pleasant journeys, an increase in independence, a decrease in road danger, and benefits to physical and mental health. Also, some people report longer journey times for residents, visitors and carers, which may contribute to some trips becoming more exhausting, expensive or difficult, with corresponding cases of negative impacts on mental health, potential issues with taxi journeys, and a perceived rise in road danger.

The London Taxicard scheme provides subsidised taxi transport for people who have serious mobility or visual impairment and who have difficulty using public transport. There are two Freedom Passes; one for people aged 64 or above, and one for disabled people under 64. The Freedom Pass allows people free travel across London and free local bus journeys nationally. As a result of recent changes, the older person’s freedom pass restricts travel times until after 9.00 AM on weekdays.

Potential Positive Impacts

- Disabled adults are less likely to have a driving license and therefore have an increased reliability on public transport for access. The Strategy will improve public transport reliability and journey times and therefore will have a proportionate benefit on disabled residents

- Improved cycling conditions will benefit disabled cyclists and could potentially encourage disabled people to try cycling, if their disability allows. Some disabled people rely upon cycling as their primary means of mobility
- Speed reduction and traffic restrictions will lead to safer and quieter streets, which will benefit those whose physical impairments necessitate more time to cross the road, or whose mobility aids may require use of the road
- Improved walking infrastructure will also lead to improved accessibility when navigating Enfield's streets – for instance through improved provision of dropped kerbs and tactile paving at crossings
- The Transport Strategy will improve access to and from the borough's open spaces, as well as improving the facilities available within these spaces. This will help disabled residents to achieve more than 20 minutes of activity per day by improving access to these spaces

Potential Negative Impacts

- The reducing of vehicle speeds and vehicular restrictions may result in a potential negative impact on those who rely on a car for travelling – in particular those who require vehicles with ramps etc.
- The removal or management of parking through CPZs could impact on ease of access for such vehicles, although disabled residents are able to purchase a disabled person's parking permit (Blue Badge) which enables unlimited parking in on-street pay to park and resident permit only bays.
- There would potentially be an increase in demand for taxis, following reduction in car-use. Taxi services are often preferred by disabled people due to the London Taxicard Scheme⁸ and there could be increased competition for these vehicles
- Changes to the environment can be disorienting and distressing for some disabled individuals, particularly when alterations require adjustments to their travel routes. In certain cases, this could temporarily impede their ability to carry out their daily activities

The Place Shaping Framework

At this stage, no impacts on disability have been identified and the PSF does not proposed change to service/policy/budget.

We are committed to ensure that those with disabilities have the opportunity to contribute to the development of Place Plans and that the projects outlined within them consider impacts on those who are disabled.

Mitigating actions to be taken

-
- Design communication and engagement approaches to include those with

⁸ Enfield Council, "London Taxicard Scheme".

disabilities during the development of future projects so that any of the negative impacts described above or through the engagement process can be effectively addressed.

- There are existing arrangements for blue and brown badge parking across the borough.
- For any engagement undertaken for new schemes, ensure that there is an adequate representation of disabled people in the respondents
- Identify travel patterns to local hospitals, or other care facilities and assess whether new schemes will have a disproportionate impact on those who need to make regular essential trips by car
- If any changes to the scheme or its removal is recommended, consideration should be given to residents who may have challenges adapting to changes in their surroundings

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.

Demographic		London Borough of Enfield	Greater London
Gender reassignment TS078 - Gender identify (2021)	Gender identity the same as sex registered at birth	90.3%	91.2%
	Gender identity different from sex registered at birth but no specific identity given	0.6%	0.5%
	Trans woman	0.2%	0.2%
	Trans man	0.2%	0.2%
	All other gender identities	0.1%	0.1%
	Not answered	8.6%	7.9%

Table 3: Gender Reassignment

According to the 2021 Census Data on Gender Reassignment:

- In Enfield, 1.1% of the population disclosed having a gender identity different from the one assigned at birth. This figure is equivalent to the Greater London percentage, which is reported at 1%
- In Enfield, 90.3% of the population confirmed having a gender identity aligning with the sex registered at birth. This is within one percentage point of the corresponding figure for Greater London, which stands at 91.2%

A study by the Gender Reassignment Education and Research Study funded by the Home Office found that there is an estimated number of 300,000 to 500,000 transgender people within the UK. A national survey (Gov, 2018)⁹ confirmed that respondents within that category feared for their safety on the streets and using public transport (108,100 respondents). More specifically:

- The third most common place that transgender people avoided being open about their gender identity for fear of a negative reaction from others was public transport, with 66.3% of respondents indicating this.
- Nearly half of respondents (40%) said they had experienced an incident in the 12 months preceding the survey committed by someone they did not live with and because they were LGBT
- The large majority of the most serious incidents respondents experienced went unreported (for example, 94% of respondents did not report the most serious incident they experienced where it involved people they lived with), and nearly half of respondents (45%) cited they were unsatisfied with how their report was handled

UK crime data for 2022/23 shows 'Transgender identity' accounts for 3.25% of hate crimes recorded by the British Transport Police¹⁰. According to the 2023 Walking and Cycling Index (previously known as Bike Life) (Sustrans, 2023), just 53% of individuals identifying their gender 'in another way' reported feeling welcome and comfortable walking or spending time on streets in their neighbourhood. In contrast, 68% of women and 70% of men expressed such comfort levels. Similarly, the index revealed that 66% of LGBTQ+ individuals feel welcome and comfortable in their neighbourhood streets, compared to a higher rate of 70% among heterosexual individuals.

Queer Mobilities identifies 'LGBTQ participants are not necessarily physically excluded from mobility opportunities. Rather, they pay hidden costs to travel safely, which take the shape of identity and visibility compromises and heightened levels of fear while travelling'¹¹.

Potential Positive Impacts:

- Streets will feel safer due to future projects that will improve the public realm of streets, including improved lighting and passive surveillance
- Improved bus journey times will improve perception of safety for those who feel uncomfortable or unwelcome on public transport services

Potential Negative Impacts:

- Transgender residents may feel more safe driving due to heightened fear while travelling by public transport or in public areas, therefore proposals that remove parking spaces or increase journey times by driving could have

⁹ Government Equalities Office, "National LGBT Survey: Summary Report".

¹⁰ Government Home Office, "Hate crime, England and Wales, 2022 to 2023 second edition" 2023.

¹¹ Weintrob, A., Hansell, L., Zebracki, M., Barnard, Y., & Lucas, K. "Queer mobilities: critical LGBTQ perspectives of public transport spaces. *Mobilities*, 16(5), 775–791" 2021.

a negative impact

- Reduced volumes of motor vehicle traffic may increase footfall on streets but can also create a quieter street environment. A quieter street environment can be perceived to increase fear of crime, particularly at night, although there is no significant data or evidence to support this

The Place Shaping Framework

At this stage, no impacts on those who are undergoing or have undergone gender reassignment have been identified and the PSF does not proposed change to service/policy/budget.

We are committed to ensure that those who are undergoing or have undergone gender reassignment have the opportunity to contribute to the development of Place Plans and that the projects outlined within them consider impacts on those who are undergoing or have undergone gender reassignment.

Mitigating actions to be taken

- Design communication and engagement approaches to include those who are transgender during the development of future projects so that any of the negative impacts described above or through the engagement process can be effectively addressed.
-
- 'People feel safe' is a key principle of the Healthy Street approach. By embedding this principle in the public realm design process, safety at specific locations will be improved
- Some elements of the Strategy in partnership with TfL, Metropolitan Police, Network Rail and train operators will address the above issues. Overall, TfL's programme to improve safety on the transport network will benefit all users who may feel unsafe

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.

According to the 2021 Census Data on Marriage and Civil Partnership:

- 47.1% of residents in RB Enfield have never married and never registered a civil partnership compared to 6.2% of residents in Greater London
- 38.0% of residents in RB Enfield are married or in a registered civil partnership, compared to 40.0% of residents in Greater London

The impact assessment does not include individuals of specific marital status in both Enfield, as it is believed that they are unlikely to be disproportionately affected by the consulted Strategy.

The Place Shaping Framework (PSF)

At this stage, no impacts on individuals with specific marital status have been identified and the PSF does not proposed change to service/policy/budget. We are committed to ensure that individuals with all marital statuses have the opportunity to contribute to the development of Place Plans and that the projects outlined within them consider impacts on individuals with all marital statuses.

Mitigating actions to be taken

None required

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.

Many of the issues which impact women, disabled people and the older generation such as overcrowded public transport, lack of places to stop and rest, and poor air quality levels are relevant to the Strategy. The Baby on Board badge was launched by TfL in 2006 to help women who felt awkward or perhaps intimidated to ask for a seat on public transport.

Potential Positive Impacts

- Access to key facilities, including hospitals

- Women continuing an active mode of transportation to work or school from pre pregnancy to early pregnancy will have a lower gestational weight gain (GWG) than those who change to a less active mode of transportation. Moreover, an increase in accessibility to green spaces for pregnant women was associated with increased birth weight and a decreased risk for low birth weight¹². Therefore, improved walking and cycling facilities, as well as improved access to and within Enfield's green spaces will have a positive impact
- Improved coherence and accessibility of the walking network will mean that pregnant women feel safer and are less likely to trip and fall while walking around their neighbourhood
- Investing in sustainable, low-emission travel can, over time, contribute to reducing air pollution, which can directly benefit the health of pregnant women whose babies may be affected. Unborn foetuses are particularly vulnerable to the health effects of poor air quality/ pollution

Potential Negative Impacts

- Pregnant women are more likely to drive due to reduced mobility, therefore policies that seek to reduce car ownership and restrict traffic could have a negative impact on pregnant women's day to day travel
- Parents have additional space needs for transport buggies etc. Therefore, removal of parking could mean that private vehicle owners have to transport these items for a longer distance between their home and vehicle
- Pregnant women or recent mothers may make more journeys by car to hospital appointments and therefore increased journey times would have a negative impact on them

Place Shaping Framework (PSF)

At this stage, no impacts on those who are pregnant or are new parents been identified and the PSF does not proposed change to service/policy/budget.

We are committed to ensure that individuals who are pregnant or are new parents have the opportunity to contribute to the development of Place Plans and that the projects outlined within them consider impacts on individuals who are pregnant or in maternity.

Mitigating actions to be taken

- Design communication and engagement approaches to include those who are pregnant or are new parents during the development of future projects so that any of the negative impacts described above or through the

¹² Islam, M. Z., Johnston, J., & Sly, P. D. "Green space and early childhood development: a systematic review. *Reviews on environmental health*, 35(2), 189–200," 2020.

engagement process can be effectively addressed

- Some elements of the Strategy in partnership with TfL, Metropolitan Police, Network Rail and train operators will address the above issues, including ensuring that there is adequate space for buggies and equipment on TfL services
- The Transport Strategy will improve the accessibility of local streets, reducing potential trip hazards or obstacles that might influence some parents or pregnant women to drive, rather than walk or cycle
- It will be ensured that there is adequate representation of pregnant women and new parents in any engagement and consultation for new schemes which might exacerbate the negative impacts outlined above

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.

Data from the 2021 Census has been analysed to understand the racial profile of the borough.

Table 4: Race (2021 Census)

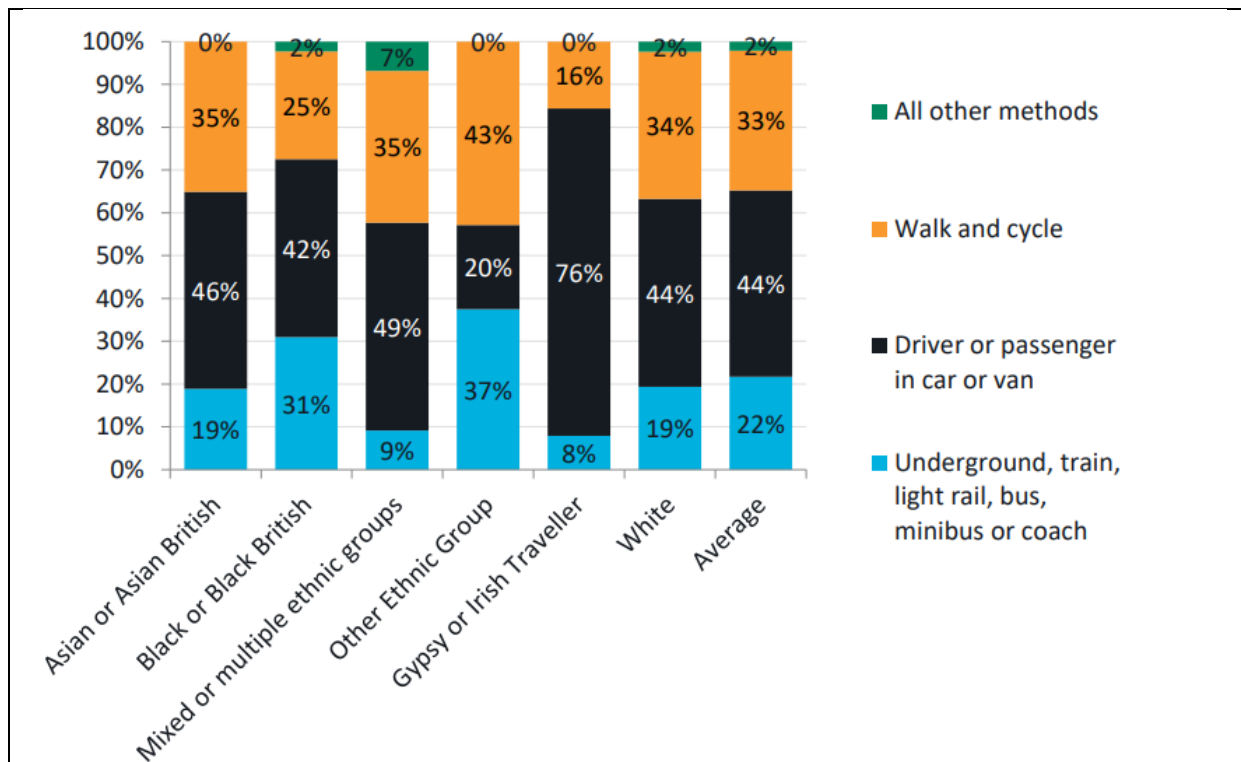
Demographic		London Borough of Enfield	Greater London
Race TS021 - Ethnic group (2021)	Asian, Asian British or Asian Welsh: Bangladeshi	2.5%	3.7%
	Asian, Asian British or Asian Welsh: Chinese	0.8%	1.7%
	Asian, Asian British or Asian Welsh: Indian	3.6%	7.5%
	Asian, Asian British or Asian Welsh: Pakistani	1.1%	3.3%
	Asian, Asian British or Asian Welsh: Other Asian	3.5%	4.6%
	Black, Black British, Black Welsh, Caribbean or African: African	11.0%	7.9%
	Black, Black British, Black Welsh, Caribbean or African: Caribbean	5.1%	3.9%
	Black, Black British, Black Welsh, Caribbean or African: Other Black	2.1%	1.7%
	Mixed or Multiple ethnic groups: White and Asian	1.2%	1.4%
	Mixed or Multiple ethnic groups: White and Black African	0.9%	0.9%

Mixed or Multiple ethnic groups: White and Black Caribbean	1.6%	1.5%
Mixed or Multiple ethnic groups: Other Mixed or Multiple ethnic groups	2.3%	1.9%
White: English, Welsh, Scottish, Northern Irish or British	31.3%	36.8%
White: Irish	1.8%	1.8%
White: Gypsy or Irish Traveller	0.1%	0.1%
White: Roma	0.3%	0.4%
White: Other White	18.6%	14.7%
Other ethnic group: Arab	0.8%	1.6%
Other ethnic group: Any other ethnic group	11.4%	4.7%

The following key findings within the ethnicity data for Enfield and Greater London were available in the 2021 Census:

- 11.5% of the population in Enfield are Asian, Asian British or Asian Welsh, which is much lower than the Greater London figure (20.7%)
- 18.2% of the population are Black, Black British, Black Welsh, Caribbean or African, which is much higher than the Greater London figure (13.5%)
- 6.0% of the population are Mixed or Multiple ethnic groups, which is similar to the Greater London figure (5.7%)
- 52.1% of the population are White, which is comparable to the Greater London figure (53.8%)

The below figure is taken from the EqIA prepared for the Fox Lane Quieter Neighbourhood and uses LTDS data to show average travel. In Enfield, 'Asian/Asian British', 'Mixed or multiple ethnic groups' and 'White' residents are more likely to drive or be driven in a car or van than use any other mode. 'Other Ethnic Group', 'Asian/Asian British' and 'Mixed or multiple ethnic groups' are more likely to walk and cycle than the average, with a slightly higher percentage than 'White' residents. 'Other Ethnic Group' and 'Black/Black British' residents are more likely to use public transport than the average. 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.



Source: LTDS (2018/19)

Figure 7: Mode share by ethnicity in Enfield

From TfL’s Understanding Diverse Communities Report (2019), 19% of white Londoners have Freedom Passes compared with 10% of Black, Asian & Minority Ethnic Londoners. These differences are largely linked to the differing age profile of Black, Asian & Minority Ethnic and white Londoners. The proportion of Black, Asian & Minority Ethnic and white Londoners aged 65 and over who hold a Freedom Pass is similar: 91% and 93% respectively. Mixed ethnic group Londoners remain significantly less likely than all other ethnic groups to hold an older person’s Freedom Pass, reflecting the younger age profile of this group.

In 2021 for the first time, Black, Asian and minority ethnic Londoners were as likely to have cycled in the last 12 months as white Londoners.

Safety is a major perceived issue for people who do not cycle, with some believing it is not safe because of distracted driving, speeding motor traffic, and busy motor traffic. Significant barriers to encouraging more people to cycle remain across all backgrounds, there are major concerns around safety on the road, with 82% of non-cyclists worried about road safety and collisions.

Potential Positive Impacts

- Pedestrians from black and minority ethnic backgrounds living in deprived

areas where three times as likely to be a casualty in a road collision as a pedestrian than white non-deprived pedestrians¹³. Therefore, reducing road danger and reducing traffic volumes in Enfield would reduce this risk and have a positive impact.

- The evidence provided shows that white residents are more likely to have achieved at least 20 minutes of active travel per day than any other group. Therefore improving walking and cycling infrastructure, as well as improving access to open spaces and leisure facilities would have a positive impact for minority groups

Potential Negative Impacts

- Minority ethnic adults are more likely to have experienced discrimination compared to white adults. Therefore, those from ethnic minorities may be less likely to use public transport and may feel unsafe in certain areas, therefore will be more likely to drive
- Some ethnic minority groups are more likely to use public transport, and therefore there is a risk that if bus journey times are increased as a result of a scheme, then it would disproportionately effect these groups. Similarly, 'Gypsy or Irish Traveller' residents are much more likely to drive than average and therefore could be disproportionately affected by schemes if journey times by driving are increased as a result of a scheme

Place Shaping Framework (PSF)

At this stage, no impacts on race have been identified and the PSF does not proposed change to service/policy/budget.

We are committed to ensure that all races have the opportunity to contribute to the development of Place Plans and that the projects outlined within them consider impacts on individuals from all races.

Mitigating actions to be taken

- Ensure that any engagement or consultation undertaken has proportionate representation from all ethnicities so that the unique challenges facing different ethic groups can be understood
- 'People feel safe' is a key principle of the Healthy Street approach. By embedding this principle in the public realm design process, safety at specific locations will be improved
- LB Enfield will work collaboratively with TfL and train operators to help improve the safety of public transport services
- It is recommended that Enfield officers work internally with the Gypsy Roma Traveller (GRT) lead to discuss the unique characteristics of this ethnic group.

¹³ Agilysis. "Road Traffic and Injury Risk in Ethnic Minority Populations." May 20, 2021.

Consideration should be given as to how schemes could assist with reducing car usage and encouraging mode shift

- Monitor bus journey times using TfL data, and consider mitigation measures if there is an impact

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.

Based on the 2021 Census:

- Enfield has a higher percentage of Christian, Muslim and 'Other religion' residents compared to the Greater London average
- The percentage of residents who answered 'No religion' is considerably lower than the Greater London average

Table 5: Religion or belief (2021 Census)

Demographic		London Borough of Enfield	Greater London
Religion or belief TS030 - Religion (2021)	No religion	19.8%	27.1%
	Christian	46.4%	40.7%
	Buddhist	0.5%	0.9%
	Hindu	3.1%	5.1%
	Jewish	1.1%	1.7%
	Muslim	18.6%	15.0%
	Sikh	0.4%	1.6%
	Other religion	3.1%	1.0%
	Not answered	7.0%	7.0%

Religious observance may affect when and where people travel. For example, some Jewish people do not drive on Saturdays, and places of worship and faith-based schools are major destinations for large populations from different groups, particularly on certain dates and at certain times of the day.

Potential Positive Impacts:

- The Strategy and future projects would improve access to places of worship and faith-based schools by sustainable modes of transport. Therefore, those who choose to walk and cycle to these destinations would access the health benefits associated with these modes

Potential Negative Impacts:

- There may be some residents who rely on a car to travel to places of worship and therefore may be negatively impacted by the proposals

Place Shaping Framework (PSF)

At this stage, no impacts on religion and belief have been identified and the PSF does not proposed change to service/policy/budget.

We are committed to ensure that individuals from all religions have the opportunity to contribute to the development of Place Plans and that the projects outlined within them consider impacts on individuals from all religions.

Mitigating actions to be taken

- Ensure that any engagement or consultation undertaken for future projects has proportionate representation from all religious groups so that the unique challenges facing these groups can be understood
- Through the Strategy and its Action Plans, it will be ensured that access to places of worship is considered and improved

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.

Table 6: Sex (2021 Census)

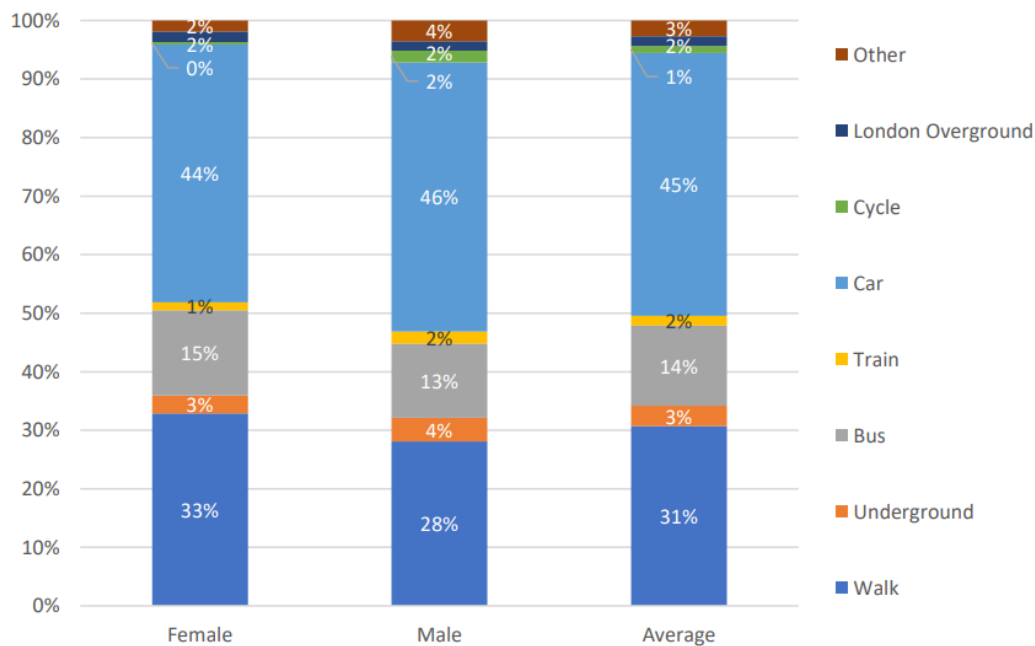
Demographic		London Borough of Enfield	Greater London
Sex TS008 - Sex (2021)	Female	52.3%	51.5%
	Male	47.7%	48.5%

Based on Census 2021 data for Enfield and Greater London:

- Females make up a higher proportion of the population in Enfield than males at 52.3% and 47.75% respectively

- The ratio of females to males is similar in Greater London, albeit a slightly lower proportion of females, at 51.5% and 48.5% respectively

Figure 8 presents the mode share by sex in Enfield. Walking is more commonly used as 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% with males. Females are also use the bus more than males (15% vs 13%).



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

Figure 8: Mode share by sex in Enfield

Following high profile crimes committed in London, a national movement highlighted the concerns of women and how safe they feel at particular times of the day, notably at night. There is some concern that this perceived risk impacts women's willingness to make trips by active travel modes after dark. Safety and security on public transport and at stations is also a concern for women who often feel vulnerable to attack.

According to the report "Understanding Our Diverse Communities"¹⁴:

- Women tend to complete more weekday trips on average than men (2.5 compared to 2.3). Walking is the most used type of transport by women (95% walk at least once a week). Women are more likely to use buses than men (62% compared with 56%) but are less likely to use other types of transport including the Tube (38% women compared with 43% men)
- Women are more likely than men to be travelling with buggies and/or

¹⁴ Transport for London, "Understanding Our Diverse Communities" 2019.

shopping, and this can affect transport choices

- Satisfaction with transport among women and men is very similar and is mainly driven by the ease of making the journey
- Women are more likely than men to experience worrying incidents when travelling on public transport and are more likely to be deterred from using public transport more often by a number of different barriers

Potential Positive Impacts

- Women undertake more frequent trips, according to the TfL research cited above. Therefore, they are more likely to benefit from the aims of the Transport Strategy and the future projects that are identified
- Walking is the most commonly used form of transport by women, according to the same research. Therefore proposals to reduce traffic volumes and speeds and improve walking infrastructure such as crossings will have a positive impact
- Women are more likely to use the bus and therefore improvements to the bus network, including more frequent services and improved journey times would have a positive impact

Potential Negative Impacts

- Reduced volumes of motor vehicle traffic may increase footfall on streets but can also create a quieter street environment. A quieter street environment can be perceived to increase fear of crime and may impact women's feelings of safety (those who might feel more vulnerable at night), although there is no significant data or evidence to support this

Place Shaping Framework (PSF)

At this stage, no impacts on sex have been identified and the PSF does not proposed change to service/policy/budget.

We are committed to ensure that individuals from all sexes have the opportunity to contribute to the development of Place Plans and that the projects outlined within them consider impacts on individuals from all sexes.

Mitigating actions to be taken

- Ensure that engagement and consultation on future projects includes an equal representation of men and women to ensure that the negative impacts that are disproportionately felt by women are addressed
- 'People feel safe' is a key principle of the Healthy Street approach. By embedding this principle in the public realm design process, safety at specific locations will be improved
- Further to the above, future proposals will ensure where feasible to provide

improved street lighting and other measures to improve perceived safety.
This will require working in partnership with TfL and train operators

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.

Table 7: Sexual Orientation (2021 Census)

Demographic		London Borough of Enfield	Greater London
Sexual Orientation TS077 - Sexual orientation (2021)	Straight or Heterosexual	88.1%	86.2%
	Gay or Lesbian	0.9%	2.2%
	Bisexual	0.8%	1.5%
	All other sexual orientations	0.5%	0.5%
	Not answered	9.7%	9.5%

According to the 2021 Census data on sexual orientation:

- 0.9% of Enfield residents identify as Gay or Lesbian, which is much lower than the Greater London average (2.2%)
- Likewise, 0.8% of Enfield residents identify as 'Bisexual' which again is lower than the Greater London average (1.5%)

As per the 'Travel in London: Understanding our diverse communities' study (TfL, 2019), individuals in London identifying as LGB (lesbian, gay, and bisexual) make up a lower figure, at 2.6% of the city's population. The study reveals that when questioned about obstacles in utilising public transport, LGB individuals share a comparable profile with the general population. More than half (52%) of LGB respondents identified overcrowding as a concern, slightly higher than the 48% reported by the general population. The cost of travel was pinpointed as an issue by 41% of both LGB respondents and the general population. Notably, 30% of LGB respondents highlighted passenger pushing and shoving on public transport, compared to 26% in the general population. The study concludes that concerns about abuse and/or intimidation significantly influence the travel behaviours of LGB Londoners.

Under-reporting on the size of lesbian, gay and bisexual communities is a recognised issue, so it is difficult to accurately understand the size of this proportion of the population, particularly at the borough level. An upper estimate for London suggests that roughly 25% of the population is lesbian, gay or bisexual although these figures may underrepresent the size of this population due to

societal issues surrounding the disclosure of sexual orientation. Similar to women and people who are going or have gone through gender reassignment, members of the LGBTQI+ community often find safety and security issues as a concern on public transport.

Potential Positive Impacts

- The proposals within the strategy would help make the streets a safer and more pleasant environment for all, regardless of sexual orientation due to reduced levels of traffic and improved air quality. This would help to encourage people to walk or cycle, thereby helping improve their mental and physical health, independent mobility, social inclusion and improved access to amenities, services, and opportunities

Potential Negative Impacts

- Members of the LGBTQI+ community often find safety and security issues as a concern on public transport and may experience harassment as well as other aggressive behaviour while using public transport or using public spaces. Therefore, proposals which create a quieter street environment and increase the frequency of public transport services may mean that members of the LGBTQI+ community experience a lack of perceived safety more often

Place Shaping Framework (PSF)

At this stage, no impacts on sexual orientation have been identified and the PSF does not proposed change to service/policy/budget.

We are committed to ensure that individuals with all sexual orientations have the opportunity to contribute to the development of Place Plans and that the projects outlined within them consider impacts on individuals with all sexual orientations.

Mitigating actions to be taken

- Ensure that engagement and consultation on future projects includes a proportional representation of LGBTQI+ residents to ensure that the negative impacts that are disproportionately felt by this group are addressed
- ‘People feel safe’ is a key principle of the Healthy Street approach. By embedding this principle in the public realm design process, safety at specific locations will be improved

Care Experience

This refers to a person who has spent 13 weeks or more in local authority care.

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

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

There is growing awareness and an increasing body of research regarding the additional barriers care-experienced young adults may face. Care leavers are often vulnerable young adults and are more likely to be over represented in socially excluded populations such as the prison population, the homeless population, more likely to suffer from mental health difficulties than their peers, and less likely to be in education, employment or training¹⁵. As of 2021, the number of children in care in Enfield (45 per 10,000) is lower than in England (67 per 10,000)¹⁶.

Potential Positive Impacts

Care-experienced young adults are more likely to be socio-economically disadvantaged. 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, future projects that will improve walking and cycling are expected to have a positive impact on care-experienced young adults who will benefit from a key active travel link which will provide increased walking and cycling access for residents of Enfield

Potential Negative Impacts

Care-experienced young adults may be less likely to be able to afford to adapt to the measures (e.g. buying a new bike or purchasing public transport tickets), therefore may not experience the full benefits of future schemes compared to those from higher income backgrounds. This may mean that those on higher incomes disproportionately benefit from the strategy.

Place Shaping Framework (PSF)

At this stage, no impacts on those who are in or have experienced local authority care have been identified and the PSF does not proposed change to service/policy/budget.

We are committed to ensure that individuals within or have experienced local

¹⁵ Ofsted, "Equalities impact assessment: introducing a separate judgement about care leavers within the inspection of local authority children's services" 2022.

¹⁶ Enfield Council. "SEN Demographics Summary."2022.

authority care have the opportunity to contribute to the development of Place Plans and that the projects outlined within them consider impacts on individuals in local authority care.

Mitigating actions to be taken

- Design communication and engagement approaches to include those who are in or have experienced local authority care during the development of future projects so that any of the negative impacts described above or through the engagement process can be effectively addressed.
-
- As part of the Action Plans, identify measures which assist those from lower income households to access new projects – for instance discounts on bikes or public transport tickets

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?

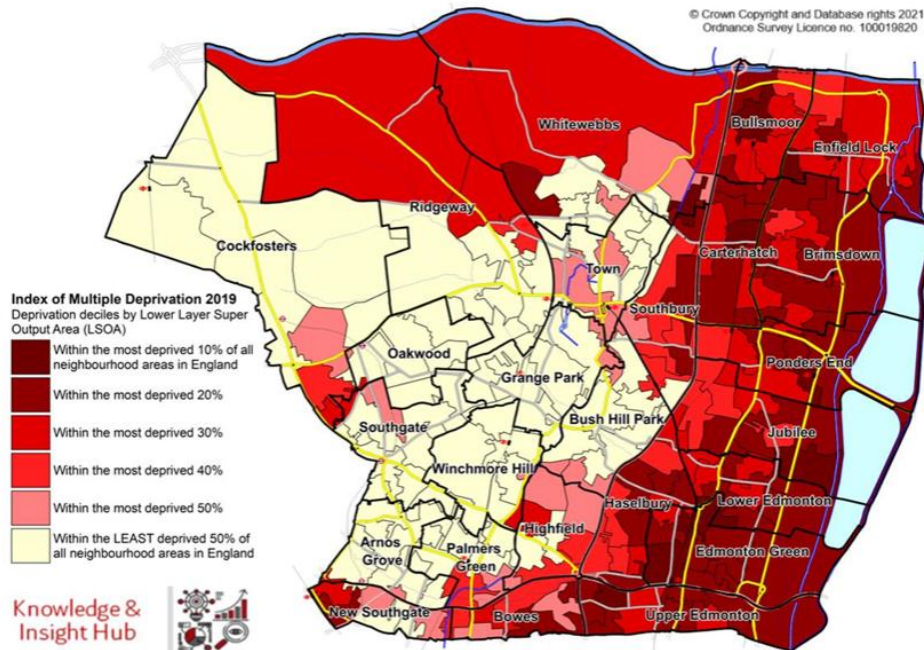
Please provide evidence to explain why this group may be particularly affected.

The Enfield Borough Profile (2023) provides an overview of deprivation in Enfield, stating “Enfield’s ranking compared with 317 other local authorities in England dropped from 2015 to 2019: Enfield is the 74th most deprived local authority in England overall (out of 317), so still within the most deprived 25% of all districts. Enfield’s average deprivation score has not worsened in those four years. However, Enfield has become relatively more deprived when compared with other London boroughs. In 2015, Enfield was the 12th most deprived borough in London, whereas in 2019 it was the 9th most deprived.”

It also states that 10% of Enfield households have an annual gross household income of less than £15,000 (as at 2023), and 32% have an income lower than £30,000¹⁷

¹⁷ London Borough of Enfield, “Enfield Borough Profile” 2023.

Figure 9 presents a visual representative of deprivation across Enfield. In broad terms the eastern areas of Enfield have more levels of deprivation, whereas the west and northwest areas have the least.



Source: Enfield Borough Profile 2023

Figure 9: Index of Multiple Deprivation 2019 in Enfield by Lower Layer Super Output Area (LSOA)

TfL research shows that low income Londoners also 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 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) . Londoners in lower income households are the most likely protected characteristic 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).

The graph below shows the proportion of London residents completing 20 minutes of physical activity on a daily basis. When focusing on household income, it can be seen that as household income rises, so does the proportion of residents completing 20 minutes of daily physical activity. Therefore, generally residents in lower income households are less likely to achieve the recommended levels of daily physical activity.

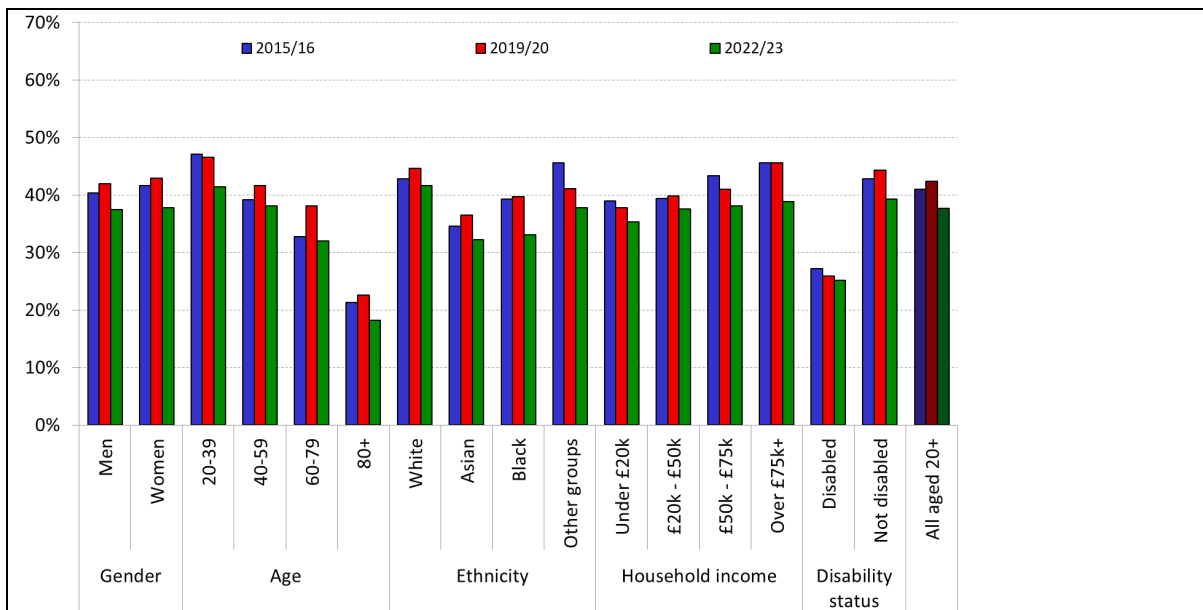


Figure 10: Percentage of London residents completing 20 minutes of physical activity on a daily basis

Potential Positive Impacts

- Those from low income households are the most likely to use the bus weekly according to the research from TfL cited above. Therefore, improvements to the borough's bus network through bus priority measures will have a positive impact on this group
- Research shows that residents in low income households are less likely to achieve 20 minutes of physical activity per day. Improved walking and cycling routes, as well as improved access to open spaces and sports facilities will therefore have a positive impact on this group
- The Transport Strategy will improve access to schools and employment and therefore will contribute to reducing deprivation across the borough, as residents are more easily able to access employment opportunities

Potential Negative Impacts

- Those from lower income households may be less likely to be able to afford to adapt to the measures (e.g. buying a new bike or purchasing public transport tickets), therefore may not experience the full benefits of future schemes compared to those from higher income backgrounds. This may mean that those on higher incomes disproportionately benefit from the strategy

Place Shaping Framework (PSF)

At this stage, no impacts on socio-economic deprivation have been identified and the PSF does not proposed change to service/policy/budget.

We are committed to ensure that individuals from all social-economic backgrounds have the opportunity to contribute to the development of Place Plans and that the

projects outlined within them consider impacts on individuals from all socio-economic backgrounds.

Mitigating actions to be taken.

- Design communication and engagement approaches to include those from lower income households during the development of future projects so that any of the negative impacts described above or through the engagement process can be effectively addressed.
-
- As part of the Action Plans, identify measures which assist those from lower income households to access new projects – for instance discounts on bikes or public transport tickets

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?

As outlined in the Transport Strategy, LB Enfield monitor the impacts of its projects in terms of the effects they have on how people travel and on people's attitudes to travel. Data is collected about how people travel around the borough and also people's views on the projects that have been delivered and how they make decisions about their own journeys. This helps to shape future projects.

For every major project, the following key documents are published:

- Project rationale
- Communications, engagement and monitoring plan
- Monitoring plan
- Equalities plan and EqIA

This process will ensure that the effects of the Transport Strategy and all schemes undertaken in the borough following its approval are sufficiently monitored and assessed.

Place Shaping Framework (PSF)

For every project delivered through the PSF respective Place Plans, the following key documents will be published:

- Project rationale
- Communications, engagement and monitoring plan
- Monitoring plan
- Equalities plan and EqIA

This process will ensure that the effects of the PSF and Place Plans and all projects developed following its approval are sufficiently monitored and assessed.

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
Stakeholder and public consultation for Transport Strategy	Document circulated to key stakeholders	Liz Rhodes	Completed May 20 th 2024	N/A	Minor changes - see cabinet report appendix
Cabinet Approval of Strategy	Report submitted to Council Cabinet Meeting	Chris Cole	8 th October 2024	N/A	
Development of Action Plans	Development of Action Plans to define detailed measures/proposals	Chris Cole	2024/25	N/A	
Development of Place Plans	Development of Place Plans and respective projects outlined in the PSF	Andrew Catcheside	2024/25	N/A	