

EQUALITY IMPACT ASSESSMENT

The **Equality Act 2010** places a '**General Duty**' on all public bodies to have '**due regard**' to the need to:

- Eliminating discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advancing equality of opportunity between those with a 'relevant protected characteristic' and those without one;
- Fostering good relations between those with a 'relevant protected characteristic' and those without one.

In addition the Council complies with the Marriage (same sex couples) Act 2013.

Stage 1 – Screening

Please complete the equalities screening form. If screening identifies that your proposal is likely to impact on protected characteristics, please proceed to stage 2, and complete a full Equality Impact Assessment (EqIA).

Stage 2 – Full Equality Impact Assessment

An EqIA provides evidence for meeting the Council's commitment to equality and the responsibilities under the Public Sector Equality Duty.

1. Responsibility for the Equality Impact Assessment

Name of proposal	St Ann's Low Traffic Neighbourhood
Service area	Housing, Regeneration and Planning
Officer completing assessment	Ying Wu (external support)
Equalities/ HR Advisor	Norman Rourke Pryme (external support)
Cabinet meeting date (if applicable)	N/A

2. Summary of the proposal

Please outline in no more than 3 paragraphs

- *The proposal which is being assessed*
- *The key stakeholders who may be affected by the policy or proposal*
- *The decision-making route being taken*

Proposal:

A Low Traffic Neighbourhood (LTN) scheme is proposed for the St Ann's area, in the London Borough of Haringey. A Low Traffic Neighbourhood is an area which has a number of places where motor vehicles are not allowed to pass through. This reduces or eliminates through traffic in the area. Removing through traffic is likely to reduce traffic volumes significantly within the LTN creating safer, cleaner and more pleasant streets for people to walk, wheel, cycle, gather and play in a healthier environment. Access to all addresses for motor vehicles is maintained, but some residents and visitors may have to drive further, or use a different road to access their address.

This Equality Impact Assessment has helped to shape the Council's approach to engagement and consultation. It has ensured the Council will consider all groups with protected characteristics during the consultation. The EQIA is a live document, meaning that insights gained from feedback during the consultation process will further inform the analysis, in addition to the desktop research already carried out.

These insights will then inform the Council's approach to implementation. Subject to feedback from the consultation and review by Cabinet, informed by an updated EQIA, the St. Ann's LTN will be implemented on a trial basis, in late 2021. Subject to further review in late 2022, a decision will be made on whether to make the trial changes permanent or not.

Areas of St Ann's suffer from high levels of through traffic (rat running). This rat running negatively affects the area, where most households do not own or have access to a motor car. Implementing the LTN will remove the vast majority of this through traffic on residential roads in Option A, with some residential roads seeing a reduction in Option B.

Through motor traffic will be restricted at key points on certain streets using modal filters to prevent or to discourage vehicles driving through the neighbourhood, which would reduce rat running and air pollution. Modal filters are points in the road that prevent motor vehicles from passing through, but allow walking, cycling, and wheeling. Residents with cars will still be able to access their homes. Modal filters proposed during the consultation phase will either be physical, or the road will be left open for emergency access and may be enforced by cameras. As we are proposing a trial scheme, modal filters will consist of planters and/or bollards placed in the road. Emergency access only modal filters also provide a through route for emergency services. Two options are being proposed for the St Ann's area which the public are being asked to give their views on. The 2 options, A and B, can be viewed online at <https://www.haringey.gov.uk/parking-roads-and-travel/travel/transport-strategy/low-traffic-neighbourhoods-haringey>. For both options, all but one of the modal filters will also allow emergency vehicles. In addition, in Option A, a bus gate, which is a type of modal filter where buses can also pass through, is introduced at a single location (Black Boy Lane) to allow buses to drive through the modal filter. Option A will eliminate all through traffic from the entire LTN area, while Option B eliminates only east-west through traffic and some north-south through traffic to the west of the LTN area.

LTNs reduced traffic injury risk by 70% on roads within the LTNs for pedestrians, cyclists, and car occupants alike according to [London's Low Traffic Neighbourhoods: an emerging](#)

[evidence base, 2021¹](#).

This Equality Impact Assessment report is a live document that will be continued to be developed throughout the ongoing consultation, implementation, and monitoring phases to ensure all groups are considered at all stages of the LTN design and delivery.

Stakeholders Affected:

Everyone living in or who travels through St Ann's LTN area and surrounding areas would be affected by the proposal. Please refer to Option A and B maps at <https://www.haringey.gov.uk/parking-roads-and-travel/travel/transport-strategy/low-traffic-neighbourhoods-haringey/low-traffic-neighbourhoods-public-consultation>. Vehicle access to all properties within the area will be maintained under both options, albeit the schemes will result in changes to motor vehicle access routes for some drivers. Both options will also deliver multiple benefits, of varying degrees, for various non-motorised users, as described throughout the Equality Impact Assessment (EqIA) report.

LTN Decision-making Route:

The council has carried out community engagement exercises which are explained on the council's LTN webpage. The feedback received from the public and local stakeholders have helped develop the St Ann's LTN proposals. The engagement provided a range of channels (online and offline) to provide feedback. A comprehensive stakeholder mapping exercise has been undertaken to ensure groups representing those with protected characteristics are able to engage.

This included an interactive online engagement map and survey conducted from 4 February to 7 March 2021 which gathered views from the community on the existing issues within the St Ann's LTN area and an opportunity to suggest improvements. There was also an opportunity to email feedback to the project team and to leave a message on a dedicated answer phone. An online public meeting was also held on 2 March 2021 to engage people and hear their views on introducing an LTN project across the St Ann's area. An FAQ document was developed based on the public meeting to give the community a greater understanding of an LTN-type scheme and the associated benefits. Further engagements including a Disability Workshop (19 May 2021), 2 x Public Workshops (24 & 24 May 2021) and a Stakeholder Early Engagement Workshop (15 June 2021) have also been held online.

Community stakeholder groups, including those for each protected group of service users, were identified and invited to participate in the workshops and additional online meetings; these included parents and teachers of schools in the LTN areas, disability and access groups, the emergency services and our strategic transport partners, Transport for London, neighbouring councils and GTR railway.

A further online survey had taken place from 10 May 2021 to 6 August 2021 which focused specifically on disabled people and carers, with paper copies also sent to the Blue Badge holders and various representative groups in the area.

¹https://static1.squarespace.com/static/5d30896202a18c0001b49180/t/60003fabf3791928a02b707f/1610629036655/LTN+Briefing_FINAL.pdf

Unfortunately, due to Covid-19 restrictions and precautions, face-to-face engagement activities have been minimised. However, the following were provided to enable early engagement with those not able to participate in the on-line activities:

- Newsletter/maildrop for local residents and businesses
- Letters/emails to stakeholders

The following additional tools will also be provided to residents during the public consultation on the design options, with multiple opportunities to provide feedback on the evolving proposals for the St Ann's LTN project:

- The option to request consultation materials in different languages or in braille;
- Individuals are able to request a telephone call to discuss the proposals and printed copies of the materials presented.
- Sub-titling for online events if requested by anyone who is hard of hearing will continue;
- A postal address will be provided so individuals can still provide feedback who are not able to submit these online;
- Any locations where physical consultation materials are available will be in accessible locations; and
- Translation and sign language options offered on request.

The feedback has been used to develop the two St Ann's LTN options, referred to as Option A and Option B. Please refer to Option A and B maps at <https://www.haringey.gov.uk/parking-roads-and-travel/travel/transport-strategy/low-traffic-neighbourhoods-haringey>. If Option A is introduced, we expect some of this traffic will divert to the main roads surrounding the LTN and possibly beyond as they seek alternative routes. This is likely to lead to an increase in traffic on the main roads, at least until things settle down. Consultation is being held in mid-August to early-September 2021 to enable residents, stakeholders and those travelling through the proposed LTN area and affected adjacent areas to comment on both schemes. Consultation materials which include a leaflet summarising the proposed options and a questionnaire will be posted to all the households and premises within the scheme area and adjacent. These will outline the St Ann's LTN options and associated impacts and ask for feedback on the proposals.

The public consultation will also include the following activities:

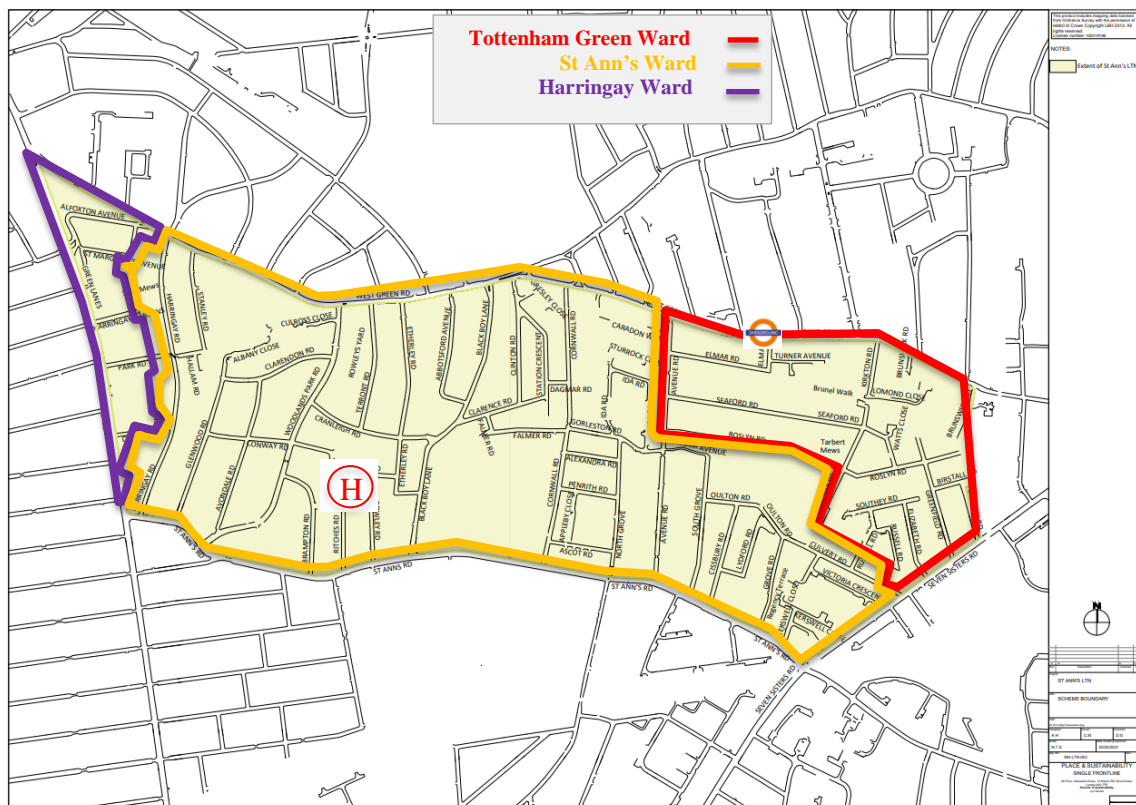
- Further stakeholder meetings, including schools, emergency services and access groups,
- All Haringey Councillors, MPs and London Assembly Member briefings;
- A disability specific stakeholder session, which may include an on-street element
- Permanent display and consultation material available at St Ann's Library, which a means for individuals to drop off comment forms;
- Pop-up session including those at school gates.
- Survey in physical and digital (Snap) form
- On-line accessible formats for all documents

All feedback will be considered and analysed alongside other information and reported to Cabinet for a decision on whether to implement either of the proposed options or an alternative option based on the community feedback. If approved, proposals will be implemented in late 2021, as follows:

- The main traffic measures (modal filters, changes in permitted traffic movements, banned turns etc.) and School Street proposals will be implemented under an Experimental Traffic Order (ETO) for a period of 12 months; and
- Complementary measures including Zebra crossings and cycle hangars will be implemented as permanent changes.

A high level traffic assessment has been carried out and is available on the project website, which has addressed the potential traffic impact issues. During the trial period, traffic volumes, traffic speeds, air quality, road collisions, and other data will be monitored while the scheme is in place, and there will be opportunity to adjust the scheme if necessary. An online perception survey will also be used to gain feedback from the public on the impacts of the scheme once implemented. During the trial period, the community will be able to provide further feedback. Traffic volumes and air quality will also be monitored in the LTN area and boundary roads. This information, along with any other community feedback received, will be taken into consideration in making a decision as to whether or not to make the traffic management changes permanent at the end of the trial period. The community will then be notified of the decision.

Project area:



The map can also be accessed in a larger format on our website:

https://www.haringey.gov.uk/sites/haringeygovuk/files/st_anns_ltn_map.pdf

3. What data will you use to inform your assessment of the impact of the proposal on protected groups of service users and/or staff?

Identify the main sources of evidence, both quantitative and qualitative, that supports your analysis. Please include any gaps and how you will address these

This could include, for example, data on the Council's workforce, equalities profile of service users, recent surveys, research, results of relevant consultations, Haringey Borough Profile, Haringey Joint Strategic Needs Assessment and any other sources of relevant information, local, regional or national. For restructures, please complete the restructure EqIA which is available on the HR pages.

Protected group	Service users	Staff
Sex	<i>Haringey Equalities Profile</i> https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf <i>Ward level Equalities data 2011 Census</i>	N/A
Gender Reassignment	<i>Not Available</i>	N/A
Age	<i>Haringey Equalities Profile</i> https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf <i>Ward level Equalities data 2011 Census</i>	N/A
Disability	<i>Haringey Equalities Profile</i> https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf <i>Ward level Equalities data 2011 Census</i>	N/A
Race & Ethnicity	<i>Haringey Equalities Profile</i> https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf <i>Ward level Equalities data 2011 Census</i>	N/A
Sexual Orientation	<i>Haringey Equalities Profile</i> https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf <i>Ward level Equalities data 2011 Census</i>	N/A
Religion or Belief (or No Belief)	<i>Haringey Equalities Profile</i> https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf <i>Ward level Equalities data 2011 Census</i>	N/A
Pregnancy & Maternity	<i>Not Available</i>	N/A
Marriage and Civil Partnership	<i>Haringey Equalities Profile</i> https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf <i>Ward level Equalities data 2011 Census</i>	N/A

Outline the key findings of your data analysis. Which groups are disproportionately affected by the proposal? How does this compare with the impact on wider service users and/or the borough's demographic profile? Have any inequalities been identified?

Explain how you will overcome this within the proposal.

Further information on how to do data analysis can be found in the guidance.

St Ann's LTN project covers not only St Ann's ward, but also sections of Harringay and Tottenham Green wards. For that reason, information from the Census 2011 has been gathered on each protected group for each of these wards and for Haringey borough as a whole.

Sex:

It is important that any designs ensure that the needs of both genders are taken into account, and any victimisation of women is not only avoided, but if possible reduced by the design. In order to achieve this, it will be important to meaningfully involve women in the design.

Gender	St. Ann's ward (%)	Harringay ward (%)	Tottenham Green ward (%)	LB Haringey (%)	of London (%)
Male	51.5%	51.4%	49.2%	49.5%	49.3%
Female	48.5%	48.6%	50.8%	50.5%	50.7%

St Ann's ward has 51.5% of men and a slightly lower proportion of women at 48.5%.

For Harringay ward there is 51.4% of male and a 50.5% of women.

Tottenham Green's overall population consists of 49.2% of men and 50.8% of women.

LB Haringey has 49.5% of men and 50.5% of women. Haringey's men to women ratio is in line with the rest of London.

Across Greater London, research undertaken by TfL shows walking is the most commonly used type of transport by women (95 per cent walk at least once a week). Women are also 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% of women compared with 43% of men).

Female Londoners take more trips on a weekday than male Londoners, 2.5 compared to 2.3². This pattern however is reversed amongst older adults, with older women Londoners taking fewer weekday trips than older men Londoners, 2.0 compared to 2.2. It is important to recognise that women are more likely than men 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 men to have a full driving licence (58% compared with 72%) or have access to a car (63% of all women compared with 66% of all males). These factors are likely to be related to the frequency of car use as a driver.

Women are more likely to use the bus than men. As many public transport journeys start or end on foot or cycle, the improvements that both options are delivering in safety and convenience to these networks could improve their access to public transport services.

² <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

79% of women in London report being able to ride a bike, compared with 91% of males³. Increasing residents' access to favourable cycling conditions is likely to benefit women, particularly due to higher number of trips they make on a daily basis compared to men, as well as their role in taking children to and from educational and recreational facilities. The proposals would reduce a significant barrier to cycling.

Reduction of through-traffic will reduce the risk of road traffic collisions, which would benefit pedestrians particularly pregnant women with infants and/or young children. This will also provide benefits to women travelling with prams who require additional time to navigate kerbs when crossing the street. Quieter streets also mean that those travelling with prams are able to use the road if they choose to circumvent obstructions on the pavement (e.g. if the pavement is too narrow to navigate due to bins).

2 public design workshops (24 & 25 May 2021) and a stakeholder event (15 June 2021) were held, which Haringey Women's Forum was invited to participate in. They will also be contacted and encouraged to take part during the future consultation phases.

Gender Reassignment:

Census data is not available for Gender Reassignment. As far as we are aware there is no clear evidence or data to expect that the LTN proposals will have an impact on Gender Reassignment group.

LGBTQ organisations and network have been invited to the engagement events and contacted to find inclusive ways to engage, to ensure they are safe and feel welcomed and comfortable in any engagement sessions. They have been notified of the public consultation will be encouraged to take part during the future consultation phases.

Sexual Orientation

Census data does not provide information on sexual orientation, however 3.2% of London residents aged 16 or over identified themselves as lesbian, gay or bisexual in 2013 (ONS Integrated Household Survey⁴ . If the same ratio was assumed, in St Ann's ward this would equate to 468 residents, Haringay ward 424 residents and Tottenham Green ward 466 Residents. For Haringey as a borough this would equate to 6,491 residents.

LGBTQ organisations and network have been invited to the engagement events and contacted to find inclusive ways to engage, to ensure they are safe and feel welcomed and comfortable in any engagement sessions. They will also be contacted and encouraged to take part during the future consultation phases.

Age:

It is essential to ensure the input of children, young people, and the elderly to ensure the designs are accessible, safe, and suitable for them.

There are community groups and organisations targeted at specific age groups that have been contacted and invited to participate in the engagement. These include a number of schools in the area which have been directly approached to help engage them in the process. Care homes and groups representing the elderly were invited to participate in

³ <http://content.tfl.gov.uk/attitudes-to-cycling-2014-report.pdf>

⁴ https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf

engagement. Phone call engagements have been offered to all residents unable to provide feedback online during the consultation. All residents are also able to post their feedback.

Feedback received throughout the engagement to date has been monitored to ensure the views of these groups have been considered.

Age	St. Ann's ward (%)	Harringay ward (%)	Tottenham Green ward (%)	LB of Haringey (%)	London (%)
0-4	6.9	6.4	7.4	7.1	6.2
5-9	5.4	4.1	5.9	6.2	5.6
10-14	4.9	3.6	6.0	6.0	5.8
15-19	5.0	3.7	6.1	5.6	6.3
20-24	9.4	10.3	8.3	7.4	6.8
25-29	12.7	16.1	11.1	11.0	6.8
30-34	13.2	14.8	10.5	11.2	6.6
35-39	9.4	9.3	8.5	8.9	6.7
40-44	7.2	7.7	8.7	7.9	7.3
45-49	6.2	6.0	6.9	6.9	7.3
50-54	4.5	4.2	5.0	5.3	6.4
55-59	3.7	3.4	4.1	4.2	5.7
60-64	3.0	2.9	3.3	3.6	6.0
65-69	2.4	2.0	2.5	2.6	4.8
70-74	2.4	2.1	2.4	2.3	3.9
75-79	1.8	1.7	1.7	1.8	3.2
80-84	1.0	1.2	0.9	1.1	2.4
85-89	0.6	0.4	0.4	0.6	1.5
90+	0.3	0.1	0.3	0.3	0.8

St Ann's wards' overall population spread closely mirrors that seen in Haringey borough more widely, with those aged 20-44 making up the largest proportion of residents (51.9%), and those aged 65+ making up the smallest proportion (8.5%). Those aged 0-19 make up 22.2% of the population.

Harringay ward's overall population spread is narrower than that seen in Haringey with those aged 20-44 making up the largest proportion of residents (58.2%, the largest proportion in the borough), and those aged 0-19 making up the smallest proportion (17.8%, the smallest in the borough). In Harringay ward the 20-44 age group is much more prominent than the wider borough average. By contrast, the ward has among the smallest proportions of 0-19 years' olds, 45-59 years' olds, and 65+ years' olds of all Haringey wards.

Tottenham Green ward's overall population spread is in line with that seen in Haringey more widely, with those aged 20-44 making up the largest proportion of residents (47.1%), and those aged 65+ making up the smallest proportion (8.2%). People aged 0-19 mark the 25.4% of the ward's population. No age group is particularly over- or under-represented in the ward, comparative to the borough average.

Haringey Borough compared to London:

Haringey has a higher proportion of 20-44 year olds than London (46.4% and 34.2% respectively). LB Haringey has a lower proportion of pensioners (65+) than London (8.7% and 16.6% respectively). Haringey has a similar proportion of 0-19 years olds as London

(24.9% and 23.9% respectively).

Elderly people with early dementia or Alzheimer's can lose their ability to recognize familiar places easily. They may become lost or confused if their local environment is significantly changed in order to establish a LTN. However, any modal filters would be placed on the road and not on the pavement, to avoid obstruction. The LTN would also provide a much safer place with less traffic, which will reduce risk to any people that are likely to wander (with a low degree of awareness) as a consequence of their condition.

Elderly people are also likely to have increased GP and hospital appointments and more likely to have mobility issues. Motor vehicle journey times and routes may be altered due to the proposed schemes. During the consultation phase, the public and Blue Badge holders will be asked if they have specific needs that require access through the modal filters such that their motor vehicle journey would not be affected. Questionnaires disseminated throughout the engagement will monitor principal modes of transport for residents of all ages.

People of young and old age are more vulnerable to poor air quality, as shown in the [Air Quality in City of London: A Guide for Public Health Professionals](#)⁵ study. The scheme proposals would reduce the volume of motor traffic, associated air pollutants and vehicle speeds, with an anticipated improvement in air quality and road safety within the LTN area. This would contribute towards an increased self-reported well-being and quality of life for the older and younger generation. Greater benefits in this area are anticipated from Option A as opposed to Option B.

The Travel in London Report 12⁶ states that out of the child (under 16 years) casualties in 2018, 51% were walking compared to 28% were car occupants. Traffic calming measures provided by the LTN will provide a protective factor and redress a disproportionate risk for children walking or playing on the streets.

Disability and health:

There are several groups and organisations providing support and information around living with disabilities which have been contacted and invited to participate in the engagement. They will also be contacted and encouraged to take part during the future consultation phases.

It is key to involve these groups to ensure the designs are accessible for people with different disabilities. During the early engagement process a Disability Workshop was held on the 19 May 2021 and an online survey for those who are disabled or are carers has taken place from 10 May 2021 to 6 August 2021. Paper copies have been sent to Blue Badge holders and representative groups in the area. Where consultation material is available in the public areas, these spaces are wheelchair accessible. Haringey offers sign language for people who are deaf or have a hearing impairment, and also subtitling of on-line sessions upon request.

Day-to-day activities	St. Ann's ward (%)	Harringay ward (%)	Tottenham Green ward (%)	LB of Haringey (%)	London (%)
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⁵ https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf

⁶ <http://content.tfl.gov.uk/travel-in-london-report-12.pdf>.

Limited a lot	7.8	5.9	8.4	6.8	6.7
Limited a little	7.6	6.6	8.0	7.2	7.4
Not limited	84.6	87.5	83.6	86.0	85.8
Limited a lot: Age 16 to 64	4.4	3.2	5.2	3.8	3.4
Limited a little: Age 16 to 64	5.0	4.3	5.6	4.6	4.2
Not limited: Age 16 to 64	63.9	70.2	60.6	62.4	61.5

Reported Health	St. Ann's ward (%)	Harringay ward (%)	Tottenham Green ward (%)	LB of Haringey (%)	London (%)
Very good health	45.9	50.2	43.1	49.6	50.5
Good health	35.4	34.0	37.0	33.6	33.3
Fair health	12.2	10.5	12.5	11.2	11.2
Bad health	5.0	4.0	5.3	4.2	3.7
Very bad health	1.6	1.3	2.1	1.5	1.2

In St Ann's ward 6.6% of residents have bad or very bad health. This is slightly higher than the rate seen in Haringey (5.7%) and London (4.9%) more widely. 15.4% of people in St. Ann's ward have their day-to-day activities limited a little or a lot due to their health condition. This is slightly higher than borough and London's average (14% for LB Haringey and 14.1% for London).

In Harringay ward 5.3% of residents are considered as having bad or very bad health. 12.5% of Haringey's ward residents have their day-to-day activities limited a little or a lot.

In Tottenham Green ward 7.4% of residents are considered as having bad or very bad health. 16.4% of Tottenham Green residents have their day-to-day activities limited a little or a lot. This is relatively higher than in the other considered wards, the borough or London.

There is a high percentage prevalence of excess weight in Year 6 with 43.8% of Year 6 children in St Ann's ward with excess weight. This is above the Haringey (36.1%) and London (36.8%) averages, though not among the highest rates of all Haringey wards. 39.6% of Year 6 children in Harringay ward have excess weight. This is also higher than the Haringey (36.1%) and London (36.8%) averages but is not amongst the highest levels in the borough. 46.8% of Year 6 children in Tottenham Green have excess weight. This is the highest rate of excess weight of all Haringey wards.

Focusing solely on cyclists who have a disability, the [Wheels for Wellbeing Annual Survey 2018](https://wheelsforwellbeing.org.uk/wp-content/uploads/2019/04/Survey-report-FINAL.pdf#:~:text=Between%20August%20and%20September%202018%2C%20Wheels%20for%20Wellbeing,Disabled%20cyclists%20from%20across%20the%20UK%20took%20part.)⁷ of the whole of UK shows that 72% of disabled cyclists use their bike as a mobility aid, and 75% 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. An inaccessible cycling infrastructure was found to be the biggest barrier to cycling.

Improved cycling conditions will benefit disabled cyclists and could potentially encourage people with disabilities to try cycling if their disability allows. Some disabled people rely

⁷ <https://wheelsforwellbeing.org.uk/wp-content/uploads/2019/04/Survey-report-FINAL.pdf#:~:text=Between%20August%20and%20September%202018%2C%20Wheels%20for%20Wellbeing,Disabled%20cyclists%20from%20across%20the%20UK%20took%20part.>

upon cycling as their primary means of mobility. Cycling conditions within the St Ann's LTN area are likely to see greater improvement in both options.

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

Low Traffic Neighbourhoods may impact the route and duration of some journeys for those with mobility impairments who may find it more difficult to walk or cycle, and therefore prefer the use of door-to-door transport services such as private cars, taxis, or Dial-a-Ride. Both LTN scheme options have been designed to minimise the number of modal filters affecting motor vehicle accessibility. Reduced traffic flow on neighbourhood streets is likely to reduce traffic congestion and improve journey times within the LTN area. During the consultation phase, the public and Blue Badges holders will be asked if they have specific needs that require access through the modal filters such that their journeys would not be affected.

From the sight loss data tool⁸ reports that the estimated prevalence of sight loss is lower in Haringey compared to the average for England, with 2.0% of the population living with sight loss, compared to 3.2% nationally. In Haringey there are an estimated 5,550 people living with sight loss. Visually impaired people will be pedestrians in the affected area, users of public transport or passengers in other vehicles. Visually impaired people will have varying degrees of ability to see the changes in the environment around them. This will include changes to traffic flows or directions of traffic. Although likely to benefit from decreased traffic flows, the initial change could be confusing in both options.

The introduction of a scheme, any changes made during the trial, or removal of the scheme may initially impact residents with certain impairments or disabilities as adapting to changes in their environment can present challenges and take time to adapt to. Any impacts will be minimised through the design of the LTN.

Reduction or elimination of through-traffic is likely to reduce conflict between different road users on the whole. Quieter streets also mean that those travelling with wheelchairs or mobility scooters are able to use the road if they choose to circumvent obstructions on the pavement (e.g. if the pavement is too narrow to navigate due to bins).

Race & Ethnicity:

Studies have found big differences in air pollution across communities in England, with deprived and ethnic minority areas the worst affected. The worst air pollution levels were seen in ethnically diverse neighbourhoods, defined as those where more than 20 per cent of the population are non-white: [Ethnic minorities and deprived communities hardest hit by air pollution, Imperial College London, 2015](https://www.imperial.ac.uk/news/163408/ethnic-minorities-deprived-communities-hardest-pollution/)⁹. [Air Quality Information for Public Health Professionals – London Borough of Enfield, 2013](https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_lb_enfield.pdf)¹⁰ states that deprived communities suffer greater burdens from air-pollution-related death and sickness. Tackling air quality

⁸ <https://www.rnib.org.uk/professionals/knowledge-and-research-hub/key-information-and-statistics/sight-loss-data-tool>

⁹ <https://www.imperial.ac.uk/news/163408/ethnic-minorities-deprived-communities-hardest-pollution/>

¹⁰ https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_lb_enfield.pdf

in London would contribute to increasing healthy life expectancy and reducing early death from cardio-respiratory diseases. LTN schemes help tackle this inequality.

Ethnicity	St. Ann's ward (%)	Harringay ward (%)	Tottenham Green ward (%)	LB of Haringey (%)	London (%)
White (Other & British)	54.4%	65.6%	47.2%	60.5%	59.8%
Mixed	6.5%	6.3%	7.1%	6.5%	5%
Asian	12.6%	11.4%	11.1%	9.5%	18.5%
Black	21.3%	11.8%	28.9%	18.8%	13.3%
Other	5.4%	4.7%	5.7%	4.7%	3.4%

The proportion of White residents in St. Ann's ward is 54.4% while for LB Haringey as a whole the proportion is 60.5%.

The proportion of White residents in Harringay ward is 65.6%. There is a slightly larger proportion of residents of White ethnicity compared to the LB Haringey average (60.5%), and a slightly smaller proportion of residents of Black ethnicity (11.8%) compared to the borough average (18.8%).

In Tottenham Green ward the proportion of White residents is 47.2%. The second largest ethnicity group is Black residents (28.9%), proportion higher than LB Haringey's (18.8%) and London's average (13.3%).

The proportion of people of Asian ethnicity varies from 11.1% (Tottenham Green ward) to 11.4% (Harringay ward) and 12.6% (St. Ann's ward), while across Haringey borough on the whole is 9.5%, which is low compared to the London average of 18.5%.

Proportions of mixed and other ethnic backgrounds are slightly higher in LB Haringey (6.5% mixed and 4.7% other) than London's average (5% mixed and 3.4% other).

It is important that these communities, that make up substantial elements of the area's population, are included in the consultation process.

There are some established community groups and organisations representing minority groups in the area that have been contacted and invited to participate in the engagement. They will also be contacted and encouraged to take part during future consultation phases. If requested, smaller feedback/discussion sessions can be facilitated with groups that have English as a second language to ensure communication is clear.

Over 180 languages are spoken by Haringey residents. 30% of Haringey residents do not speak English as their main language. This is the 6th highest rate in London and is above the statistical neighbour and London averages. Of those whose main language is not English in Haringey, one in four (24%) either do not speak English well or do not speak it at all. This is the third largest proportion of all London boroughs, and is above the statistical neighbour and London levels as reported in Haringey at a glance – State of the Borough April 2021 report¹¹.

All printed consultation materials can be requested in other languages. The project page

¹¹ https://www.haringey.gov.uk/sites/haringeygovuk/files/state_of_the_borough_final_master_version.pdf

can also be translated into other languages:

<https://www.haringey.gov.uk/contact/translation-and-interpreting-services#auto>

The scheme proposals seek to improve air quality in the area and thus address one of the key issues that ethnic minority groups tend to experience. Option A provides greater benefit than Option B within the St Ann's LTN area. However, if Option A is introduced, we expect some of this traffic will divert to the main roads surrounding the LTN and possibly beyond as they seek alternative routes. This is likely to lead to an increase in traffic on the main roads, at least until things settle down. Some drivers will shift to other modes like walking, cycling or using public transport or travel at different times of the day or even stop commuting (e.g. work from home). Experience from other LTNs introduced in London in 2020 has shown that after a few months of a 'settling in' period, the overall traffic levels reduced within the LTN boundaries and in most cases the impact on the surrounding main roads was not significant. In Option B the majority of through traffic will remain, with little or no impact on the wider network. Monitoring will be ongoing during the trial to assess air quality impacts.

Religion:

It is important that the specific views of the range of religious groups and communities are included in the consultation process.

There are some established faith/religious groups in the area, and they have been contacted and invited to take part in the engagement. They will also be contacted and encouraged to take part during future consultation phases.

Religion	St. Ann's ward (%)	Harringay ward (%)	Tottenham Green ward (%)	LB of Haringey (%)	London (%)
Christian	46.5	39.0	50.9	45.0	48.4
Buddhist	1.2	1.3	1.4	1.1	1.0
Hindu	2.3	2.5	1.6	1.8	5.0
Jewish	0.7	0.6	0.6	3.0	1.8
Muslim	17.1	14.1	17.7	14.2	12.4
Sikh	0.3	0.3	0.1	0.3	1.5
Other religion	0.4	0.7	0.5	0.5	0.6
No religion	22.4	32.7	18.6	25.2	20.7
Religion not stated	9.0	8.7	8.5	8.9	8.5

Religious identity in St Ann's ward largely follows the wider borough pattern, with Christianity (46.5%) the main religion and Islam representing the second largest religion (17.1%). St Ann's has a very small proportion of Jewish residents (0.7%) compared to LB Haringey more widely (3%).

Harringay ward has a larger proportion of residents identifying as having no religion (32.7%), compared to the wider borough (25.2%). The ward also has a smaller proportion of residents identifying as Christian (39%) than is seen across Haringey (45%).

Over half of Tottenham Green ward residents identify as Christian (50.9%), a higher proportion than the Haringey average (45%). By contrast, Tottenham Green has a smaller proportion of residents saying they have no religion (18.6%), compared to the level in Haringey (25.2%).

The Muslim community is the second largest in all three wards which is consistent with the wider borough and London; however, the percentage is higher by 2-4% in the borough than in London.

Improving conditions for walking and cycling is likely to positively benefit those who attend places of worship on foot, by bicycle or using a mobility scooter. Amenities such as these are generally attended by those who live and work locally. Although it is acknowledged that this scheme is likely to increase some journey times for some worshippers who drive to their place of worship, all drivers will continue to have vehicle access to their destinations in both options.

Religious commitments can sometimes leave little time for sporting activities, for example, as young Asian Muslims attend mosque after school, they do not have much leisure time as those from non-religious backgrounds as stated in [Barriers to Cycling for Ethnic Minorities and Deprived Groups](#)¹². Therefore, creating environments that enable and encourage people to cycle more often can lead to exercise being built into their day, rather than them having to go out of their way to achieve it.

Marriage and Civil Partnership:

This characteristic is only applicable in contexts where the scheme relates to employment.

Pregnancy/ Maternity:

Census data does not provide pregnancy nor maternity statistics.. It will be important to ensure the designs are suitable for parents with young children as well as accessible with prams, and children with special educational needs.

Reduction of through-traffic is likely to reduce conflict between different road users on the whole. This will reduce the risk of road traffic collisions involving pedestrians particularly pregnant women, parents and guardians with infants and/or young children. This will also provide benefits to pedestrians travelling with prams who require additional time to navigate kerbs when crossing the street. Quieter streets also mean that those travelling with prams are able to use the road if they choose to circumvent obstructions on the pavement (e.g. if the pavement is too narrow to navigate due to bins).

Improvements in air quality are likely to particularly benefit infants and children who are more vulnerable to breathing in polluted air than adults due to their airways being in development, and their breathing being more rapid than adults. Their face is usually lower than those of adults, as children in prams stay closer to the direct source of pollutions and fumes. The implementation of the scheme may alter some car journey routes and times for a portion of those who are pregnant and for parents with infants and/or young children who may find it more difficult to walk or cycle, and therefore prefer the use of door-to-door

¹² <http://content.tfl.gov.uk/barriers-to-cycling-for-ethnic-minorities-and-deprived-groups-summary.pdf>

transport services such as private cars or taxis, with a greater impact on journey times anticipated in Option A than Option B in the short to medium term. However, the impact on journey times over the long term is as of yet unknown.

Expectant mothers and mothers who have recently given birth may have increased numbers of medical appointments. Where this travel is made by car, some journeys may take slightly longer, but where the journey is walked or cycled through the project area, it is likely to be less polluted and have reduced volumes of traffic. Furthermore, exposure to poor air quality while at home should reduce over time as a result of mode shift away from private car trips.

There are some established pre/post-natal groups, parent groups and nurseries which have been invited to take part in the engagement. They will also be contacted and encouraged to take part during future consultation phases.

Other marginalised groups:

Haringey will aim to ensure that homeless or unemployed people are not any more likely to be victimised as a result of the scheme.

There are some established groups representing these groups in the area and they will be contacted and invited to take part in the engagement. They will also be contacted and encouraged to take part during future consultation phases.

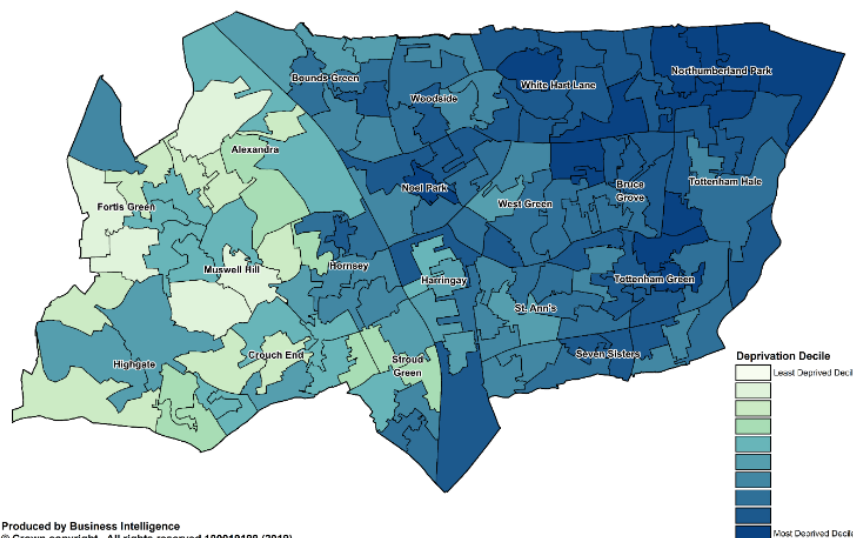
Census data does not provide information on homelessness, however [Haringey State of the Borough profile](#)¹³ states that:

In [London Borough] Haringey people are generally seen bedding down in the Finsbury Park, Wood Green and Tottenham areas; the majority are people who have not been contacted by outreach workers before and are not seen for a second night. A very small number of people rough sleeping in Haringey are classed as living on the streets (LOS). In Haringey, only 15% of people identified as rough sleeping are women.

Haringey is the 4th most deprived borough in London, with deprivation more concentrated in the north east. Relative deprivation has reduced since 2015, though Haringey's London ranking has not shifted significantly:

¹³ https://www.haringey.gov.uk/sites/haringeygovuk/files/state_of_the_borough_final_master_version.pdf

2019 IMD Decile Ranks



Digitally excluded groups, including homeless and those with homes without or limited access to internet, have been accommodated by ensuring the engagement materials are displayed in a publicly accessible place such as library. There will be an engagement board and letterbox type facilities will be provided for offline feedback, to enable them to provide feedback on the designs.

The Travel in London Report 12¹⁴ shows there is a strong correlation between household income and car ownership – the lower the income of a household, the less likely it is to have access to a car. St Ann’s ward only 40.4% of households own 1 or more cars, Harringay 38.2% and Tottenham 34.9% compared to 48.2% Haringey borough wide and 58.4% in London¹⁵. As such, reorienting street design to give priority to other modes of transport will benefit those on lower incomes.

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 of 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)¹⁶.

Londoners in lower income households are the most likely 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).

St Ann’s ward ranks quite low on the IMD decile. Cycling and walking present a low-cost form of transport and can connect people safely and quickly to local shopping centres, as well as to public transport stations as part of multi-modal longer distance journeys (e.g. into inner London). As such, the proposed improvements to the St Ann’s area will benefit those cycling and walking and therefore are likely to benefit those without access to cars, with Option A likely to see greater benefits than Option B. Thus lower income households

¹⁴ [travel-in-london-report-12.pdf](https://content.tfl.gov.uk/travel-in-london-report-12.pdf) (tfl.gov.uk)

¹⁵ [Equality Impact Assessments \(EqIA\) | Haringey Council](https://content.tfl.gov.uk/equality-impact-assessments-eqia-haringey-council.pdf)

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

may disproportionately benefit from improved walking journeys to bus services and cycling routes compared to higher incomes households that travel by car.

Some primary roads could experience the impacts of reassigned traffic in the short term. These roads may have pockets of dense housing on them and so the impact on the residents needs to be considered.

4. a) How will consultation and/or engagement inform your assessment of the impact of the proposal on protected groups of residents, service users and/or staff?

Please outline which groups you may target and how you will have targeted them

Further information on consultation is contained within accompanying EqIA guidance

The Communications and Engagement activity undertaken to support the St Ann's LTN proposal will need to align with the Council's obligations under the Equality Act 2010. The programme will take the following steps to ensure those obligations are met:

- The option to request consultation materials in different languages or braille for those who request it;
- Individuals are able to request a telephone call to discuss the proposals and printed copies of the materials presented;
- Sub-titling for online events if requested by anyone who is hard of hearing will continue;
- A postal address will be provided so individuals who are not able to submit feedback online can still participate in the programme;
- Any locations where physical material is available will be in accessible locations; and
- Translation and sign language options offered where necessary and possible.

Several communication channels exist to support this project which have been utilised throughout this campaign. These include:

- Haringey Council Corporate Website and social media accounts;
- Council newsletters and mailing lists;
- Commonplace platform; and
- Local media and blogs.

In addition, the following communications collateral have been produced to support the project:

- Newsletter/maildrop for local residents;
- Letters/emails to stakeholders;
- Project poster;
- Information boards;
- Digital and physical map of proposed interventions;
- Technical briefing documentation;
- FAQ documents; and

- Social media content.

To support all of this material, a project plan and FAQ document have been produced. Key messaging will be reviewed over the course of the project period, as the project evolves.

Several engagement tools have been and will continue to be used as part of the process. This includes:

- Dedicated webpage;
- Physical pop-up events at key areas within St Ann's project area;
- Stakeholder meetings, including with ward councillors, MPs and London Assembly Member;
- Targeted stakeholder meetings to engage with those seldom heard and those groups identified in this EqIA;
- Webinar sessions with participative element;
- Commonplace platform, utilising the interactive engagement mapping and survey functions;
- Engaging with the Haringey Transport Forum;
- Bespoke business survey;
- A disabled people and carers survey;
- Email account, phone number and postal address for the receiving feedback from residents groups; and
- Consultation material available at St Ann's Library.

Taken together, these tools will provide residents with multiple opportunities to provide feedback on the evolving proposals for reducing the traffic in St Ann's area.

All identified community stakeholder groups (identified through our stakeholder mapping) have been written to during the engagement stages, to invite them and their members to participate in the engagement process. The following community engagement activities took place during the engagement period:

- Two meetings with schools to brief on LTN proposals in St Ann's, Bruce Grove and Bounds Green. These took place on 28 April 2021 and 30 April 2021.
- A meeting with ward councillors was held on 10 May 2021.
- A meeting with organisations representing those with disabilities on 19 May 2021.
- An online disabled people and carers survey has taken place since 10 May 2021 to 6 August 2021, with paper copies sent to blue badge holders and representative groups in the area.
- Two public workshop sessions were held on 24 May 2021 and 25 May 2021, with representatives of Haringey Living Streets, Fountain Area Residents Association, Ladder Community Safety Partnership, Healthy Streets St Ann's, and Haringey Cycling Campaign attending the workshops.
- A meeting was held with the St Ann's Healthy Streets group on 27 May 2021.
- A meeting with several stakeholder groups in St Ann's was held on 15 June 2021.

At these sessions, the feedback from the earlier engagement stages was presented detailing the issues and suggested improvements raised. Attendees were also invited to discuss the requirements of the groups they represent and provide feedback.

The interactive engagement map survey (hosted by Commonplace) ran from 4 February to 7 March 2021, which has provided residents the opportunity to comment on the issues and suggested improvements for the area. This has been hosted on Commonplace platform and also the project page, allowing continuity for people who have already participated in the early engagement exercises. Residents have been provided with a link to this in the mailshot that was sent to them.

Each engagement stage has included monitoring questions looking to collect:

- Demographic data;
- Information about how participants currently travel around the area;
- Feedback on the two options that focus on:
 - What to keep;
 - What could change; and
 - What is missing.
- Any accessibility considerations or concerns the design team should consider.

A display of the options proposed during the public consultation stage and an opportunity to feedback offline, will be provided at St Ann's Library.

- This will have consultation material in the form of the leaflet providing background information on the proposed options and provide information about the opportunities to participate in the engagement process;
- In addition, paper surveys and a feedback box will be made available for individuals to complete, which will be collected by the project team;

This EqIA is a live document and will continue to be developed during the course of this project.

4. b) Outline the key findings of your consultation / engagement activities once completed, particularly in terms of how this relates to groups that share the protected characteristics

Explain how will the consultation's findings will shape and inform your proposal and the decision making process, and any modifications made?

An online interactive engagement mapping survey (hosted by Commonplace) was held from 4th February 2021 and showed that traffic speed and volumes were the top concerns. The issue raised most frequently was 'traffic speeding', which was mentioned in 54% of comments or agreements. The suggested improvement raised most frequently was 'reduce traffic volumes', which was mentioned in 48% of comments or agreements.

Top issues raised by residents and stakeholders:

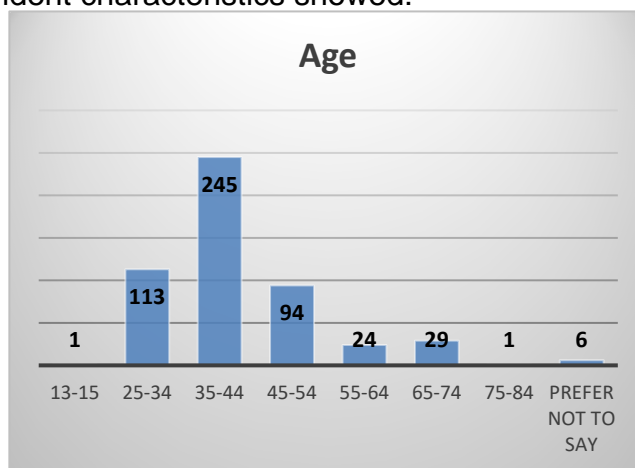
- Traffic speeds (54% comments/agreements)
- Poor cycling environment (46% comments or agreements)
- Traffic volumes (46% comments or agreements)
- Rat running traffic (46% comments or agreements)
- Traffic safety concerns (45% comments or agreements)

Top suggested improvement by residents and stakeholders:

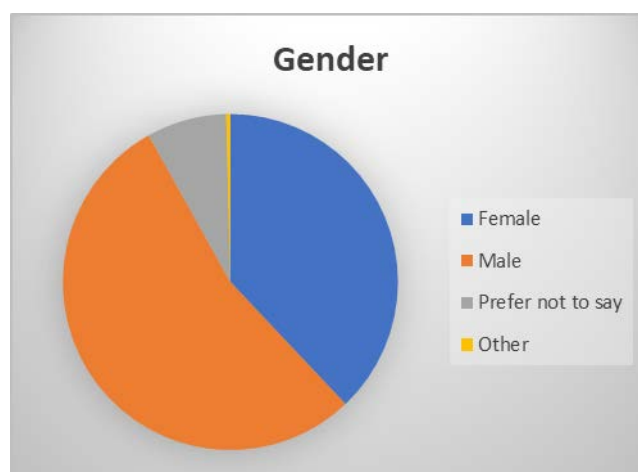
- Reduce Traffic Volumes (48% comments/agreements)

- Reduce traffic speeds (40% comments/agreements)
- More cycle infrastructure (33% comments/agreements)
- Increase traffic and speeding enforcement (33% comments/agreements)
- Permanent road closure (30% comments/agreements)

Overview of the respondent characteristics showed:



The younger and older generation was underrepresented in the Commonplace survey. This could be due to limited knowledge or access to the internet in the much younger and older generation. To help engage these age groups during the pre-construction engagement, leaflets and questionnaires have been placed at St Ann's Library. Early school engagements took place and school pop ups will take place as part of the consultation.

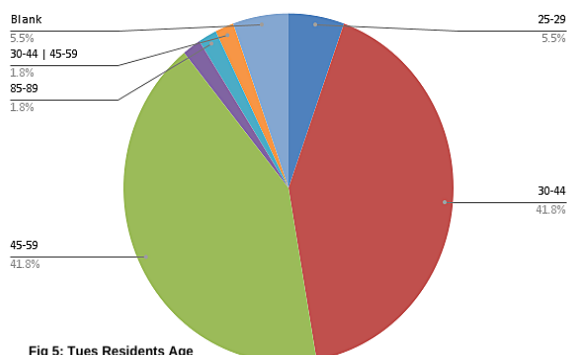
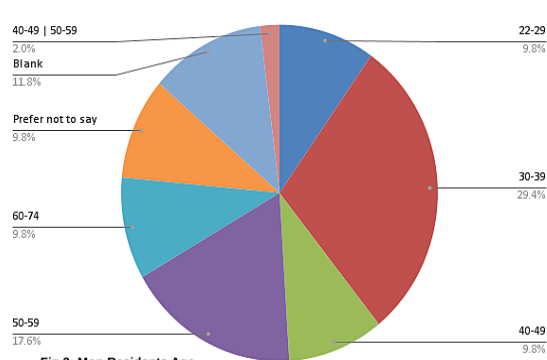


Women were also slightly under represented in the Commonplace survey. Haringey Women's Forum was invited to participate in the two public design workshops (24 & 25 May 2021) and a stakeholder's workshop (15 June 2021). They will also be contacted and encouraged to take part during the further consultation phases.

A disability workshop session was held on the 19 May 2021 with Disability Action Haringey and Wheel for Wellbeing. Concerns raised during the workshop are as below and will be further investigated:

- The lack of an inclusive access at the entrances to Brunswick Park was raised, with one representative feeling the current arrangements could violate the Equality Act 2010. Whilst Brunswick Park is outside the scope of the project, the feedback has been noted.
- Concerns around access to Avenue Road, which used to be a two-way road but is now a one-way road, as residents now have to travel via Cornwall Road and Gorleston Road. They would prefer if Avenue Road could be reverted back to a two-way road.
- There is an aspiration that Avenue Road would be restricted during school pick up and drop off times.
- There were concerns that the School Streets could direct more traffic via Black Boy Lane. Additional access may be required so people can get to homes during School Streets if travelling by car.
- A general discussion was had about the need to generally improve the footways in the area to make sure they are accessible to wheelchair users and those with visual impairments.

During the design workshops held on the 24 and 25 May 2021, it can be seen that the different age groups were better represented on Monday 24 May 2021, whereas the younger and older ages were under represented on the 25 May 2021



However, overall the majority of attendees, 53%, were under the age of 50, with the vast majority of those, 40% identifying as between the age of 30-44. Only 7% identified themselves as over 60. This corresponds with the St Ann's ward profile demographic which indicates the largest proportion of residents fall between the age of 20-44 (49.9%). Only 8.7% of the ward are over the age of 65.

Females were still slightly under represented during these engagements:

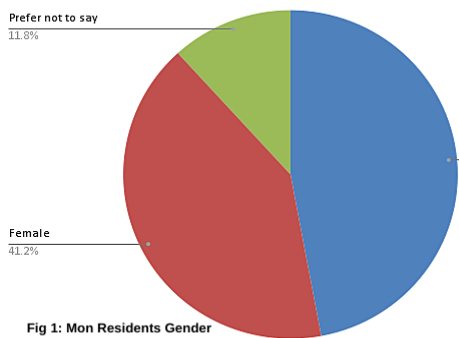


Fig 1: Mon Residents Gender

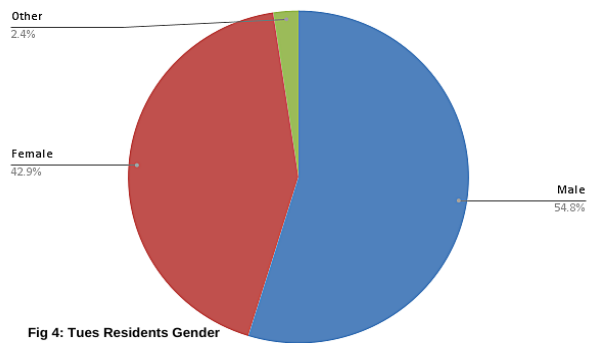


Fig 4: Tues Residents Gender

Residents and stakeholders living with disabilities were under-represented during these design workshops, as such separate consultations will continue to be organised for them.

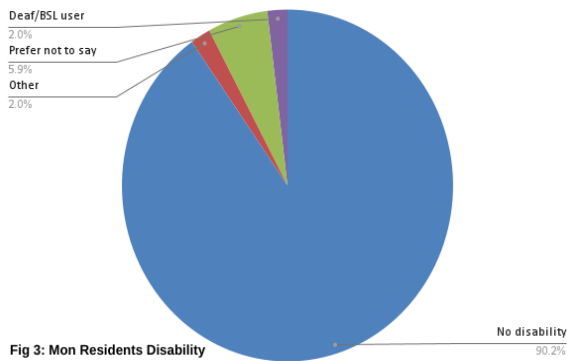


Fig 3: Mon Residents Disability

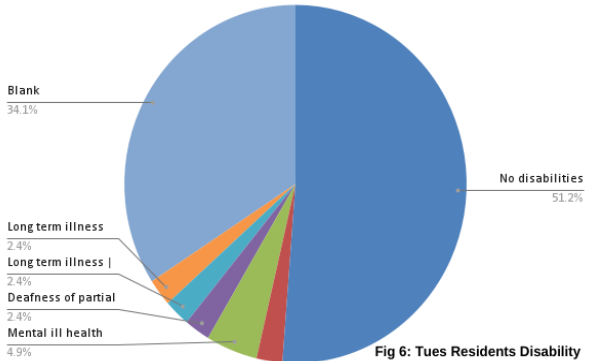


Fig 6: Tues Residents Disability

With regard to ethnicity, 13% of individuals described themselves as coming from an Asian, Asian British, Black, Black British, Mixed, or other background. When compared to the ward profile for St Ann's, there was an over-representation of White British individuals participating in the process, and an under-representation of the White Other group, which is the largest in the ward. In the next stage of the consultation process, efforts will need to be taken to address this.

The final stakeholder group session took place on 15 June 2021 and it was attended by the following groups:

- Haringey Living Streets
- Fountain Area Residents Association
- Ladder Community Safety Partnership
- Healthy Streets St Ann's (two representatives)
- Haringey Cycling Campaign
- TFL (though as a non-participating member, providing additional insight from TFL)

During the design workshop sessions, the attendees generally welcomed the LTN schemes based on the options presented. Of the two options presented, Option 1 included a modal filter with a bus gate on Black Boy Lane and Option 2 retained the southbound movement on Black Boy Lane but removed all other through movements –

this second option has not been progressed based on the feedback at the workshops, with an alternative option (Option B) developed for the consultation stage.

There were a minority of attendees who voiced opposition to any type of intervention on Black Boy Lane. That sentiment was accompanied by general opposition to the installation of a Low Traffic Neighbourhood in the St Ann's area. Issues such as the ability of elderly and disabled people to access their properties were raised when this sentiment was expressed. The impact of the proposals on St Ann's Road (and the subsequent knock onto Green Lanes) was raised on several occasions. Concerns were raised that any LTN intervention could result in additional use of St Ann's Road with the potential for increased speeds, and "anti-social" driving behaviours. Suggestions were made including the provision of a speed camera on St Ann's Road to ensure compliance with speed limits. A small minority of residents asked about the impact of this scheme on the Harringay Ladder roads and asked when measures would come forward to reduce vehicle movements in this area. There was some concern that Wightman Road may bear the brunt of the displaced traffic and drivers may use some of the Ladder Roads to access it. There were also concerns that the removal of all north and south connections, as outlined in Option One, would have a negative impact on Green Lanes, which already has severe traffic issues. Option B has been developed in response to the concerns about the potential traffic impact of an LTN scheme

Those expressing a preference for the Option 1 argued it would address existing issues on Black Boy Lane and align with the objectives of a Low Traffic Neighbourhood project. By letting traffic travel southbound on Black Boy Lane, as per the second option, it was argued the existing issues on the road would not be addressed, and that other roads, such as Abbotsford Avenue, could also act as a rat run.

There is a desire within the community to see School Streets made permanent outside St Ann's Primary School, West Green Primary School and Chestnuts Primary. There is a broad consensus that reducing vehicular movement and traffic speeds outside schools, particular at the start and the end of the school day, would be a positive measure. This included some individuals who had expressed negative sentiment towards the project in its entirety.

The following issues were also noted during the sessions:

- A request for an exemption to allow Blue Badge holders to pass through the modal filters.
- Support for additional cycle hangars, including specifically on Riches Road, as long waiting lists currently exist.
- A request was received to outline the thinking for integrating cycle routes across St Ann's and the neighbouring LTN areas (Bruce Grove and Bounds Green).
- A suggestion to open Chestnuts Park to cyclists through the existing north gates was received.
- An issue was raised at the area between the end of Rosslyn Road that led into Brunswick Park, in that motorbikes use the drop curb as an invitation to cut through to West Green Lane. Participants argued this should be addressed to aid pedestrian safety.
- The widening of pavements across the LTN area was an idea that was held on several occasions.

- The installation of speed cameras on St Ann's was raised as a potential option to reduce speeds.

Among those who were supportive of an LTN in stakeholder and community sessions, there was a strong preference for Option 1. Very little support for Option 2 was expressed, and a minority of participants expressed a view against an LTN moving forward.

Feedback has been used to refine the preferred option to form Option A. A new (Option B) was developed, based on concerns around the potential wider impact of the scheme. The consultation to be held in mid-August to mid-September 2021 will enable residents and stakeholders to provide further comments on Option A and Option B.

Where possible feedback from the engagement to date has been taken on board through the design of the two scheme options, for example degree of traffic restrictions and specific locations of modal filters and cycle hangars. The final design of the scheme will be subject to review and be informed by further consultation and engagement.

5. What is the likely impact of the proposal on groups of service users and/or staff that share the protected characteristics?

Please explain the likely differential impact on each of the 9 equality strands, whether positive or negative. Where it is anticipated there will be no impact from the proposal, please outline the evidence that supports this conclusion.

Further information on assessing impact on different groups is contained within accompanying EqIA guidance

1. **Sex** (Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)

Women are more likely to use the bus than men. As many public transport journeys start or end on foot or cycle, improvements in safety and convenience to these networks will improve their access to public transport services.

Fewer women in London than men report being able to ride a bike, 79 per cent compared with 91 per cent¹⁷. Increasing residents' access to favourable cycling conditions is likely to benefit women, as the intervention would reduce a significant barrier to cycling.

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

Women are more likely to take children to and from educational and recreational facilities and be carers. Those who can walk to local schools would benefit from the safer environment the schemes offer. Women who rely on a car as transportation to any further special schools or to provide care may have their journeys altered. However, monitoring of traffic levels will be ongoing to measure impacts.

Option A							
Positive	<input checked="" type="checkbox"/>	Negative	<input type="checkbox"/>	Neutral impact	<input type="checkbox"/>	Unknown Impact	<input checked="" type="checkbox"/>
Option B							
Positive	<input checked="" type="checkbox"/>	Negative	<input type="checkbox"/>	Neutral impact	<input type="checkbox"/>	Unknown Impact	<input checked="" type="checkbox"/>

2. Gender reassignment *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

As far as we are aware there is no clear evidence or data to expect that the LTN proposals will have an impact on Gender Reassignment group. LGBTQ organisations and networks have been invited to the engagement events and contacted to find inclusive ways to engage. They have been notified of the public consultation will be encouraged to take part during the future consultation processes to draw attention to any specific impacts, should they emerge.

Option A							
Positive	<input checked="" type="checkbox"/>	Negative	<input type="checkbox"/>	Neutral impact	<input type="checkbox"/>	Unknown Impact	<input checked="" type="checkbox"/>
Option B							
Positive	<input checked="" type="checkbox"/>	Negative	<input type="checkbox"/>	Neutral impact	<input type="checkbox"/>	Unknown Impact	<input checked="" type="checkbox"/>

3. Age *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

There would be a positive impact to the younger generations as a result of safer roads created via School Streets being introduced at Avenue Road by St Ann's CE Primary School and Woodlands Park Road by West Green Primary School as part of both options. There would also be a reduction of traffic and traffic speeds in the proposed area. Young people would be encouraged to walk and cycle (or scoot) to school, which would help to improve the current child excess weight statistics in the neighbourhood area.

People of young and old age are more vulnerable to poor air quality as shown in the [Air Quality in City of London: A Guide for Public Health Professionals¹⁸](https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf) study and

¹⁸ https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf

discussed throughout this report. Tackling air quality would contribute to increased healthy life expectancy and reducing early death from cardio-respiratory diseases, which would benefit all ages, in particular those more vulnerable such as elderly people or those with poor health.

Elderly people with early dementia or Alzheimer’s could become lost or confused if their local environment is significantly changed due to a LTN. Although should they wander, a LTN would provide a much safer place with less traffic. Elderly people also have increased GP and hospital appointments and may need to travel by motor vehicle more due to mobility issues.

The proposed schemes may alter their journey times, but access St Ann’s Hospital and surrounding surgeries are still easily accessible. As yet, prior to implementation, the impact on journey times or traffic levels is unknown but has the potential to lengthen journey times for those who need periodic access to a car for mobility-related reasons. Monitoring and evaluation from different LTN schemes across London has shown different results in different places.

The potential negative impacts of longer journey times should be weighed against potential positive impacts of safer, cleaner safer streets for the same demographic. London-wide, evidence shows that car ownership declines significantly after 70, meaning a relative prioritisation of other modes should benefit this cohort of older people. Similarly, mode shift among residents who don’t require access to a car for mobility could result in quicker journey times as the carriageway is used more by those whose journeys by car are essential.

During the consultation phase, the public and blue badges holders will be asked if they have specific needs that requires access through the modal filters so that their journey would not be affected.

Monitoring of impacts and further engagement will also take place post implementation to mitigate against any potential risks of disproportionate impact on older people.

Option A							
Positive	x	Negative	x	Neutral impact		Unknown Impact	x
Option B							
Positive	x	Negative	x	Neutral impact		Unknown Impact	x

4. Disability *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

The introduction of any scheme, any changes made during the trial, or removal of the scheme may initially impact residents with certain impairments or disabilities like sight impairment, neurodiversity or mental health conditions. Adapting to changes in their

environment can present challenges, cause frustration, and require time to adapt. Although they are likely to benefit from decreased traffic flows as they are less likely to drive, safer environment and better air quality, the initial change could be confusing in both options.

Those with disabilities may have increased GP and hospital appointments and the options may negatively impact on some journey times for those with mobility impairments who may find it more difficult to walk or cycle, and therefore prefer the use of door-to-door transport services such as private cars, taxis, or Dial-a-Ride.

St Ann's Option A reduces traffic through the area and would create a safer environment for disabled people who are more likely to be pedestrians than drivers; making the area much safer for those walking or cycling to St Ann's Hospital and Moorfield Eye hospital unit. Option B reduces east/west traffic movements and some north/south movements. Quieter roads will also benefit those with physical impairments who require more time to cross the road.

As yet, prior to implementation, the impact on journey times or traffic levels is unknown. Monitoring and evaluation from different LTN schemes across London has shown different results in different places. The potential negative impacts of longer journey times should be weighed against potential positive impacts of safer, cleaner safer streets for the same demographic. Similarly, mode shift among residents who don't require access to a car for mobility could result in quicker journey times as the carriageway is used more by those whose journeys by car are essential.

There exists a range of possibilities of the impact of the LTN on disabled residents, and impacts could differ according to the nature of disability in each instance. For example, qualitative research exploring attitudes to LTNs among disabled people demonstrates a wide range of emotional responses to LTNs, with substantial differences according to what 'type' of disability the respondent had¹⁹.

Longer-term potential impacts are again, unknown at this stage. The trial approach and engagement planned will allow for the design to change if necessary, subject to review. However, it is crucial that the voices of disabled residents are heard and responded to. During the consultation phase, the public and Blue Badge holders will be asked if they have specific needs that requires access through the modal filters such that their journey would not be affected. Targeted engagement work with the disabled community will need to take place to ensure that residents' needs inform the design of the scheme and mitigate against the risk that those with disabilities are disadvantaged by the scheme.

Focusing solely on cyclists who have a disability, the Wheels for Wellbeing annual survey²⁰ shows that 72 per cent of disabled cyclists use their bike as a mobility aid, and 75 per cent found cycling easier than walking. The survey results 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

¹⁹ <https://www.transportforall.org.uk/wp-content/uploads/2021/01/Pave-The-Way-full-report.pdf>

²⁰ Wheels for Wellbeing Annual Survey 2018: <https://wheelsforwellbeing.org.uk/wp-content/uploads/2019/04/Survey-report-final.pdf>

was found to be the biggest barrier to cycling. Improved cycling conditions will benefit disabled cyclists and could potentially encourage people with disabilities to try cycling if their disability allows.

Option A							
Positive	x	Negative	x	Neutral impact		Unknown Impact	x
Option B							
Positive	x	Negative	x	Neutral impact		Unknown Impact	x

5. Race and ethnicity *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

Deprived and ethnically diverse neighbourhoods were found to have the worse air pollution levels²¹²², as discussed throughout this report. Tackling air quality would contribute to increasing healthy life expectancy and reducing early death from cardio-respiratory diseases in this protected group with greater benefits expected to result from Option A than Option B.

There are many minority ethnic-owned shops and restaurants around St Ann's, from the Oriental Food Store in the south east corner of St Ann's to the Cudi Food Centre and Eternal Dit:Food Store – Congolese & afro Caribbean Food Store in the north west. There are quite a few restaurants along West Green Road serving a wide range of national and ethnic communities; Jambo Zamsareh (Ugandan) Restaurant, Hing Wong Chinese takeaway etc. The schemes would encourage walking and cycling in the local area which may improve shop/restaurant traffic having a positive effect on Black, Asian, and minority ethnic (BAME) economic outcomes. A business walkaround for the perception survey will take place in the next consultation phase, and discussions will be held in regards to the impacts on deliveries and logistics.

Monitoring and further engagement will also take place post implementation, with material available in different languages.

Option A							
Positive	x	Negative		Neutral impact		Unknown Impact	
Option B							
Positive	x	Negative		Neutral impact		Unknown Impact	

²¹ https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_lb_enfield.pdf

²² <https://www.imperial.ac.uk/news/163408/ethnic-minorities-deprived-communities-hardest-pollution/>

6. Sexual orientation *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

As far as we are aware there is no clear evidence or data to expect that the LTN proposals will have an impact on the LGBTQ community group. LGBTQ organisations and networks have been invited to the engagement events and contacted to find inclusive ways to engage. They have been notified of the public consultation will be encouraged to take part during the future consultation processes to draw attention to any specific impacts, should they emerge.

Option A							
Positive		Negative		Neutral impact		Unknown Impact	x
Option B							
Positive		Negative		Neutral impact		Unknown Impact	x

7. Religion or belief (or no belief) *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

Improving conditions for walking and cycling is likely to positively benefit those who follow a religion and attend a local place of worship. Destinations such as this are generally used by a local constituency. The proposal area is quite religiously diverse. There a quite a few churches surrounding St Ann's ward and on the east side the Sheikn Nazim Sufi Centre south of St Ann's Road and Seven Sisters Masjid (mosque) north of West Green Road. These would be quite easy to walk or cycle (scoot) to for the local community. There are also additional Muslim places of worship further northwest of St Ann's; Islamic Cultural Society Mosque and the Taiba Mosque Complex Community Centre. The schemes are likely to increase or alter some journey times for some worshippers who normally drive to their place of worship. All worshippers would still be able to continue to access their respective destination.

Monitoring and further engagement will also take place post implementation, with material available in different languages.

Option A							
Positive	x	Negative		Neutral impact		Unknown Impact	
Option B							
Positive	x	Negative		Neutral impact		Unknown Impact	

8. Pregnancy and maternity *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

At present, the impact of the LTN on traffic volumes and journey times is unknown. However, should journey times substantially increase, both options could negatively impact on those parents or those who are pregnant, or who have infants and/or young children and find it more difficult to walk or cycle, and therefore may prefer the use of door-to-door transport services such as private cars or taxis. Expectant mothers and mothers who have recently given birth may also have increased numbers of medical appointments that they prefer to make using a vehicle.

Mothers attending courses by vehicle at the Positive Mama Hypnobirthing and Antenatal or Relaxation centres inside St Ann’s area may have their journeys altered due to the schemes. But both centres can still be easily accessible by travelling south from West Green Road or north from St Ann’s Road respectively. Those attending St Ann’s Hospital who are travelling from the north of the hospital would be likely to have their journeys altered more in Option A than B, due to the restrictions on Black Boy Lane and Cornwall Road in Option A. However, the hospital would still be easily accessible from Seven Sisters Road and Green Lane, although the journey time may have increased.

At the same time, there are many parents who travel with their children either using a toddler bike seat, cargo bike or bikes with trailers. These parents will benefit from the proposals, by providing a safer environment.

Where the journey is walked or cycled through the project area, it is likely to be less polluted and have reduced volumes of traffic. Improvements in air quality are likely to benefit infants and children who are more vulnerable to breathing in polluted air than adults due to their airways being in development, their breathing being more rapid than adults as well as the fact that when walking or seating in the pram, they are positioned closer to the direct source of fumes.

Overall, the air quality, health and mode shift benefits should be considered against the inconvenience caused by longer vehicle journeys to this protected characteristic. Further investigation on impact will be conducted during the consultation and the monitoring phase.

Option A							
Positive	x	Negative		Neutral impact		Unknown Impact	x
Option B							
Positive	x	Negative		Neutral impact		Unknown Impact	x

9. Marriage and Civil Partnership *(Consideration is only needed to ensure there is no discrimination between people in a marriage and people in a civil partnership)*

N/A

Positive		Negative		Neutral impact		Unknown Impact	
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10. Groups that cross two or more equality strands e.g. young black women

Impact covered within respective EQIA group.

Outline the overall impact of the policy for the Public Sector Equality Duty:

- Could the proposal result in any direct/indirect discrimination for any group that shares the relevant protected characteristics?
- Will the proposal help to advance equality of opportunity between groups who share a relevant protected characteristic and those who do not?
This includes:
 - a) Remove or minimise disadvantage suffered by persons protected under the Equality Act
 - b) Take steps to meet the needs of persons protected under the Equality Act that are different from the needs of other groups
 - c) Encourage persons protected under the Equality Act to participate in public life or in any other activity in which participation by such persons is disproportionately low
- Will the proposal help to foster good relations between groups who share a relevant protected characteristic and those who do not?

Direct/Indirect discrimination for groups which share relevant protected characteristics;

With regards to the first section of the PSED, both disabled and elderly residents (sometimes overlapping) are more likely to have mobility issues that require motor vehicle transportation.

As such, there is potential for the LTN schemes to indirectly discriminate against these groups as their routes through and out of the LTN area will be altered, and this could result in increased journey times. Option A would have a greater affect than Option B, as the modal filters have been proposed to remove vehicle access running from the north to the south and vis versa. Those attending St Ann's Hospital or Grove Road Surgery who are travelling from the north of St Ann's would have to go around onto West Green Road and take the A105 Green Lanes or A503 Seven Sisters Road, rather than being able to travel directly south to the hospital in Option A. Those needing to access the Good Health Pharmacy, Spur Road or West Green Surgery in the north of St Ann's from the south would also have to go around onto the A-roads. Traffic on

these main road may cause a significant increase to their journey times. Some primary roads could also experience the impacts of reassigned traffic in the short term.

At present however, prior to implementation, it is important to say that the actual impacts of the scheme on journey times, and by extension, on disabled and elderly residents who require access to motor vehicles, are unknown. Behaviour change is subject to many variables and is not possible to definitively predict in advance. For example, mode shift among residents who don't physically require access to a car for mobility over the medium to long term could even result in quicker journey times as the carriageway is used more by those whose journeys by car are essential. The planned ongoing monitoring and evaluation work which will take place throughout the trial will be key to understanding what is happening and mitigating against the risks of disproportionate impact against these groups.

Currently the options do not allow for Blue Badge holders to pass through the modal filters. However, the next phase of consultation will be asking both the public and Blue Badge holders if they have specific needs that requires access through the modal filters such that their journey would not be affected. The feedback will be taken into consideration and analysed alongside other information and reported to Cabinet for a decision on whether to implement either of the proposed options and any adjustments to them that may be required.

The introduction of any scheme, any changes made during the trial, or removal of the scheme may initially impact residents with certain impairments or disabilities as changes in their environment can cause confusion and adapting can present challenges and would require time. Elderly people with early dementia or Alzheimer's can lose their ability to recognize familiar places easily. They may become lost or confused if their local environment is significantly changed to establish a LTN. However, the LTN would also provide a much safer place with less traffic should they wander. Any impacts will be minimised through the design of the LTN. Although both protected groups are likely to benefit from decreased traffic flows, the initial change could be disconcerting at first in both options.

The potential for indirect discrimination will be monitored throughout. It should also be considered alongside the positive impacts the scheme can bring for the same demographics, as well as other groups with protected characteristics.

Advance equality of opportunity between groups who share a relevant protected characteristic and those who do not;

The following impacts of the scheme should help to advance equality of opportunity between groups who share a protected characteristic and those who do not, in the following ways;

- **Minimise disadvantage;**

Air pollution: As stated throughout the report, studies²³²⁴ have found that deprived and ethnic minority areas are the worst affected, with people of young and old age being more vulnerable to poor air quality. Ethnically diverse neighbourhoods were defined as those where more than 20 per cent of the population are non-white, which would apply to St Ann's, Harringay and Tottenham Green Wards. By reducing the volume of traffic both options will help address these air quality related disadvantages, with Option A likely to see greater benefits than Option B.

Road safety: TfL data²⁵ states that out of the child (under 16 years) casualties in 2018, 51% were walking, compared to 28% were car occupants. Traffic calming measures provided by the LTN will provide a protective factor and redress a disproportionate risk for children walking or playing on the streets.

- **Participation in public life;**

Being active: [According to Wheels for Wellbeing²⁶](#) charity that aim for more disabled people in the UK to cycle for everyday journeys – transport, leisure or exercise: *One of the biggest barriers to more Disabled people taking up cycling is the general assumption that Disabled people can't or don't cycle. And Some Disabled people depend on motorised vehicles for their journeys. Other are unable to drive; some find it easier to cycle than to walk'.*

Being active: According to [World Health Organization. Global recommendations on physical activity for health; 2011²⁷](#) children and young people aged 5–17 years old should accumulate at least 60 minutes of moderate to vigorous-intensity physical activity daily.

Foster good relations;

Social interaction: [A study in Bristol²⁸](#) found the number of friends and acquaintances reported by residents was significantly lower on streets with higher volumes of motor traffic. With less traffic there would be an increased opportunity for play streets and encourage visits to the surrounding green spaces, Chestnuts Park and Downhills Park, by foot or cycle. Safer streets would also encourage walking and cycling to community centres and in general, increasing the opportunity for social interactions between those who share a protected characteristic and those who do not and thus greater community interaction. Option A likely to see greater benefits than Option B.

²³ https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_lb_enfield.pdf

²⁴ <https://www.imperial.ac.uk/news/163408/ethnic-minorities-deprived-communities-hardest-pollution/>

²⁵ <http://content.tfl.gov.uk/travel-in-london-report-12.pdf>.

²⁶ <https://wheelsforwellbeing.org.uk>

²⁷ <https://www.who.int/home/cms-decommissioning>

²⁸ <https://core.ac.uk/download/pdf/323897729.pdf>

6. a) What changes if any do you plan to make to your proposal as a result of the Equality Impact Assessment?

Further information on responding to identified impacts is contained within accompanying EqIA guidance

Outcome	Y/N
No major change to the proposal: the EqIA demonstrates the proposal is robust and there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken. <u>If you have found any inequalities or negative impacts that you are unable to mitigate, please provide a compelling reason below why you are unable to mitigate them.</u>	Y
Adjust the proposal: the EqIA identifies potential problems or missed opportunities. Adjust the proposal to remove barriers or better promote equality. Clearly <u>set out below</u> the key adjustments you plan to make to the policy. If there are any adverse impacts you cannot mitigate, please provide a compelling reason below	N
Stop and remove the proposal: the proposal shows actual or potential avoidable adverse impacts on different protected characteristics. The decision maker must not make this decision.	N

6 b) Summarise the specific actions you plan to take to remove or mitigate any actual or potential negative impact and to further the aims of the Equality Duty

Impact and which relevant protected characteristics are impacted?	Action	Lead officer	Timescale
No additional impact beyond the impact discussed throughout the report that is being addressed via proposed measures; both in terms of ways of engaging and the components of the proposals. For example, a bus gate will be proposed to enable public transport users to continue using the services on the same route.	Continue to develop the EqIA through the ongoing consultation, design, implementation, and monitoring phases to ensure all groups are considered at all stages of the design	Whole project team	Life of project

Please outline any areas you have identified where negative impacts will happen as a result of the proposal, but it is not possible to mitigate them. Please provide a complete and honest justification on why it is not possible to mitigate them.

Some car journeys may be different or take longer, and thus become less convenient as a result of the proposals. This may result in disproportionate impact on groups with protected characteristics. Some car journeys for users with mobility issues may be able to be modified as a result of access requirements to the LTN area, subject to review. It is important to note however, that at this stage, these are potential impacts. Evidence from other Low Traffic Neighbourhoods across London on impacts varies according to local factors. It will not be possible to measure and identify negative impacts until implementation and monitoring takes place. The trial approach proposed allows for review and changes if necessary.

Equally, it is the overall impact of the proposal that should be considered, as it brings many benefits to users, both with protected characteristics, and those without, including those living and working across the scheme area. In order to achieve the multiple benefits described throughout the report, including contributing to the local Haringey and wider, outer London mode-shift, some car journey impact may be seen, particularly in Option A. Emergency services will be permitted to pass through all modal filters with the exception of the modal filter at the northern end of Clinton Road (in both options).

6 c) Summarise the measures you intend to put in place to monitor the equalities impact of the proposal as it is implemented:

Ongoing engagement and formal consultation during the ETO trial period, including with those from EqIA groups.

Qualitative and quantitative monitoring of the trial over a max period of 18 months, once implemented.