

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.

When an EqIA has been undertaken, it should be submitted as an attachment/appendix to the final decision-making report. This is so the decision maker (e.g. Cabinet, Committee, senior leader) can use the EqIA to help inform their final decision. The EqIA once submitted will become a public document, published alongside the minutes and record of the decision.

Please read the Council’s Equality Impact Assessment Guidance before beginning the EqIA process.

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)	December 2021
Director/Assistant Director	Rob Krzyszowski

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 will be maintained, but some residents and visitors may have to drive further or use a different road to their habitual route to access their address.

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.¹ Implementing the LTN will remove the vast majority of this through traffic on the residential roads.

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. Modal filters proposed during 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, hard closure filters will consist of planters and/or bollards placed in the road. The modal filters proposed will be placed wide enough to also allow a through route for emergency services, apart from one location (Clinton Road) where all motor vehicles will be prevented from passing through, but walking, cycle and wheeling will be permitted.

During the consultation phase two options were proposed for the St Ann's area.. 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 allowed for emergency vehicles. In addition, in Option A, a bus gate, which is a type of modal filter where buses can also pass through, was proposed at a single location (Black Boy Lane) to allow buses to drive through the modal filter. Option A eliminated all through traffic from the entire LTN area, while Option B eliminated only east-west through traffic and some north-south through traffic to the west of the LTN area.

As part of the public consultation a survey was available online and paper copies were also issued. The survey asked for feedback on an LTN in general and on people's views on Option A and B. 63% of respondents gave positive responses to the proposal to reduce vehicle traffic in the St Ann's ward. A significantly higher proportion of respondents provided positive sentiments towards Option A over B.

¹ [census11_st_ann_s_ward_profile.pdf \(haringey.gov.uk\)](https://www.haringey.gov.uk/census11_st_ann_s_ward_profile.pdf)

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, 2021](#)². Studies have shown that there are additional social benefits associated with LTNs. It was noted in [The Impact of Introducing a Low Traffic Neighbourhood on Street Crime, in Waltham Forest, London, 2021](#)³ the introduction of a LTN in Waltham Forest was associated with a 10% decrease in total street crime and this effect increased after a longer period (18% decrease after 3 years). An even larger reduction was observed for violence and sexual offences, the most serious subcategory of crime. The potential causative factors that result in reduced crime are not identified in the report, yet the outcome demonstrates a potential benefit.

This Equality Impact Assessment report is a live document that will continue 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 the St Ann's LTN area and surrounding areas would be affected by the proposal. Vehicle access to all properties within the area will be maintained under the LTN, albeit the schemes will result in changes to motor vehicle access routes for some drivers. The LTN will 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 proposal. 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 service users with protected characteristics under the Equality Act 2010, were identified and invited to participate in the workshops and additional online meetings; these included parents and teachers of schools

²https://static1.squarespace.com/static/5d30896202a18c0001b49180/t/60003fabf3791928a02b707f/1610629036655/LTN+Briefing_FINAL.pdf

³<https://findingspress.org/article/19414-the-impact-of-introducing-a-low-traffic-neighbourhood-on-street-crime-in-waltham-forest-london>

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.

Unfortunately, due to COVID-19 restrictions and precautions, face-to-face engagement activities have been limited. However, the following were provided to enable 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 were also 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 were 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 was provided so individuals could still provide feedback if not able to submit these online;
- Any locations where physical consultation materials were available were in accessible locations; and
- Translation and sign language options were offered on request.

The feedback was used to develop two St Ann's LTN options, referred to as Option A and B. Please refer to the maps here: <https://www.haringey.gov.uk/parking-roads-and-travel/travel/transport-strategy/low-traffic-neighbourhoods-haringey>.

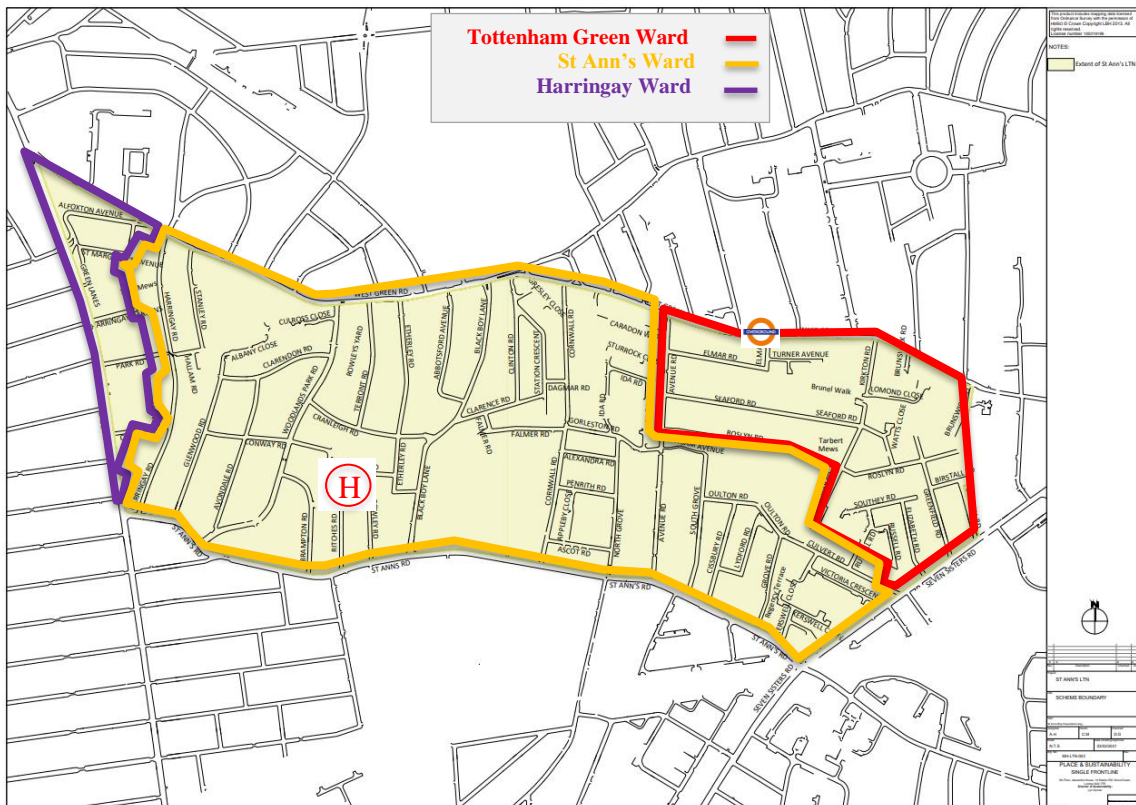
As part of the engagement, a consultation phase was held between 23 August to 17 September 2021, to enable residents, businesses, stakeholders and those travelling through the proposed LTN area, and affected adjacent areas to comment on both schemes. Consultation materials including a leaflet summarising the proposed options and a questionnaire was posted to all households and premises in the LTN and on adjacent roads.

All feedback was considered and analysed to inform the recommendations to Cabinet. The majority of respondents were in support of reducing traffic in St Ann's ward and Option A was supported over Option B. A full analysis can be found in the Consultation report accompanying the Cabinet paper. Having regard to all relevant factors, Option A is proposed for implementation.

It is expected some traffic will divert to the main roads surrounding the LTN under Option A 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. A high level traffic assessment has been carried out and is available on the project website, which has addressed the potential traffic impact issues, which may result in some increased journey times in the short term.

During the LTN 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 are made 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 scheme ensures 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 (63% compared with 56%) but are less likely to use other types of transport including the Tube (38% of women compared with 43% of men). Men (42%) are likely to drive a car than women (33%) once a week, with women (51%) more likely to use a car as a passenger once a week compared to men (37%).

Female Londoners take more trips on a weekday than male Londoners, 2.5 compared to 2.3⁴. 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.

Women 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

⁴ <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

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 the scheme aims to be deliver in terms of safety and convenience to these networks will improve their access to public transport services.

79% of women in London report being able to ride a bike, compared with 91% of males⁵. 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.

Reduced volumes of motor vehicle traffic in LTNs create significantly quieter environments which can heighten the apprehension of threat. This perception particularly impacts women making trips by foot or bicycle, as part of a public transport journey or a trip on its own. There is some concern that this perceived risk impacts women's willingness to make trips by active travel modes after dark, although during the day LTNs may create more pedestrians on the street and increase the feeling of safety. In contrast, an academic report⁶ suggested a positive improvement in the measured crime rate after the introduction of LTNs. The report examined the impact on street crime after introducing LTNs in Waltham Forest which was associated with a 10% decrease in total street crime, with significant decreases in violence and sexual offences. The potential causative factors that result in reduced crime are not identified in the report, yet the outcome demonstrates a potential benefit. However, women tend to share taxi services late at night to get home safely. The LTN may increase travel times and cost between drop-offs.

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).

Haringey Women's Forum was invited to participate in Engagement Stages 2 and 3.

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 a negative impact on Gender Reassignment group. In general, with the lower risk of anti-social behaviour this could be seen as a benefit to this 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 early public consultation and will be encouraged to take part during all the consultation phases.

⁵ <http://content.tfl.gov.uk/attitudes-to-cycling-2014-report.pdf>

⁶ <https://findingspress.org/article/19414-the-impact-of-introducing-a-low-traffic-neighbourhood-on-street-crime-in-waltham-forest-london/>

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 Survey⁷). If the same ratio was assumed, in St Ann's ward this would equate to 468 residents, Harringay 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 were also contacted and encouraged to take part during the early consultation.

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 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

⁷ https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf

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 early consultation phase, the public and Blue Badge holders had been asked if they have specific needs that require access through the modal filters such that their motor vehicle journey would not be affected. Quite a few disabled people and their carers were concerned about increase travel times in particular those who relied on taxis.

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](#)⁸ 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.

The Travel in London Report 12⁹ 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.

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

⁹ <http://content.tfl.gov.uk/travel-in-london-report-12.pdf>.

Disability:

There are several groups and organisations providing support and information around living with disabilities which have been contacted and invited to participate in the Council's engagements. They will also be contacted and encouraged to continue engagement with the Council during the LTN trial and beyond.

It is key to involve these groups to ensure the scheme is 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 took place from 10 May 2021 to 1 September. Paper copies were sent to Blue Badge holders and representative groups in the area. Where consultation material was available in the public areas, these spaces were wheelchair accessible. Haringey offered 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 (%)
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](#)¹⁰ 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. 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 upon cycling as their primary means of mobility. Cycling conditions within the St Ann's LTN area are likely to see greater improvement under the proposed scheme.

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. The LTN scheme has 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 early consultation phase, the public and Blue Badges holders were asked if they have specific needs that require access through the modal filters such that their journeys would not be affected. Quite a few disabled people and their carers were concerned about increased travel times in particular those who relied on taxis.

Throughout the consultation and trial the Council will continue to respond to residents and direct them to advice and information where necessary. Meeting the needs of those with access and disability needs, and their carers, has been an important part of the LTN design process. Hearing the views from the community on these issues at online workshops, through the Disabled People and Carers survey and the public consultation has helped shape the design of the LTN including the types/locations of filters, the locations of the new pedestrian crossings and the decision to allow emergency vehicle access through camera enforced filters which significantly outnumber the physical closures across the LTN. The Council will be offering exemptions for all blue badge

¹⁰ <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.>

holders¹¹ living in an LTN area or on the immediate boundary of one which will enable them to access to some of the LTN filters (e.g. those which are not subject to a hard closure). . An application process to apply for the exemption will be introduced and this will set the criteria for eligibility. This exemption will not apply to School Street filters which are subject to separate exemptions.

From the sight loss data tool¹² 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.

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 have been 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](#)¹³. [Air Quality Information for Public Health Professionals – London Borough of Enfield, 2013](#)¹⁴ states that deprived communities suffer greater burdens from air-pollution-related death and sickness. Tackling air quality 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	54.4%	65.6%	47.2%	60.5%	59.8%

¹¹ A Blue Badge is a parking permit that helps people with enduring and substantial mobility problems and/or non-visible (hidden) disabilities to access goods and services, by allowing them to park close to their destination.

¹² <https://www.nib.org.uk/professionals/knowledge-and-research-hub/key-information-and-statistics/sight-loss-data-tool>

¹³ <https://www.imperial.ac.uk/news/163408/ethnic-minorities-deprived-communities-hardest-pollution/>

¹⁴ https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_lb_enfield.pdf

(Other & British)					
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 the specific views across this variety of ethnic 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 engagements. They will also be contacted and encouraged to continue engagement with the Council during the LTN trial and beyond. 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 report¹⁵.

All printed consultation materials were available in other languages. The project page could also be translated into other languages:

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

The scheme proposal seeks to improve air quality in the area and thus address one of the key issues that ethnic minority groups tend to experience. If Option A is introduced, we

¹⁵ https://www.haringey.gov.uk/sites/haringeygovuk/files/state_of_the_borough_final_master_version.pdf

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.

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 destination.

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](#)¹⁶. 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 is 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 transport services such as private cars or taxis.

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 were contacted and encouraged to take part during the early consultation and will continue to be encouraged during future consultation phases.

¹⁶ <http://content.tfl.gov.uk/barriers-to-cycling-for-ethnic-minorities-and-deprived-groups-summary.pdf>

Other marginalised groups:

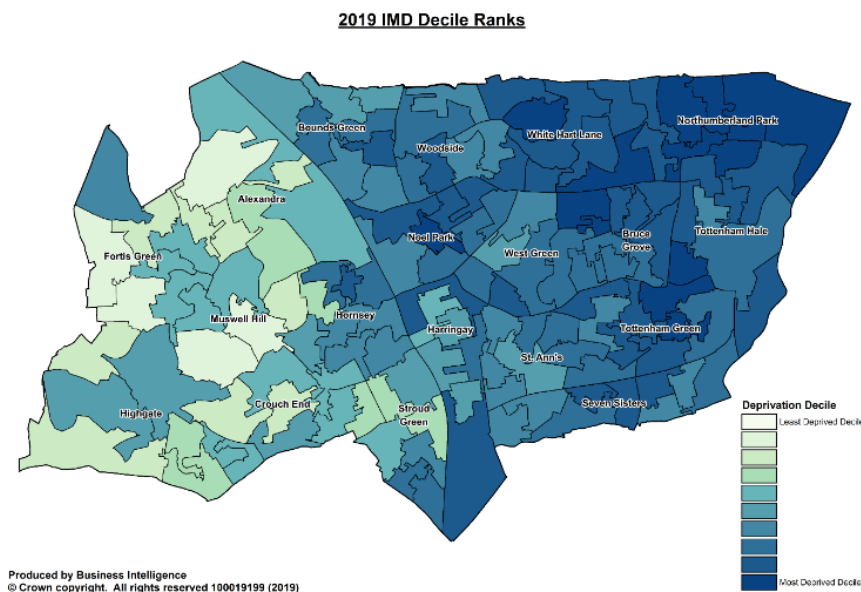
Haringey have aimed to ensure that homeless or unemployed people are not any more likely to be victimised as a result of the scheme.

There are some established groups representing these groups in the area and they have been contacted and invited to take part in the engagements.

Census data does not provide information on homelessness, however [Haringey State of the Borough profile](#)¹⁷ 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:



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 12¹⁸ shows there is a strong correlation between low income households and car ownership. St Ann's ward only 40.4% of households own 1 or more

¹⁷ https://www.haringey.gov.uk/sites/haringeygovuk/files/state_of_the_borough_final_master_version.pdf

¹⁸ <travel-in-london-report-12.pdf> (tfl.gov.uk)

cars, Harringay 38.2% and Tottenham 34.9% compared to 48.2% Haringey borough wide and 58.4% in London¹⁹.

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)²⁰.

Londoners in lower income households are the most likely EqIA 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. Thus lower income households 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 monitored.

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 aligns with the Council's obligations under the Equality Act 2010. The programme took the following steps to ensure those obligations were met and will continue to be met in the future:

- 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;

¹⁹ [Equality Impact Assessments \(EqIA\) | Haringey Council](#)

²⁰ <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

- Sub-titling for online events if requested by anyone who is hard of hearing will continue;
- A postal address is provided so individuals who are not able to submit feedback online can still participate in the programme;
- Any locations where physical material is available are 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/mailedrop 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, 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;
- Business Perception survey, which also had an on-line (SNAP) version
- 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 provided residents with multiple opportunities to provide feedback on the 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 3 September 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 May to 7 March 2021, which 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 previously participated in the early engagement exercises. Residents have also 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 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 consultation was held between 23 August to 17 September 2021 as part of the engagement, to enable residents, businesses and stakeholders and those travelling through the proposed LTN area and affected adjacent areas to comment on two LTN schemes. Consultation material including a leaflet summarising the proposed options and a questionnaire was posted to all the households and premises within the scheme area and adjacent roads. These outlined the St Ann's LTN options and associated impacts and asked for feedback on the proposals. The consultation included the following activities:

- Further stakeholder engagement, including schools and emergency services,
- All Haringey Councillors, MPs and London Assembly Member briefings;
- Pop-up session at school gates and St Ann's library.
- Perception survey in physical and on-line digital (SNAP) form
- On-line accessible formats for the leaflet and survey

A display of the options proposed during the public consultation stage and an opportunity to provide feedback offline, was provided at St Ann's Library, including:

- The consultation leaflet provided background information on the proposed options and information about the opportunities to participate in the consultation process;
- Paper surveys and a feedback box for individuals to complete, which were collected by the project team;

Six pop-up sessions were held across the area to engage the public and encourage participation:

- Saturday 4th September, 10am – 2pm, Chestnuts Park
- Wednesday 8th September, 2.30pm – 4pm, St Ann's Primary School
- Thursday 9th September, 2.30pm – 4pm, Chestnuts Primary School
- Friday 10th September, 2.30pm – 4pm, West Green Road Primary School
- Saturday 11th September, 10am – 2pm, St Ann's Library
- Monday 12th September, 2.30pm – 4pm, Seven Sisters Primary School

In addition, a series of lamp post wrap around signs were distributed in locations throughout St Ann's, and emails were sent to all individuals who participated in the previous stages of engagement, to encourage them to complete the survey.

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.

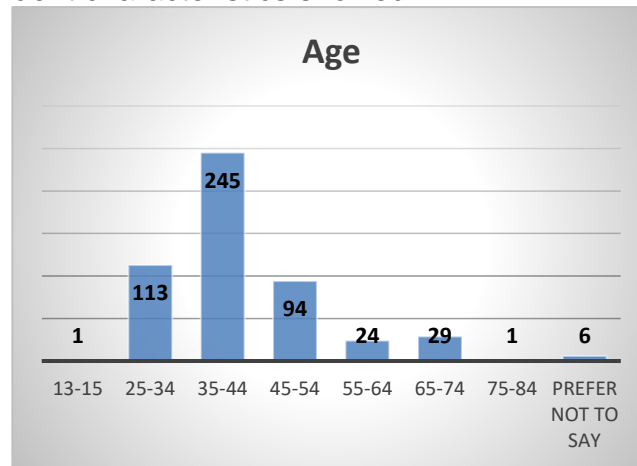
Top issues raised by residents and stakeholders:

- 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)

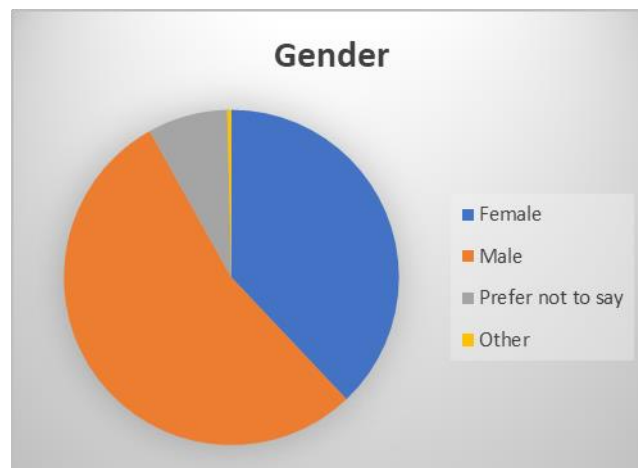
Top suggested improvement by residents and stakeholders:

- 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 and early consultation, leaflets and questionnaires were placed at St Ann's Library. Early school engagements took place and school pop ups took place as part of the consultation.

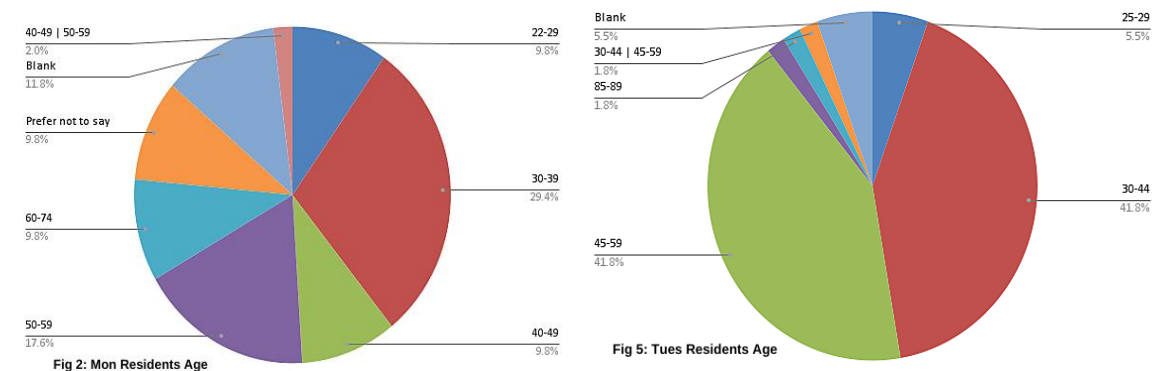


Women were also slightly under represented in the Commonplace survey. Haringey Women's Forum was invited to participate in the two public design workshops (24 & 25 May 2021) and a stakeholder's workshop (15 June 2021). They were contacted and encouraged to take part during the public consultation.

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 have been 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:

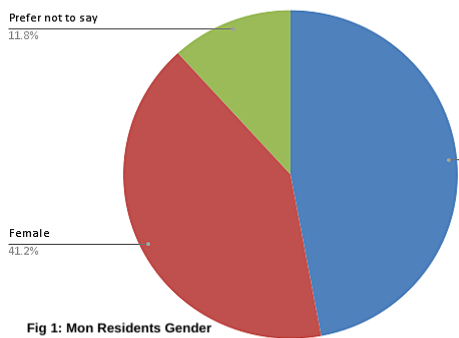


Fig 1: Mon Residents Gender

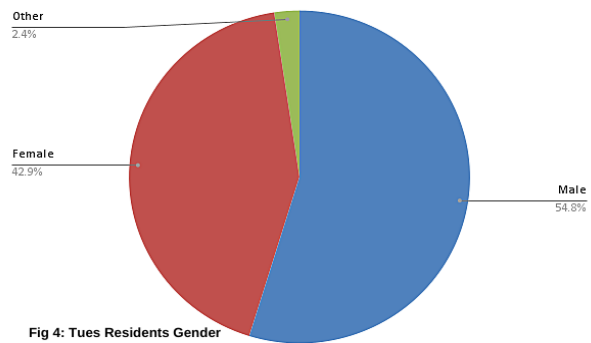


Fig 4: Tues Residents Gender

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

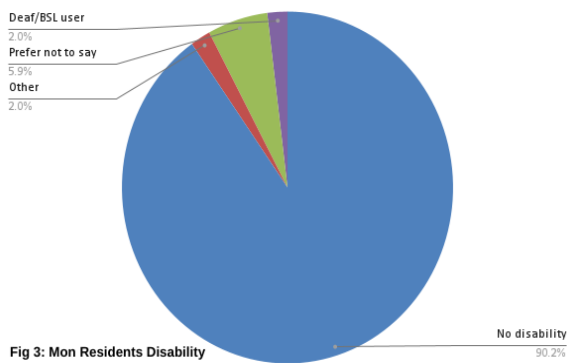


Fig 3: Mon Residents Disability

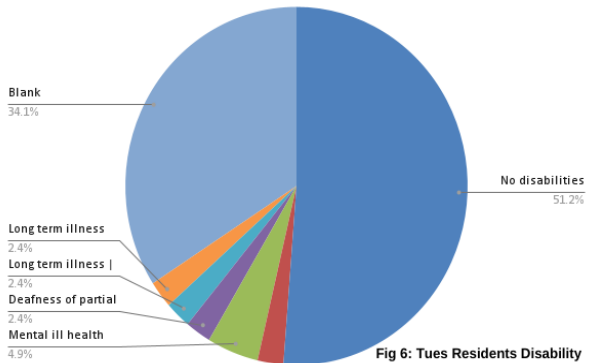


Fig 6: Tues Residents Disability

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.

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 A included a modal filter with a bus gate on Black Boy Lane and Option B 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.

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 A. Very little support for Option B was expressed, and a minority of participants expressed a view against an LTN moving forward.

Feedback was 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. Where possible feedback from the engagement was taken on board through the design process, for example the degree of traffic restrictions and specific locations of modal filters and cycle hangars.

A consultation was held from 23 August to 17 September 2021 to enable residents and stakeholders to provide comments on Option A and Option B. Leaflets were distributed to every resident and business within the St Ann's LTN area providing a detailed summary of the two LTN options, along with a perception survey. Paper copies of the survey were also made available at St Ann's Library, alongside a display of A1 information boards which provided information on the two options for residents. An accessible consultation leaflet and survey were also published on the Council website for any resident or business who required the information in this format. The primary means through which feedback was received through the consultation process was through a perception survey. Analysis of the demographics of the respondents showed that:

Gender

- Among participants slightly more respondents identify as female as opposed to male.

Gender	Total	Percentage	LB of Haringey (%)
Man	458	44%	49.5%
Woman	486	47%	50.5%
Other	6	1%	No Data
Non binary	5	<1%	
Prefer not to say	78	8%	
Total	1033	100%	100%

Ethnicity

- 67% of participants identified as white, with "prefer not to say" constituting the second most popular answer.
- There was an underrepresentation of Black/African/Caribbean/Black British individual when compared to the ward level data.

Ethnicity	Total	Percentage	LB of Haringey (%)
Asian/Asian British	39	4%	9.5%
Black/African/Caribbean/Black British	48	5%	18.8%
Mixed/Multiple Ethnicities	51	5%	6.5%
White	691	67%	60.5%

Other	30	3%	4.7%
Prefer not to say	163	16%	
Jewish	2	<1%	
Chinese	1	<1%	
Total	1025	100%	100%

Physical and mental health conditions

- 15% of participants identified as having a long term physical or mental health condition, which is broadly in line with what is outlined within the St Ann's ward profile.

Do you have any long term physical or mental health conditions?	Total	Percentage
Yes	158	15%
No	783	76%
Prefer not to say	86	8%
Total	1027	100%

Age

- 55% of participants identified as being under the age of 44.
- Compared to the wider ward demographics, there was a slight overrepresentation of over 65s.

What age group are you?	Total	Percentage	LB of Haringey (%)
<15	0	0%	19.3%
16-24	15	1%	13% (age 15-24)
25-34	202	20%	22.2%
35-44	354	34%	16.8%
45-54	174	17%	12.2%
55-64	107	10%	7.8%
65-74	80	8%	4.9%
75+	32	3%	3.8%
Prefer not to say	68	7%	
Total	1032	100%	100%

Religious affiliation

- Based on ward profile data, there was an underrepresentation of individuals who identify as Christian or Muslim.
- The largest group was those who have no religious affiliation which was the option selected by 59% of respondents.

What is your religion?	Total	Percentage	LB of Haringey (%)
No religion	608	59%	25.2%
Christian	169	16%	45.0%
Buddhist	10	1%	1.1%
Hindu	4	<1%	1.8%

Jewish	24	2%	3.0%
Muslim	25	2%	14.2%
Sikh	1	<1%	0.3%
Other	12	1%	0.5%
Prefer not to say	151	15%	8.9%
Total	1004	100%	100%

In the perception survey, quantitative questions were asked to test the sentiment towards the two options and the proposals associated with each. Respondents could choose along a 5 point scale ranging from 1 negative to 5 positive or an “I don’t know/undecided” option. When asked “*How do you feel about Haringey proposing to reduce motor vehicle traffic in the St Ann’s LTN?*” 63% of respondents picked the most positive option when answering this question, with 26% opting for the most negative option, indicating strong general support for proposals to reduce motor traffic in the area. Responses from residents who lived on the boundary roads expressed slightly less support, with 53% picking the most positive option, and 31% opting for the most negative. However, more participants were positive than negative.

Option A received a significantly more positive response than Option B. The average score for Option A, when “*don’t knows*” are removed, is 3.5, and 58% of participants provided the most positive ranking when asked. The average score for Option B is 2.6, and only 19% provided a score of five. 32% gave Option B the most negative score possible. The results from the residents on the boundary roads were slightly more mixed. Full detail analysis of the results can be found in the Consultation Report.

Option A:

Those who expressed a positive sentiment to Option A did so based on the following themes:

- Reducing through traffic and the speed of vehicles outside of the local primary schools and other local social infrastructure. This was particularly true of Black Boy Lane and Avenue Road which both have schools on them.
- Improvements to air quality within the LTN area that is generated because of a reduction in through traffic.
- Improvements in cyclist safety making it more likely to encourage active travel within the St Ann’s area.

The main themes that have emerged in opposition to Option A in the qualitative analysis of the survey data are as follows:

- The scheme will divert traffic onto the boundary roads to a significant extent and not achieve the desired reduction of traffic sought.
- Pollution will be created as journey times will be lengthened, with air quality worsening on boundary roads, most particularly West Green Road and St Ann’s Road.
- An LTN will result in increased traffic on Green Lanes, which will have a negative impact on the businesses that operate there.

- Access to properties will be made more difficult for those who are disabled and those people that care for them.

The concern about the re-assignment of traffic onto the boundary roads was particularly strong among those who were in opposition to the scheme and living or operating a business on those boundary roads.

There was strong support for the additional cycle hangers, the new Zebra crossings and school streets.

There was a response from a woman who shared taxi services at night for safety who felt that the LTN would cause a barrier for this to work efficiently.

There were email responses to the public consultation from a couple of residences that are disability carers that use Hackney carriages, who expressed concern about access and that their journey times would be increased due to the LTN.

The majority of the responses to the Disability and Carers survey, held from 10 May 2021 to 1 September 2021, that were specific to a LTN in St Ann's ward had an overall negative sentiment. The most common themes raised by those expressing a negative view were as follows:

- The LTN would make the area inaccessible both to disabled residents and to individuals, including carers, who visit them.
- A perception an LTN in St Ann's would result in additional congestion and traffic.
- A linked perception that an LTN would result in a deterioration of air quality.

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 EqlA 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)

The introduction of a Low Traffic Neighbourhood in Waltham Forest was associated with a decrease in total street crime and antisocial behaviour. This effect increased over time, with an even larger reduction observed for violent and sexual offences. The causative factors are not assessed in detail, yet any proposals that can help keep any threats or likelihood of sexual offences against women at a minimum is a benefit. Women tend to share taxi services late at night to get home safely. The LTN could

create a barrier for this to be done efficiently as it may increase travel times and cost between drop-offs.

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.

Less women in London report being able to ride a bike, 79 per cent compared with 91 per cent of males²¹. Increasing residents' access to favourable cycling conditions is likely to benefit women, as the intervention would reduce a significant barrier to cycling.

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.

Overall, the air quality, health and mode shift benefits are considered to outweigh the inconvenience caused by longer vehicle journeys to this protected characteristic. Monitoring and further engagement will also take place post implementation.

Option A							
Positive	✓	Negative	✓	Neutral impact		Unknown Impact	

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. In general with the lower risk of anti-social behaviour this could be seen as a benefit to this group.

Option A							
Positive	✓	Negative		Neutral impact		Unknown Impact	

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.

²¹ <http://content.tfl.gov.uk/attitudes-to-cycling-2014-report.pdf>

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 Professionals²²](#) study and 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 scheme may alter their journey times, but St Ann’s Hospital and surrounding surgeries are still easily accessible. During the consultation phase, the public and blue badges holders were asked in the Disabled People and Carers Survey if they have specific needs that require access through the modal filters so that their journey would not be affected. Quite a few disabled people and their carers were concerned about increase travel times in particular those who relied on taxis.

Option A							
Positive	✓	Negative	✓	Neutral impact		Unknown Impact	

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)*

Focusing solely on cyclists who have a disability, the Wheels for Wellbeing annual survey²³ 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 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.

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, as there would be a safer environment and better air quality, the initial change could be confusing in both options.

Reduction or elimination of through-traffic is likely to reduce conflict between different

²² https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf

²³ Wheels for Wellbeing Annual Survey 2018: <https://wheelsforwellbeing.org.uk/wp-content/uploads/2019/04/Survey-report-final.pdf>

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).

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.

During the consultation phase, the public and Blue Badge holders were asked if they have specific needs that requires access through the modal filters such that their journey would not be affected. There are concerns from the residences about access issues, in particular for those who regularly need to use a taxi and may experience higher fares and longer delays.

Option A						
Positive	✓	Negative	✓	Neutral impact		Unknown Impact

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)*

Evidence from the Waltham Forest report shows a decline in anti-social behaviour, which could reduce violence or victimisation based on race and ethnicity.

Deprived and ethnically diverse neighbourhoods were found to have the worse air pollution levels^{24 25}, 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.

There are many ethnic 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 ethnic restaurants along West Green Road; Jambo Zamsareh (Ugandan) Restaurant, Hing Wong Chinese takeaway etc. The scheme 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. However, many of these businesses are on the boundary road, which may have increased traffic due to the LTN implementation.

A business walkaround for the perception survey took place in the early consultation phase, and discussions were held in regards to the impacts on deliveries and logistics. There were concerns there was insufficient parking for staff and customers and very limited space for deliveries. When they were asked how supportive they were of efforts to improve cycling infrastructure in their local

²⁴ https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_lb_enfield.pdf

²⁵ <https://www.imperial.ac.uk/news/163408/ethnic-minorities-deprived-communities-hardest-pollution/>

area, a mixed picture emerged. The most common response respondents gave was five, (30 per cent). After this, the most common response was three (25 per cent), followed by one (19 per cent).

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

Option A							
Positive	✓	Negative		Neutral impact		Unknown Impact	

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)*

No clear evidence or data to expect the proposals will impact on this group

Option A							
Positive		Negative		Neutral impact	✓	Unknown Impact	

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 local community. The proposal area is quite religiously diverse. There are quite a few churches surrounding St Ann's ward and on the east side the Sheikh 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.

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](http://content.tfl.gov.uk/barriers-to-cycling-for-ethnic-minorities-and-deprived-groups-summary.pdf)²⁶. 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.

²⁶ <http://content.tfl.gov.uk/barriers-to-cycling-for-ethnic-minorities-and-deprived-groups-summary.pdf>

Overall, the air quality, health and mode shift benefits are considered to outweigh the inconvenience caused by longer vehicle journeys for these protected characteristics. Monitoring and further engagement will also take place post implementation, with material available in different languages.

Option A							
Positive	✓	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)*

A LTN may 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 scheme. 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 due to the restrictions on Black Boy Lane and Cornwall Road. 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.

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 are considered to outweigh the inconvenience caused by longer vehicle journeys for this protected characteristic. Further investigation on impact will be conducted during the post implementation phase.

Option A							
Positive	✓	Negative	✓	Neutral impact		Unknown Impact	

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?

The disabled and elderly have higher doctors and hospital appointments and are more likely to have mobility issues that require motor vehicle transportation. The LTN scheme could indirectly discriminate this group as their journeys routes and duration may be altered. 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 under the proposed scheme. 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 roads may cause a significant increase to their journey times. Some primary roads could also experience the impacts of reassigned traffic in the short term. There were concerns from the residences about access issues, in particular for those who regularly need to use a taxi and may experience higher fares and longer delays.

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 an LTN. However, the LTN would also provide a much safer place with less traffic should they wander. Any impacts have sought to 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.

Both the disabled and elderly would benefit from better air quality resulting from the schemes. Safer environment would also encourage them to walk or cycle more and enable them to be more mobile and less reliant on a motor vehicle if they are able to.

- **Being active:** [According to Wheels for Wellbeing²⁷](#) 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:** [Haringey State of the Borough profile²⁸](#) states that:
 - Cancer, cardiovascular disease, and lung disease are the main causes of early death (deaths under the age of 75) in Haringey. The most common habits associated with long-term conditions, poor health and early death in Haringey are poor diet, smoking and high blood pressure;
 - One in 5 adults in Haringey have high blood pressure and a third of our residents are not getting enough physical exercise;
 - 2 in 3 adults are overweight or obese (is physically inactive)
- **Being active:** According to [World Health Organization. Global recommendations on physical activity for health; 2011²⁹](#) children and young people aged 5–17 years old should accumulate at least 60 minutes of moderate to vigorous-intensity physical activity daily.

Air pollution: As stated throughout the report, studies^{30,31} 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

²⁷ <https://wheelsforwellbeing.org.uk>

²⁸ https://www.haringey.gov.uk/sites/haringeygovuk/files/state_of_the_borough_final_master_version.pdf

²⁹ <https://www.who.int/home/cms-decommissioning>

³⁰ https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_lb_enfield.pdf

³¹ <https://www.imperial.ac.uk/news/163408/ethnic-minorities-deprived-communities-hardest-pollution/>

would apply to St Ann's, Haringay and Tottenham Green Wards. By reducing the volume of traffic both options will help address air quality related inequality.

- **Social interaction:** [A study in Bristol³²](#) 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.

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 EqlA guidance

Outcome	Y/N
No major change to the proposal: the EqlA 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 EqlA 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
Exemptions: An application process to be introduced making the following eligible for an exemption to non-hard closure filters in the LTN experimental scheme: <ul style="list-style-type: none"> •Blue Badge holders living within the Bounds Green LTN or on the immediate boundary of it •Special Educational Needs transport •Essential Haringey Council services catering for people with a disability 	Y

³² <https://core.ac.uk/download/pdf/323897729.pdf>

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
A bus gate is proposed on Black Boy Lane to enable public transport users to continue using the services on the same route.	Continue to develop the EqlA through the ongoing trial implementation, and monitoring phases to ensure all groups are considered at all stages	Whole project team	Post Implementation
LTN exemptions	An application process to be introduced for the following to obtain exemptions to non-hard closure filters in the LTN experimental scheme: <ul style="list-style-type: none"> •Blue Badge holders living within the Bounds Green LTN or on the immediate boundary of it •Special Educational Needs transport •Essential Haringey Council services catering for people with a disability 	Whole project team	Implementation – subject to timing of the application process.

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.

It is the overall impact of the proposal that is being considered, with many benefits to the users, 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. 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.

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 LTN trial period, including with those from EqIA groups.

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