

Equality Impact Assessment (EQIA)

The Equality Impact Assessment (EQIA) form is a template for analysing a policy or proposed decision for its potential effects on individuals with protected characteristics covered by the Equality Act 2010.

The council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between people who share protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not

The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

1. Responsibility for the Equality Impact Assessment

Name of proposal:	Amendment to exemptions to Gloucester Road traffic filter
Service Area:	Environment and Resident Experience
Officer Completing Assessment:	Naima Ihsan, Principal Transport Planner
Equalities Advisor:	Yasmin Jama
Cabinet meeting date (in principle):	17 June 2025
Delegated Authority:	25 February 2026
Director/Assistant Director	Eubert Malcolm

2. Executive summary

Proposal: Following a statutory consultation commencing in July 2025 and having taken responses into account, amend signage at the existing Gloucester Road traffic filter, on a trial basis (under an Experimental Traffic Order, ETO), so that residents of Broadwater Farm (which includes Moira Close and Grant Close) are eligible for an exemption, which would be available on the same terms as those proposed on 16 July 2025, notably one exemption per eligible resident who must also be the registered keeper of that vehicle. The proposal would enable exempt vehicles to drive through

the traffic filter (to/from Philip Lane) while preserving the wider Bruce Grove West Green (BGWG) LTN integrity.

Rationale: Broadwater Farm (BWF) sits centrally within Haringey's largest LTN and has comparatively low PTAL, higher population density and below-average car ownership. Residents currently face longer diversion routes to the south; the targeted exemption addresses equity concerns without creating a "leaky" LTN.

Anticipated impacts: Positive distributional effects for disabled residents (in addition to existing need-based exemptions), families with young children, pregnant people, carers, and some older residents by shortening essential trips; neutral impacts expected for most protected groups; No material adverse impact on W4 operations is anticipated based on expected volumes and routeing; journey time reliability will be monitored during the ETO. Additional traffic is expected to disperse across several local streets with an estimated maximum of ~400 daily vehicle movements using the filter; overall LTN benefits (road safety, reduced through-traffic, air quality) are broadly maintained.

Mitigations: Retain all existing need-based exemptions (e.g., Blue Badge, SEND, individual circumstances); limit to allow one location-based LTN exemption permit per eligible Broadwater Farm resident (registered keeper); monitor traffic counts, speeds, collisions and bus journey times; undertake statutory consultation as part of an Experimental Traffic Order and consider objections; targeted communications in affected streets; review after implementation and refine if needed.

Next steps: Proceed to make an Experimental Traffic Order (ETO); implement signing and back-office processes; monitor during the experimental period. The ETO provides a six-month statutory objection period after implementation. Before the end of the ETO (maximum 18 months), the council will review monitoring and representations and decide whether to make the arrangement permanent, modify it or revoke it.

3. Consultation and engagement

The decision is informed by a statutory (permanent traffic order) consultation that commenced in July 2025 which included publication of a notice of proposal, on-street notices, a letter drop to Broadwater Farm and nearby streets likely to experience routing changes, emails to stakeholders/ward members, and use of local networks. Engagement ensured accessibility for protected groups (plain-English materials, accessible formats on request, and channels suitable for residents with limited digital access). In response to the consultation feedback the report recommends proceeding on a trial basis by ETO. The ETO provides a six-month objection period after implementation, allowing people to comment on the arrangement in operation.

Key findings from the July 2025 consultation identified the following objections:

- Concerns about increased traffic, pollution, and road danger and loss of LTN benefits (quiet and safer streets, reduced emissions), particularly in roads to the south of the Gloucester Road traffic filter

- Perceived unfairness of exemptions for one group of residents only
- Criticism of consultation process and lack of transparency.

Supporters highlighted that the current LTN arrangements had led to:

- A feeling that Broadwater Farm had been inadvertently isolated
- Isolation from essential services (GPs, schools, shops).
- Taxi cancellations and long detours
- Concerns about mobility, especially for carers, disabled residents, and families.

The report recommends that - in response to the July 2025 consultation - instead of making a permanent traffic order (as proposed in July 2025), the amendment is made on a trial basis (under an ETO). This will enable the council and other stakeholders to observe and respond to a new consultation, while the scheme is in operation and to carry out monitoring before making a decision whether to make the scheme permanent.

4. Data and Impact Analysis

4a. Age

Data

Borough Profile¹

- 54,422: 0-17 (21%)
- 71,660: 18-34 (27%)
- 63,930: 35-49 (24%)
- 46,516: 50-64 (18%)
- 27,706: 65+ (10%)

Target Population Profile

Based on Census 2021 LSOA-level data covering Broadwater Farm, the estate has a younger-than-average age profile, with a higher proportion of families with children and working-age adults compared with the borough average.

- 0–17: approximately 27%
 - 18–34: approximately 29%
 - 35–49: approximately 23%
 - 50–64: approximately 14%
 - 65+: approximately 7%
-
- BWF has some of the lowest PTAL within an LTN area; longer diversion routes currently affect residents needing to access services to the south (e.g., GP on Philip Lane) by motor vehicle.
 - Average car ownership on BWF ~41% (below borough 47.3%), suggesting limited but non-negligible permit take-up across age groups

Data and sources: Broadwater Farm (BWF) sits within the BGWG LTN. Estate-level PTAL is relatively low for inner London; longer diversion routes currently affect residents needing access to services to the south (e.g. GP and shops on Philip Lane). Average car ownership on BWF is below the borough average, suggesting limited but non-negligible permit take-up across age groups. Borough-wide age structure (Census 2021) indicates a diverse age profile. Estate-level age splits have been compiled using 2021 Census LSOA data covering BWF.

Potential impacts:

Older residents and families with children may benefit from shorter car trips to essential services, and reduced time in traffic.

¹ Census, 2021 – [Population and household estimates, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/population-and-household-estimates)

Some children living on streets south of the filter may experience a modest increase in local traffic levels (estimated maximum ~400 daily movements). This impact is expected to be dispersed across multiple streets, occurs within an existing low-traffic environment, and remains substantially below pre-LTN traffic volumes. Any localised increase in vehicle movements for streets south of the filter will be monitored; if material adverse effects are evidenced, the council has the option to tighten eligibility or strengthen enforcement and compliance.

Older residents and families with children who rely on a car for essential trips (healthcare, caring, shopping) may benefit from shorter diversion distances. Children and young people continue to benefit from overall LTN conditions, including reduced through-traffic, lower speeds, and improved road safety across the wider area.

There is no evidence that the proposal disproportionately disadvantages any specific age group, and the proposal does not alter access for non-drivers.

Overall: positive/neutral—targeted improvement for residents who drive; LTN safety and air-quality benefits for pedestrians of all ages are preserved. Any localised increase in traffic is limited in scale, monitored, and materially lower than historic traffic levels, while wider age-related safety benefits of the LTN are retained.

Older residents and families with children may benefit most from reduced diversion distances.

evidenced, the council has the option to tighten eligibility or strengthen enforcement and compliance.

The proposal is additive, not substitutive. No existing exemptions are removed. Monitoring of speeds, volumes, and collisions will identify any unintended impacts affecting disabled pedestrians or wheelchair users.

Overall: Positive / neutral - cumulative improvement in practical access while maintaining safety objectives. The proposal improves access for some disabled residents while maintaining the wider LTN benefits relied upon by disabled non-drivers.

4c. Gender Reassignment

Data

Borough Profile⁶

- Gender Identity different from sex registered at birth but no specific identity given – 0.5%
- Trans woman – 0.1%
- Trans man - 0.1%

Target Population Profile

n/a

Potential impacts

The proposal is residence-based and eligibility rules apply equally regardless of gender identity.

Findings: Neutral.

⁶ Census, 2021 – [Gender identity, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/ethnicityandnationality/bulletins/genderidentityenglandandwales/2021)

4d. Marriage and Civil Partnership

Data

Borough Profile ⁷

- Divorced or formerly in a same-sex civil partnership which is now legally dissolved: (9.9%)
- Married or registered civil partnership: (35.8%)
- Separated (but still legally married or still legally in a same-sex civil partnership): (2.9%%)
- Single (never married or never registered a same-sex civil partnership): (45.3%)
- Widowed or surviving partner from a same-sex civil partnership: (6.1%)

Target Population Profile

n/a

Potential impacts

The proposal is residence-based and eligibility rules apply equally regardless of legal partnership status.

Findings: No evidence of discrimination in access to permits or routes

⁷ Census, 2021 – [Marriage and civil partnership status in England and Wales - Office for National Statistics \(ons.gov.uk\)](https://ons.gov.uk)

4e. Pregnancy and Maternity

Data

Borough Profile ⁸

Live Births in Haringey 2021: 3,376

Target Population Profile

n/a

Findings

- Shorter, more direct car access to/from Philip Lane may reduce journey times and discomfort for pregnant residents and support essential health and childcare trips.

Potential Impacts

Likely to benefit some residents making essential health and childcare trips.

Findings: Positive/neutral.

⁸ Births by Borough (ONS)

4f. Race

In the Equality Act 2010, race can mean ethnic or national origins, which may or may not be the same as a person's current nationality.⁹

Data

Borough Profile ¹⁰

Arab: 1.0%

- Any other ethnic group: 8.7%

Asian: 8.7%

- Bangladeshi: 1.8%
- Chinese: 1.5%
- Indian: 2.2%
- Pakistani: 0.8%
- Other Asian: 2.4%

Black: 17.6%

- African: 9.4%
- Caribbean: 6.2%
- Other Black: 2.0%

Mixed: 7.0%

- White and Asian: 1.5%
- White and Black African: 1.0%
- White and Black Caribbean: 2.0%
- Other Mixed: 2.5%

White: 57.0% in total

- English/Welsh/Scottish/Northern Irish/British: 31.9%
- Irish: 2.2%
- Gypsy or Irish Traveller: 0.1%
- Roma: 0.8%
- Other White: 22.1%

BWF is a highly diverse estate; the exemption is residence-based and applies equally to all eligible households.

Potential Impacts: Neutral, No evidence of disparate impact by ethnicity.

⁹ [Race discrimination | Equality and Human Rights Commission \(equalityhumanrights.com\)](https://www.equalityhumanrights.com/en/race-discrimination)

¹⁰ Census 2021 - [Ethnic group, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/people-population/ethnicity)

4g. Religion or belief

Data

Borough Profile ¹¹

- Christian: 39%
- Buddhist: 0.9%
- Hindu: 1.3%
- Jewish: 3.6%
- Muslim: 12.6%
- No religion: 31.6%
- Other religion: 2.3%
- Religion not stated: 8.0%
- Sikh: 0.3%

Potential Impacts

- Neutral.

4h. Sex

Data

Borough profile ¹²

- Females: (51.8%)
- Males: (48.2%)

Target Population Profile

n/a

Potential Impacts

- No sex-based eligibility differences; some women (e.g., carers) may benefit from reduced journey times.
- No evidence of adverse differential impact.

Neutral to slightly positive.

¹¹ Census, 2021 – [Religion, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk)

¹² Census 2021 – [Gender identity: age and sex, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk)

4i. Sexual Orientation

Data

Borough profile ¹³

- Straight or heterosexual: 83.4%
- Gay or Lesbian: 2.7%
- Bisexual: 2.1%
- All other sexual orientations: 0.8%
- Not answered: 11.0%

Target Population Profile

n/a

Potential Impacts

- No difference in eligibility or effect by sexual orientation.
- No adverse impact identified
- Neutral.

¹³ Census, 2021 – [Sexual orientation, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk)

4j. Socioeconomic Status

Data

Borough profile

Income

- 6.9% of the population of Haringey were claiming unemployment benefit as of April 2023¹⁴
- 19.6% of residents were claiming Universal Credit as of March 2023¹⁵
- 29.3% of jobs in Haringey are paid below the London Living Wage¹⁶

Educational Attainment

- Haringey ranks 25th out of 32 in London for GCSE attainment (% of pupils achieving strong 9-5 pass in English and Maths)¹⁷
- 3.7% of Haringey's working age population had no qualifications as of 2021¹⁸
- 5.0% were qualified to level one only¹⁹

Area Deprivation

Haringey is the 4th most deprived in London as measured by the IMD score 2019. The most deprived LSOAs (Lower Super Output Areas, or small neighbourhood areas) are more heavily concentrated in the east of the borough, where more than half of the LSOAs fall into the 20% most deprived in the country.²⁰

Potential impacts:

- Below-average car ownership on BWF suggests that most residents will continue to rely on walking, buses and cycling; proposal does not reduce active travel benefits.
- Those lower-income households who do own a car may see cost/time savings from shorter routes.
- No additional costs introduced; one-permit limit per eligible resident (registered keeper) avoids inequitable multiple-vehicle advantages.
- Overall equality impact for socioeconomic status is assessed as neutral to positive: time and cost savings for those who drive; no new charges introduced; active-travel benefits retained; and monitoring in place. One permit per eligible resident (registered keeper) avoids multiple-vehicle advantages.

¹⁴ ONS – [ONS Claimant Count](#)

¹⁵ DWP, StatXplore – [Universal Credit statistics, 29 April 2013 to 9 March 2023 - GOV.UK \(www.gov.uk\)](#)

¹⁶ ONS – [Annual Survey of Hours and Earnings \(ASHE\) - Estimates of the number and proportion of employee jobs with hourly pay below the living wage, by work geography, local authority and parliamentary constituency, UK, April 2017 and April 2018 - Office for National Statistics](#)

¹⁷ DfE – [GCSE attainment and progress 8 scores](#)

¹⁸ LG Inform – [Data and reports | LG Inform \(local.gov.uk\)](#)

¹⁹ LG Inform – [Data and reports | LG Inform \(local.gov.uk\)](#)

²⁰ IMD 2019 – [English indices of deprivation 2019 - GOV.UK \(www.gov.uk\)](#)

5. Key Impacts Summary

5a. Outline the key findings of your data analysis.

The proposal is expected to deliver targeted benefits for Broadwater Farm residents who drive by restoring a more direct route to Philip Lane through a tightly controlled, residence-based exemption, while maintaining the core objectives of the Bruce Grove West Green LTN, which has delivered substantial reductions in road danger, including a halving of reported collisions across the wider area since implementation. Traffic impacts on surrounding streets are expected to be limited and dispersed across multiple local routes; monitoring indicates that up to approximately 400 daily vehicle movements may use the filter. This level of traffic remains materially lower than pre-LTN conditions and is not anticipated to undermine overall safety, air quality, or accessibility outcomes. Ongoing monitoring through the ETO will enable any localised issues to be identified and addressed. On this basis, no material negative equality impacts are identified at this stage.

5b. Intersectionality.

Residents who are disabled, older, pregnant, or who have caring responsibilities and who also own or rely on a car are likely to experience the greatest benefits from reduced diversion distances and journey times for essential trips. These characteristics frequently intersect with lower socioeconomic status on the estate, where residents may have fewer transport alternatives and higher dependence on efficient local access. While some residents—particularly children, disabled people, and lower-income households who primarily walk or cycle—may experience a modest increase in vehicle movements on specific streets, these remain within a low-traffic context and substantially below historic traffic levels. The residence-based exemption therefore supports more equitable access for groups facing compounded disadvantages, without undermining the wider safety, health, and environmental benefits of the LTN for the majority of residents.

5c. Data Gaps

Post-implementation monitoring will confirm speed and volume information from Automatic Traffic Data and any localised impacts by time of day. Consultation feedback from groups under-represented in responses (e.g., non-digital households, some ethnic minority groups, younger and older residents) will be actively sought.

6. Overall impact of the policy for the Public Sector Equality Duty

There is no evidence of direct or indirect discrimination arising from the residence-based exemption. The proposal, recommended through a trial (ETO) process, advances equality of opportunity for BWF residents facing unique geographic and accessibility constraints within the largest LTN and fosters good relations by addressing a locally specific inequity while preserving LTN benefits for neighbouring streets.

7. Amendments and mitigations

7a. What changes, if any, do you plan to make to your proposal because of the Equality Impact Assessment?

No major change to the proposal: the EQIA demonstrates the proposal is robust and there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken. The final decision is subject to the outcomes of the ETO's statutory six-month objection period and the monitoring evidence gathered during the experimental phase.

7b. What specific actions do you plan to take to remove or mitigate any actual or potential negative impact and to further the aims of the Equality Duty?

- Deliver accessible statutory consultation (on-street notices, letters to BWF and affected streets, accessible formats on request, targeted local networks).
- Implement one residence-based LTN exemption permit per eligible resident (registered keeper), and retain all existing need-based exemptions.
- Monitor traffic volumes/speeds on candidate streets, monitor collisions and other road danger indicators
- Publish clear guidance and a simple application process for the BWF exemption; provide assisted-digital routes.
- Review equality impacts during the experimental period and prior to making a decision whether to make the orders permanent and adjust if monitoring identifies unintended distributional effects.

Lead officer: Streetspace Team
Timescale: Maximum 18 months

7. Ongoing monitoring

Summarise the measures you intend to put in place to monitor the equalities impact of the proposal as it is implemented.

- Who will be responsible for the monitoring? Environment and Resident Experience (Transport & Travel/Streetspace) with input from Policy & Strategy (Equalities).
- What the type of data needed is and how often it will be analysed. Before and after traffic counts and speed surveys; analysis of penalty/permit data (by postcode only, no special-category data); annual collision data; thematic analysis of consultation/complaints.
- When the policy will be reviewed and what evidence could trigger an early revision. Initial review between month 6 and 12; formal EQIA refresh as part of final decision of the ETO.
- How to continue to involve relevant groups and communities in the implementation and monitoring of the policy? ETO consultation process

Date of EQIA monitoring review: Approximately 12 months after the ETO coming into operation

8. Authorisation

EQIA approved by (Assistant Director): Eubert Malcolm

Date: 25/02/26



9. Publication

Please ensure the completed EQIA is published in accordance with the council's policy.

Please contact the Policy & Strategy Team for any feedback on the EQIA process.