

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

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

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

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

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 1 – Equality Analysis Details

Title of service activity / policy/ strategy/ budget change/ decision that you are assessing	School Streets
Lead officer(s) name(s) and contact details	Penny Swan
Team/ Department	Healthy Streets
Executive Director	Sarah Carey
Cabinet Member	Cllr Ian Barnes
Date of EqIA completion	10 March 2022

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?

A 'School Street' is when the roads immediately surrounding a school are closed to motor traffic. They operate Monday to Friday in term time, during set times at drop-off and pick-up. School Streets remain open to pedestrians, cyclists and exempt vehicles such as local business owners, residents and the emergency services.

The council is committed to reducing road danger, pollution and health inequality in and around our schools where the boroughs young people are most vulnerable.

1. These proposals will create a safer and cleaner entrance to schools. These measures will enable more active forms of travel as part of the wider Healthy Streets programme.
2. These interventions are targeting traffic and road danger reduction near school gates, to protect our vulnerable children.
3. They support reduction in air and noise pollution.
4. In addition, they encourage the uptake of active modes of travel, such as scooting, walking and cycling enabling a few more minutes of quality time on the journey to school, leading to healthier communities.
5. Active modes of travel also help to tackle childhood obesity and can improve attention and retention in the classroom.

This scheme also delivers against the Transport for London healthy street objectives by:

- ✓ Improving clean air.
- ✓ Supporting pedestrians from all walks of life.
- ✓ Making access easier.
- ✓ Reducing noise pollution
- ✓ Encouraging people to walk, cycle and use public transport
- ✓ Making people feel safe
- ✓ Enabling people to see and do more
- ✓ People feel relaxed

SECTION 3 – Equality Analysis

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

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

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

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

“Differential impact” means that people of a particular protected characteristic (e.g. people of a particular age, people with a disability, people of a particular gender, or people from a particular race and religion) will be significantly more affected by the change than other groups. Please consider both potential positive and negative impacts, and, where possible, 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.

Information has been gathered regarding groups with protected characteristics in Enfield as a whole, given that the School Streets programme covers the entirety of the borough. 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.

It should be noted that the data presented in this EqIA generally relates to conditions prior to the onset of the Covid-19 pandemic. This is appropriate for the purposes of this EqIA, as it relates to a policy that is expected that have a lifespan that outlives the

current pandemic. Nevertheless, as restrictions associated with the pandemic recede, any changes in travel patterns should be monitored, to determine whether they may change the conclusions of this EqIA.

The project team consider that there would be no disproportionate impact on gender reassignment, marriage and civil partnerships or sexual orientation as a protected group and therefore this has been excluded from the assessment.

Age

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

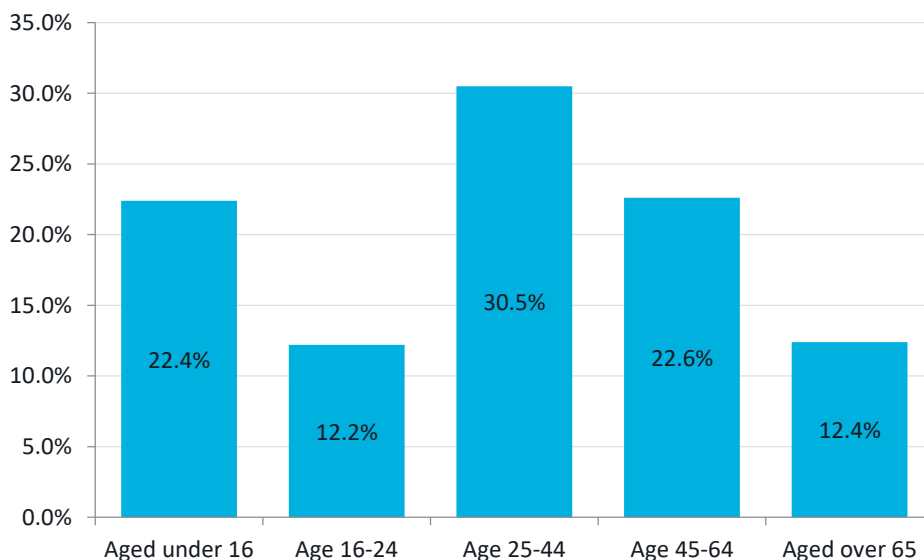
Will the proposed change to service/policy/budget have a **differential impact [positive or negative]** on people of a specific age or age group (e.g. older or younger people)?

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

Evidence Base

Based on 2011 Census data, Enfield has approximately 333,869 residents, 48 per cent of these being male and 52 per cent female. As demonstrated within Figure 1, 22.4 per cent of residents fall within the 'Under 16' age category. Those aged over 65 represent 12.4 per cent of the resident population.

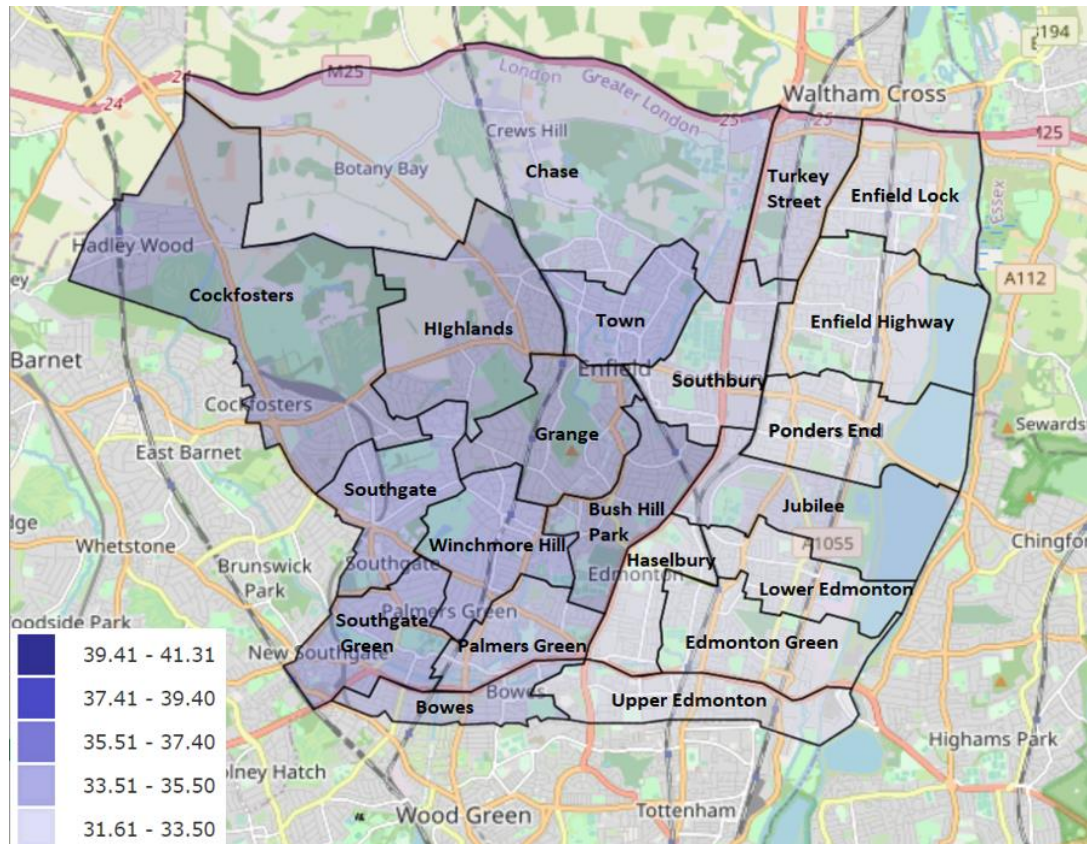
Figure 1: Age Distribution in Enfield



Source: UK Census 2011

Figure 2 presents the spatial distribution of the mean age across Enfield's wards. A clear trend can be observed whereby the northern and eastern wards have some of the lowest mean ages in Enfield and the southern and western wards some of the highest.

Figure 2: Spatial Distribution of Mean Age in Enfield



Source: UK Census 2011

Empowering Young Enfield 2021-25¹, published by LB Enfield, illustrates several high-level statistics regarding young people within the borough:

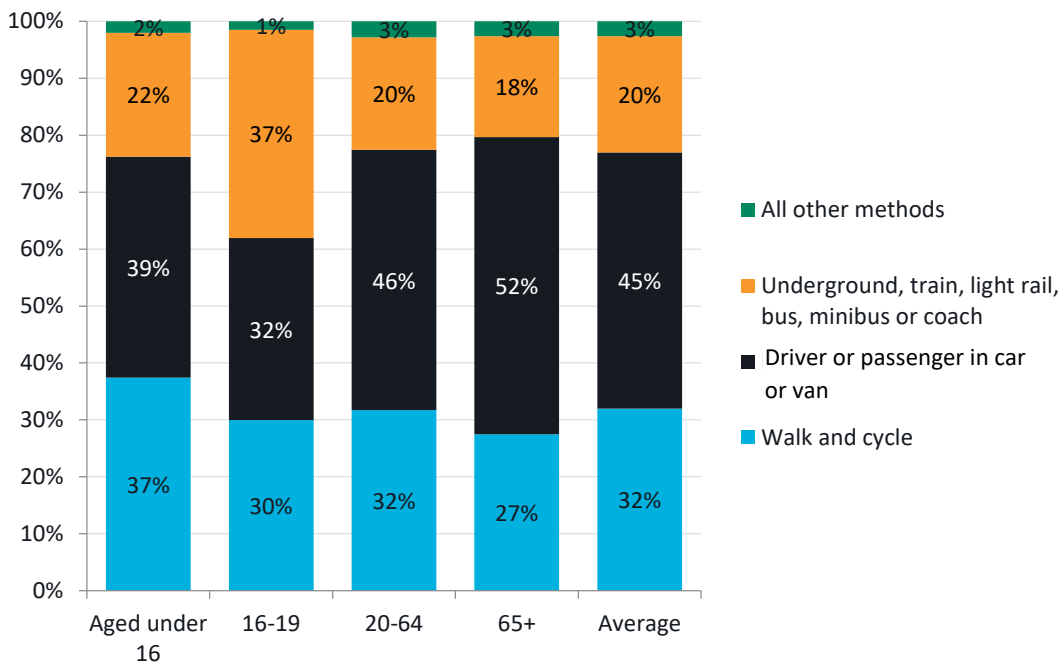
- 84,309 children and young people reside in Enfield
- 57,870 children are of school age
- More residents under 20 than London / national averages
- One in three children are in poverty
- 42.3% of Year 6 children in 2018/19 are overweight or obese
- 60 primary schools
- 17 secondary schools
- 6 special schools

¹ <https://new.enfield.gov.uk/services/your-council/empowering-young-enfield-2021-25-children-and-young-peoples-plan-your-council.pdf>

Figure 3 presents LTDS data on how people travel around Enfield within each age category.

In general, younger people in Enfield walk and cycle more, and drive less than their elderly counterparts. 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).

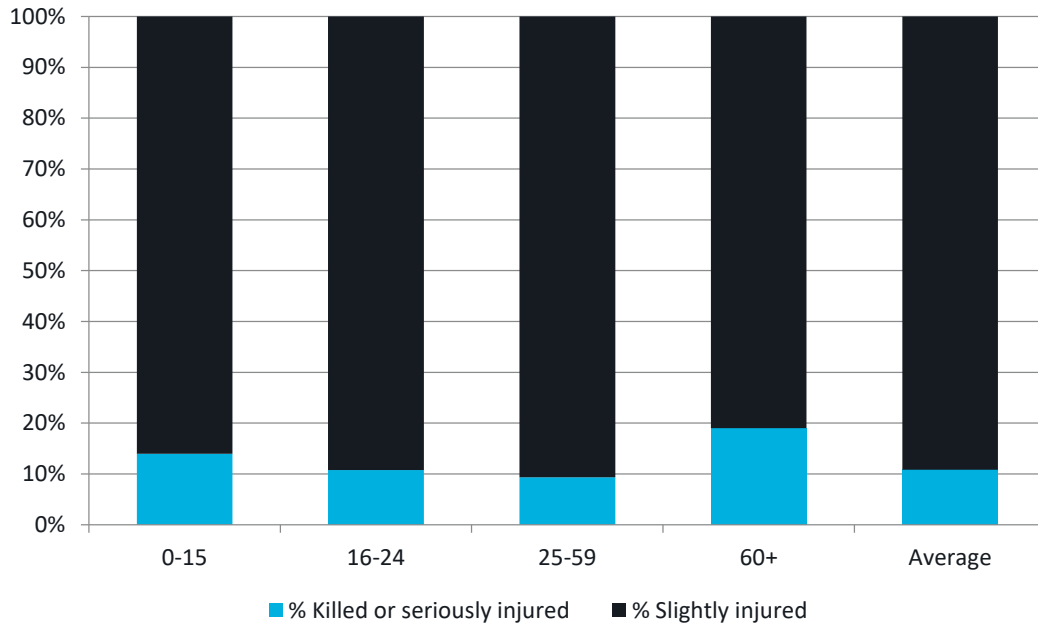
Figure 3: Mode Share by Age in Enfield



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 4 below. KSIs are higher than average for those age 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 a casualty in a collision.

Figure 4: Percentage Killed or Seriously Injured in 2019 Road Accidents in Enfield by Age (proportional breakdown)



Source: DfT Road traffic statistics 2019

Differential Impact Assessment

- The schemes will disproportionately benefit both young people (15 and under), and the elderly (60+), who are disproportionately impacted by road traffic accidents, being more likely to be killed / seriously injured than any age group in between. As such the significant reduction of motor vehicles from the school street during school pick-up and drop-off times will benefit young people going to / from school, as well as elderly residents going about their daily business.
- The schemes will disproportionately benefit young people attending school. The removal of motor traffic from outside of the school gates will enable them to travel to school via walking, cycling or scooting in safer conditions. As these modes of travel increase in popularity, this is likely to reduce vehicle trips on the local highway network, in turn improving air quality.
- The schemes will have no impact on local elderly residents who drive, as they will be granted an exemption to access / leave their properties via the school street.

Mitigating actions to be taken

- Ensure that exemptions are in place for all residents and businesses owners on School Streets to access their properties.
- Ensure that residents on School Streets are fully engaged on the proposals, explaining the new restrictions and what this means for access to their properties. This engagement should pay particular attention to elderly people who may be less likely to have access to any online engagement or social media.
- Consider the incorporation of School Streets within school travel planning objectives. School Streets could be used as a tool to achieve objectives of modal shift.

Disability

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

This could include:

Physical impairment, hearing impairment, visual impairment, learning difficulties, long-standing illness or health condition, mental illness, substance abuse or other impairments.

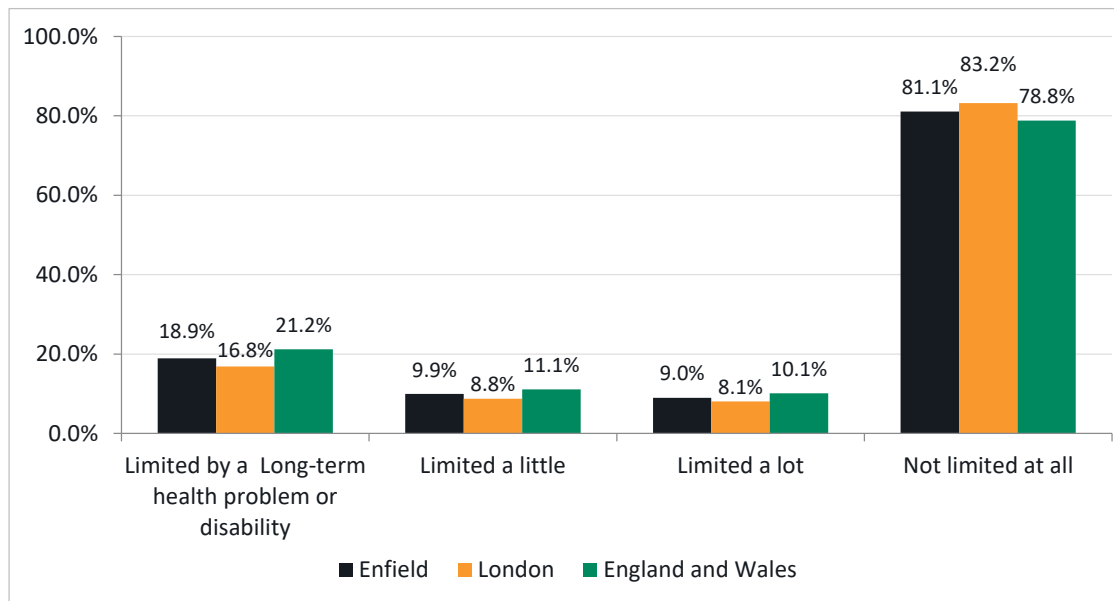
Will the proposed change to service/policy/budget have a **differential impact [positive or negative]** on people with disabilities?

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

Evidence Base

In Enfield, Census 2011 data shows that 81.1 per cent of residents feel that they have no limitations on their activities. This is slightly higher than both England and Wales (79.8 per cent) but lower than in Greater London (83.2 per cent). 18.9 per cent of the population of Enfield stated that they were limited by a long-term health problem or disability. Figure 5 presents this data.

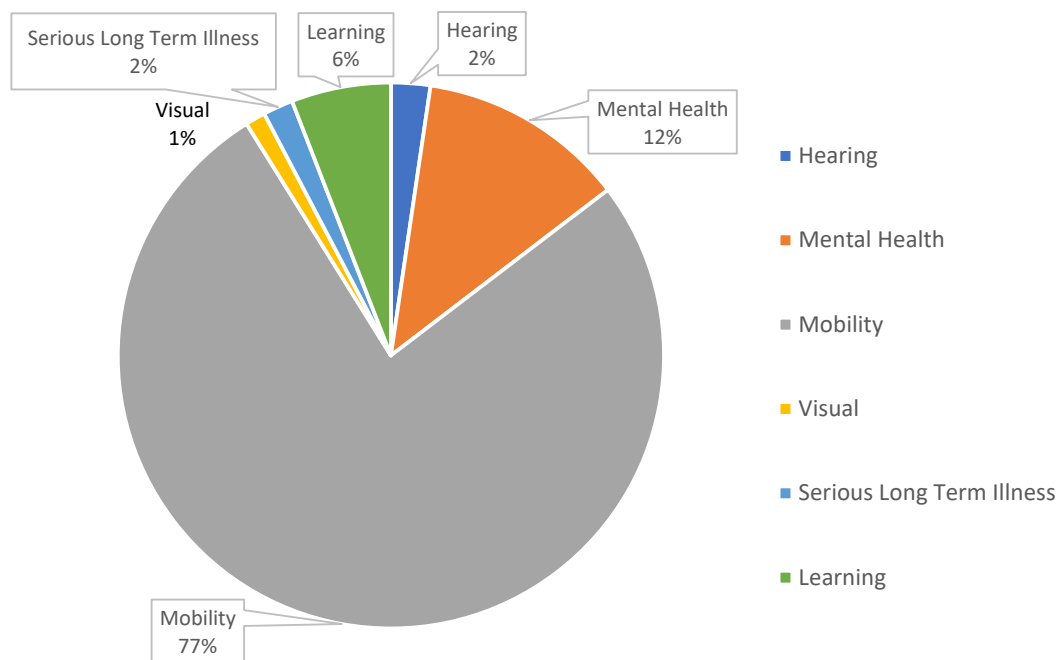
Figure 5: Proportion of those limited with long term health problems or disabilities



Source: UK 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 6. 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 6: Disability types stated by those with a disability affecting travel



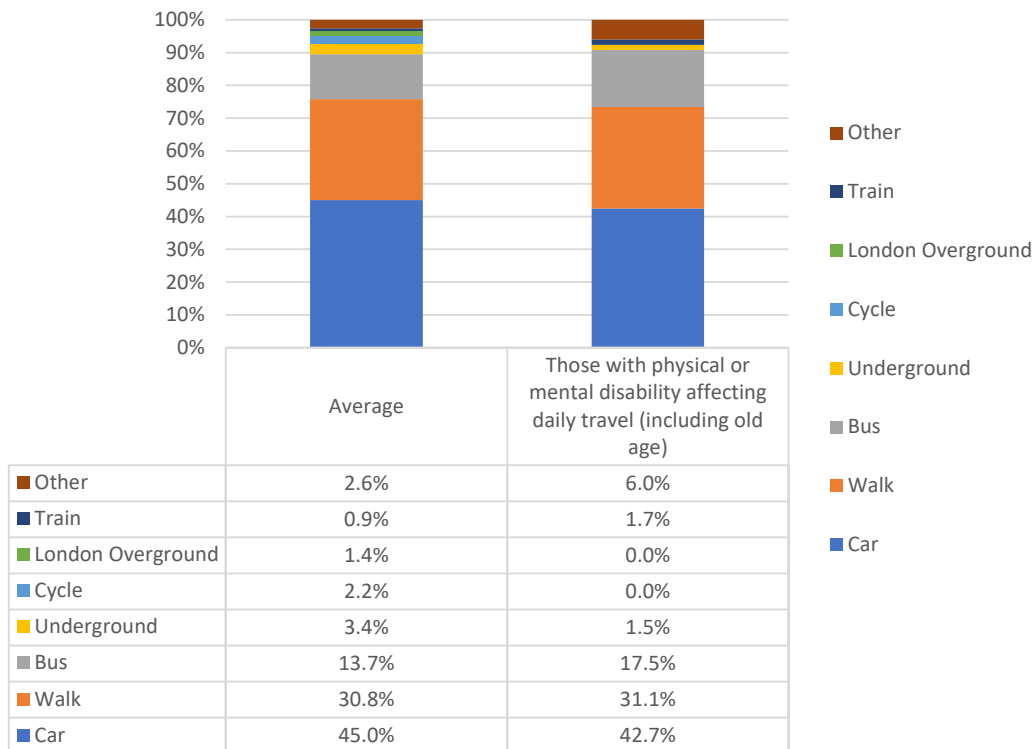
Source: LTDS (2016/17, 2017/18 and 2018/19)

Focusing solely on cyclists who have a disability, the Wheels for Wellbeing annual survey² shows that 72 per cent of disabled cyclists use their bike as a mobility aid, and 75 per cent found cycling easier than walking. Survey results also show that 24 per cent of disabled cyclists' 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 7. When compared to the LTDS mode split of trips made by all people, car use for those with disabilities is lower (42.6 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 7: Mode split by those with a physical or mental disability affecting daily travel - Enfield

² Wheels for Wellbeing Annual Survey 2018: <https://wheelsforwellbeing.org.uk/wp-content/uploads/2019/04/Survey-report-final.pdf>



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

Differential Impact Assessment

- Disabled people in Enfield are more likely to walk and take public transport, and less likely to drive than the average for the borough. As such, the implementation of School Street schemes will disproportionately benefit those with disabilities, creating quieter, safer streets to walk or cycle on. As disabled people are less likely to drive, or be driven around, they are less likely to be affected by the timed road closures.
- However, disabled people living within the vicinity of School Street that do rely upon the use of a car may be disproportionately impacted as School Street closures may result in longer journey times or diverted routes.
- It may be difficult for some school students who currently travel by car to their school to use alternative modes.
- Exemptions will be in place for those who require access, and as such those requiring access, including those with disabilities, will be unaffected by the proposals.
- The design and enforcement of School Street restrictions may disproportionately impact those with physical or mobility issues if they block any part of the footway or carriageway.

Mitigating actions to be taken

- Design of School Streets should incorporate the requirements of disabled people, facilitating access to level footways. Any enforcement barriers should be designed in a way so that they do not impede the movement of those in mobility scooters or wheelchairs.
- Careful consideration should be given to exemptions to School Streets. Exemptions should be considered for children with disabilities who require dropping-off / picking-up at the school gates (at the discretion of the school), or workers or employees on the School Street which hold a Blue Badges.

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.

No differential impact - the scheme should not disproportionately affect anyone from this protected group.

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

No differential impact - the scheme should not disproportionately affect anyone from this protected group.

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, though on par with the Outer London average of 15.0 per 1000 people. Therefore, there are statistically more likely to be pregnant and maternal people who reside in Enfield than the national average, however this is near equal to Outer London.

Differential Impact Assessment

- In certain locations, the School Street schemes could disproportionately negatively impact those who are pregnant, as they may find it difficult to walk short distances and as such rely on private vehicles for door-to-door transport. However, this issue will be mitigated to a certain degree as access will be retained to surrounding streets, therefore the distances of additional walking will largely be minimal.
- The schemes are likely to disproportionately benefit young mothers with buggies / prams to transport their children as the removal of motor traffic outside of the school gates will create a safer environment to drop off and collect children. Furthermore, they may feel more comfortable waiting outside

the school gates with young children, as the lack of conflicting vehicles will improve both road safety and localised air pollution concerns.

- The removal of motor traffic from outside the school gates will create a more civilised and relaxed environment to wait around, facilitating greater informal interactions between parents, carers and children.

Mitigating actions to be taken

- The design of each School Street should ensure that dropped kerbs / crossings facilitating are provided to improve access for those pregnant and / or pushing buggies / strollers.
- During both the consultation and monitoring and evaluation processes, it should be ensured that feedback is sought from people who are pregnant or young mothers as it is likely that their experiences will vary on a case-by-case basis.
- To minimise impact on those who are likely to be legitimately disproportionately negatively impacted by School Street, certain schools could be provided discretion to exempt individuals on a case-by-case basis.

Race

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

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

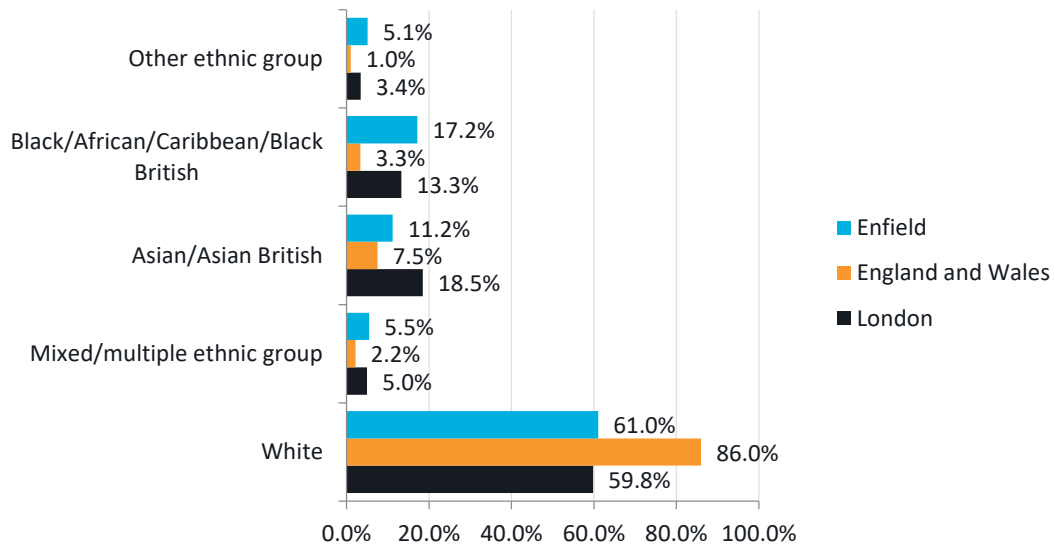
Please provide evidence to explain why this group may be particularly affected

Evidence Base

Figure 8 presents the population of the study area by ethnicity. Based on Census 2011 data, 77.3 per cent of the study area's residential population is 'White', making it the most common ethnicity in the area. It is higher than the average across London, with the study area being 17.5 per cent higher than the average across London of 59.8 per cent.

The second most populous ethnicity is 'Black/African/Caribbean/Black British', of which 8.7 per cent of the population identify. This is followed by 'Asian/Asian British', at 5.6 per cent of the population.

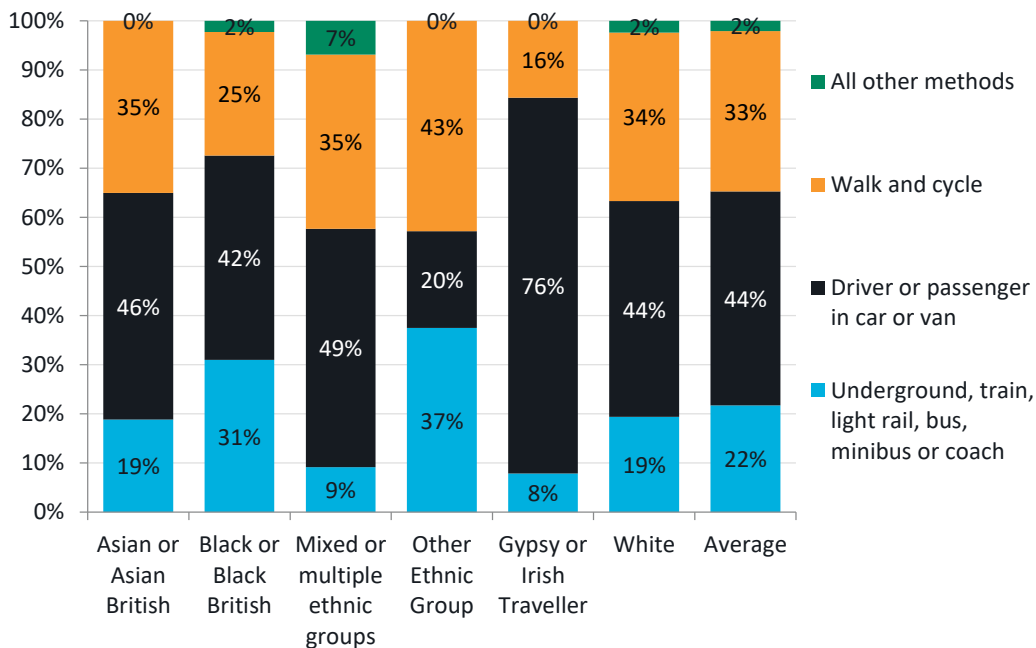
Figure 8: Population of Enfield by ethnicity (versus London; England and Wales)



Source: UK Census 2011

Based on average travel modes from the LTDS data presented in Figure 9, 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 precisely reflect the travel behaviours of each ethnic group.

Figure 9: Mode share by ethnicity in Enfield



Source: LTDS (2018/19)

Differential Impact Assessment

- The dominant mode shares for all the primary ethnic groups comprises public transport, alongside walking and cycling, of which all journeys will start/end via walking/wheeling. All users of these modes will benefit where road safety is improved. As a result, the proposals will make these modes more appealing for those who presently drive to drop their children off at the school gates, offering a safer and more amenable alternative.
- Driving, however, constitutes a large proportion of total mode shares for the dominant ethnic groups, and as such the schemes are likely to disproportionately negatively impact those who drive more, which across Enfield comprises White and Asian / Asian British ethnic groups. However, due to the scope and scale of the road closures, alongside the relevant exemptions, the overall impact is concluded to be minimal and should encourage modal shift.

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 fluent English, 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.

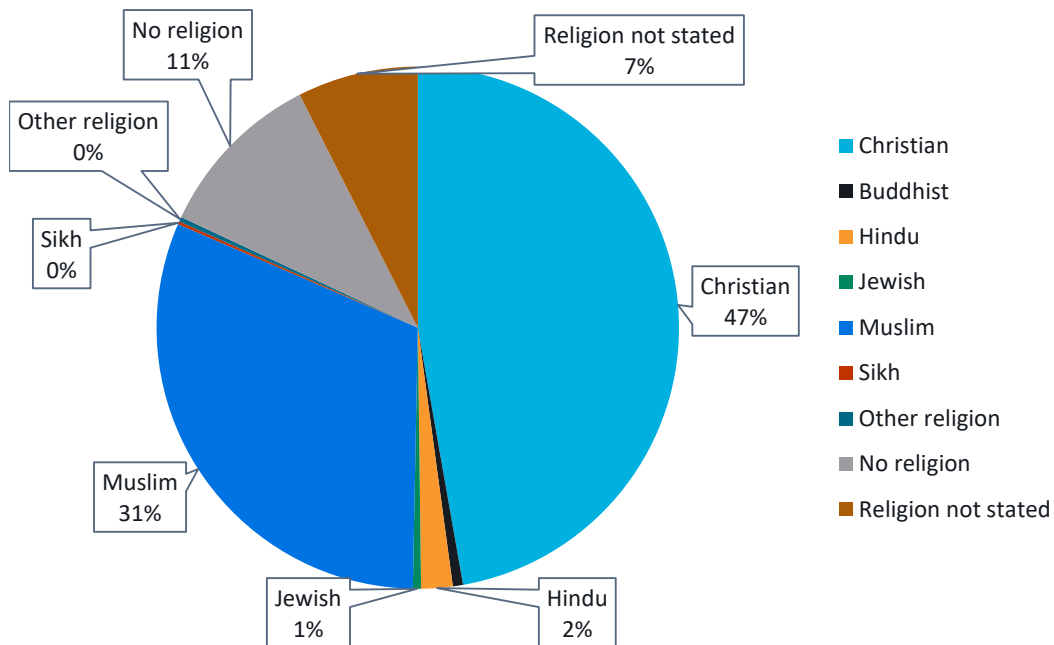
Will this change to service/policy/budget have a **differential impact [positive or negative]** on people who follow a religion or belief, including lack of belief?

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

Evidence Base

Figure 10 presents Census 2011 data on religion and belief in Enfield. Enfield is a predominantly Christian borough, with 54 per cent of the population identifying as Christian. 23 per cent of people do not follow a religion or did not state a religion. 17 per cent of residents identify as Muslim, making it the second most common religion or belief. Enfield is also home to smaller proportions of residents compared to the other faiths including Buddhist (0.6 per cent), Hindu (3.5 per cent), Jewish (1.4 per cent) and Sikh (0.3 per cent).

Figure 10: Breakdown of religion/belief within Enfield



Source: UK Census 2011

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.

Differential Impact Assessment

- The timings of the School Streets road closures mean they are unlikely to impact religious events during the week as these are not commonly held during the times of school pick up / drop off. However, periodic events such as funerals are more likely to be affected and will require engagement between the place of worship and school to enable access when required.
- Where religious events take place at similar timings to the timed road closures, they will disproportionately benefit those arriving by public transport, walking and cycling, but disproportionately negatively impact those arriving by vehicles.

Mitigating actions to be taken

- Engagement should focus on develop effective communication between places of worship and schools, in order to devise appropriate strategies to mitigate against the impact of religious events occurring at the same time as school drop-off and pick-up times.

- Access to places of worship should be up to the discretion of individual schools, depending on the necessity of vehicle access (e.g. for funeral processions) and the scale of the impact. Advice should be provided to schools where the scope of the temporary road closures would directly impact places of worship.

Sex

Sex refers to whether you are a man or woman.

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

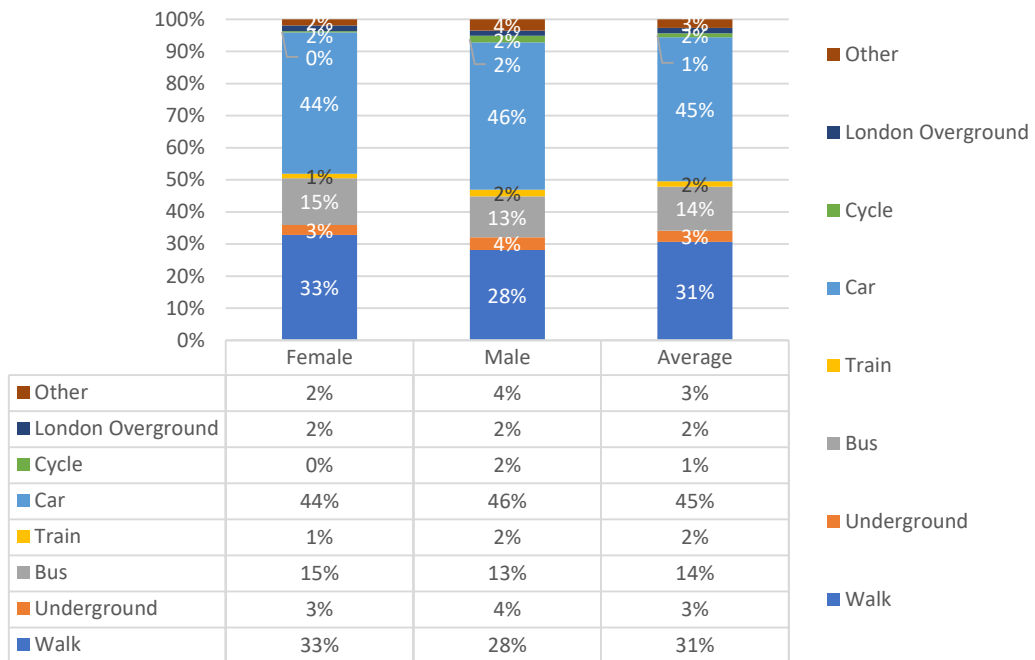
Please provide evidence to explain why this group may be particularly affected.

Evidence Base

According to the Census 2011, in Enfield 48.9 per cent of residents identify as male and 51.1 per cent as female. This is very similar to the percentage split for London as a whole (49 per cent male, 51 per cent female).

Figure 11 presents the mode share by sex in Enfield. Walking is the most used type of 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 are also use the bus more than males (15 per cent vs 13 per cent).

Figure 11: 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 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).

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Female Londoners take more trips on a weekday than male Londoners, 2.5 compared to 2.3. 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.

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

Women's travel needs can often be more complex than men due to a range of factors; the increased likelihood of travelling with a buggy and/or shopping affects the travel choices women make, women are also more likely to be carers of children, older people, sick and disabled further affecting the choices they make.

Differential Impact Assessment

- Women are more likely to use buses (where walking will form the start/end of the trip) and walk then men. As such the proposals removal motor traffic through timed road closures is likely to disproportionately benefit those using these modes of transport, as they are likely to feel safer doing so, and impacts of localised air pollution should be reduced.
- However, driving constitutes a major part of women's mode share in London, as such those who drive are likely to be disproportionately negatively impacted by the proposals. However, the scale and scope of the proposals mean that they may be encouraged to undertake the journey by other means, as they will feel safer taking the children under their care up to the school gates, with a lower impact from localised air pollution. As a result, the proposals will disproportionately benefit those who undertake modal shift.
- Women are additionally more likely to be pushing prams/strollers, and as such will be disproportionately negatively impacted by measures/structures impacting comfort levels of footways and crossings, alongside the removal/blocking of dropped kerbs.

Mitigating actions to be taken

- The scheme's design should look to avoid reducing comfort levels on footways, whilst maintaining full access to existing dropped kerbs, in order to enable full access to those pushing prams/strollers.
- Enfield should ensure that engagement and consultation sufficiently seeks out and listens to the concerns of women, and particularly the impact of poor road safety during the school run, and impact of measures on footways.

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.

No differential impact - the scheme should not disproportionately affect anyone from this protected group.

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.

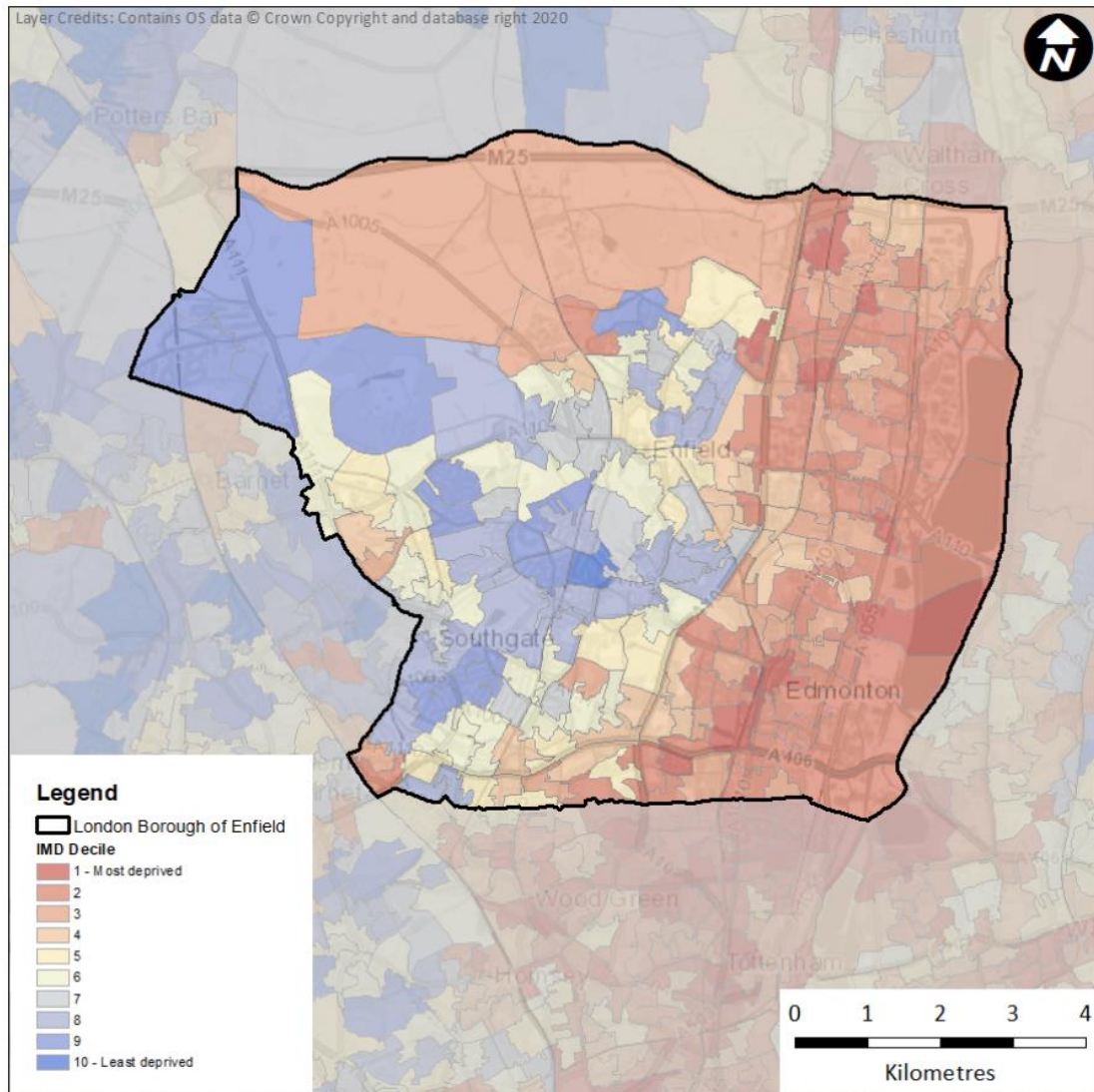
Evidence Base

As outlined within the Enfield Transport Plan (2019), Enfield is one of the most deprived Outer London boroughs. Enfield is now the 12th most deprived London borough, whereas it was 14th in 2010. The Borough's overall ranking in the 2015 Indices of Multiple Deprivation remained unchanged from 2010 at 64th most deprived out of 326 English local authorities

Figure 12 presents a visual representative of deprivation across Enfield. The eastern and northern sections of the borough are the most deprived, with the western and southwestern sections being the least deprived. Some of the neighbourhoods in the east of the borough are amongst the most deprived in Britain.

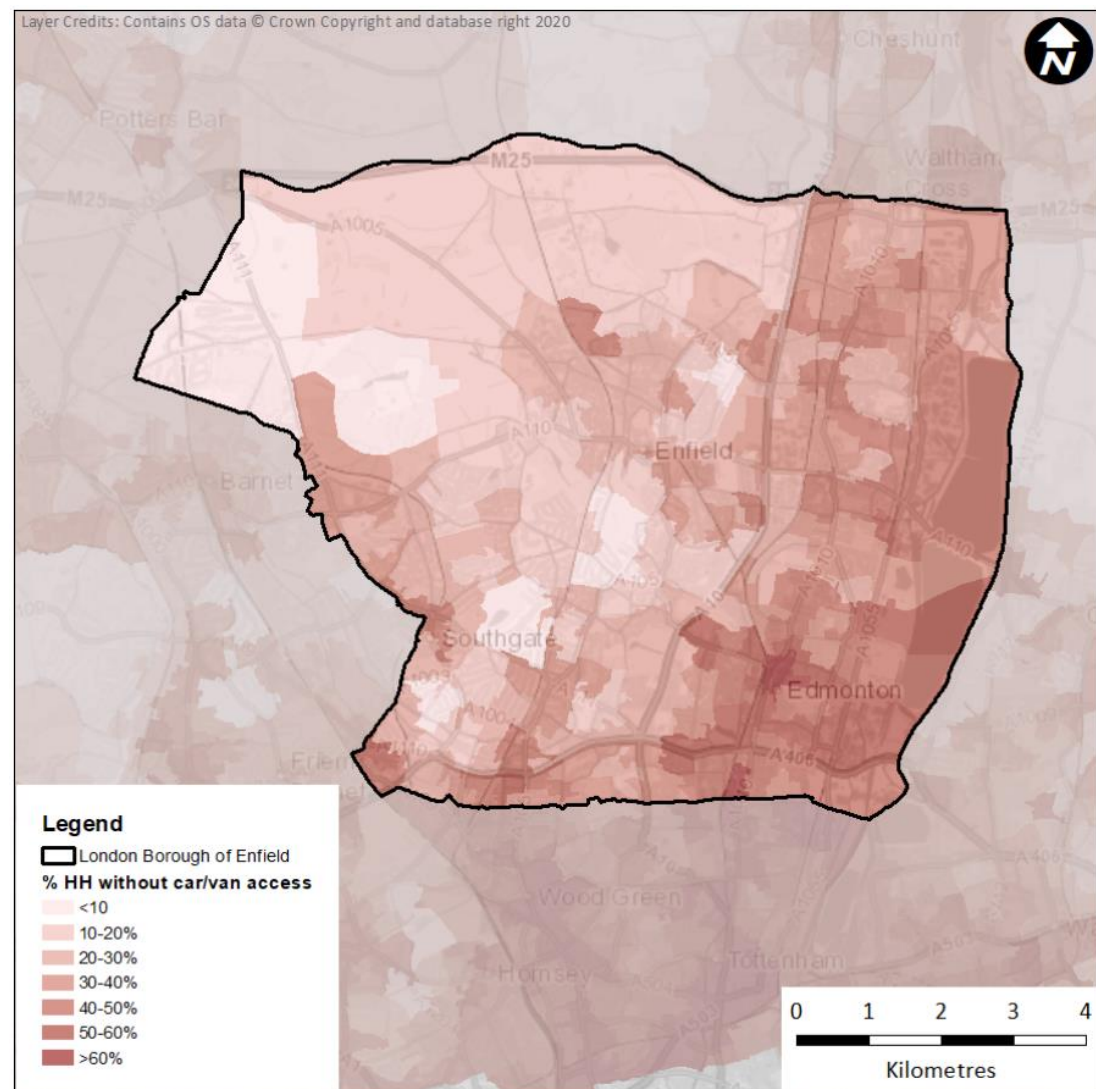
Figure 13 presents the percentage of households without access to a car or van. Areas with lower percentages without access to a car and van broadly mirror the least deprived sections seen in Figure 12, with the east of the borough having some of the highest percentages without access to a car/van, and the west having the least.

Figure 12: Deprivation in Enfield



Data source: Department for Communities and Local Government 2019

Figure 13: Percentage of Enfield Households Without Access to a Car or Van



Data source: UK Census 2011

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 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)³.

Regarding cycling, TfL research found that BAME groups are distanced from cycling due to a lack of culturally accessible facilities or provision, including low levels of bicycle ownership, limited places to store or clean a bike, and having to carry a bike up several flights of stairs. Furthermore, 57 per cent of ethnic minority groups are

³ <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

excluded from participation by poverty. For those on a very low income, the cost of a bike may be a significant barrier to cycling⁴.

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

- Those who are socio-economically disadvantaged are more likely to use buses (where walking forms the start/end of the trip) and walk than those on higher incomes. As such the timed road closures are likely to disproportionately benefit them as they are more likely to feel safer walking on the roads during timed closures due to improved road safety localised air quality.
- Families who are socio-economically disadvantaged are more likely to benefit from schemes which facilitate modal shift and improve conditions for walking particularly, as they are less likely to drive. As such they are likely to disproportionately benefit from School Streets schemes.

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.

⁴ <http://content.tfl.gov.uk/barriers-to-cycling-for-ethnic-minorities-and-deprived-groups-summary.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?

1. Traffic surveys are commissioned to understand the level of traffic and predict pollution levels, so that this can be benchmarked and checked during the operation of the scheme.
2. School participate in the STARS (Sustainable, travel, active, responsible, safe) is a Transport for London accredited road safety programme which allows us to track and monitor how children travel to school and how involved in behaviour change the school is.

An objective of a STARS accredited school with a school street is to achieve and maintain gold status, which equates to 90% of pupils travelling actively.

STARS activities have a significant impact on increasing the number of families using sustainable and active travel.

Schools also internally promote walking and cycling events to encourage active travel. This is monitored and rewarded by the school.

3. Perception surveys and consultations are undertaken to establish how people feel about the changes and if this has affected how they feel the environment may have changed or how their travel habits may have changed.

The information gained from the monitoring activities above should be examined to determine whether they provide additional insights into any disproportionate impacts (either positive or negative) on particular groups. If so, then this EqlA should be updated, and mitigation measures considered if appropriate.

	way to enable those in mobility scooters / chairs to access them.			scheme budget)	officer
Disability	Careful consideration should be made for those requiring exemptions, as outlined within the Differential Impact Assessment including Children with disabilities who require dropping-off / picking-up at the school gates (at the discretion of the school), alongside all residents, business owners and those holding blue badges.	Penny Swan	Post-scheme implementation	Time (included within scheme budget)	General exemptions developed pre-scheme implementation with feedback from school's post-implementation

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Race	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.	Penny Swan	Pre-scheme implementation	Time (included within scheme budget)	Ensure engagement and consultations cover an acceptable number of languages
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Sex	Ensure sufficient engagement covers the concerns of women, and particularly the impact of poor road safety during the school run, and impact of measures on footways.	Penny Swan	Pre-scheme implementation	Time (included within scheme budget)	Engagement should feed into scheme design principles
Socio-economic deprivation	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	Penny Swan	Pre-scheme implementation	Time (included within scheme budget)	Engagement should be translated into required languages

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