
Healthy Streets Equality Approach

Enfield Town

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Striving for excellence



About this document

This document outlines the approach to equalities on the Enfield Town improvements project.

You might also be interested in these other documents that can also be download from the project page:

- ☐ Project rationale: sets out the rationale for the development and delivery of this project
- ☐ Monitoring Plan: how we will be measuring the impact of this project
- ☐ Communications and Engagement Plan: how we will communicate, engage and consult with the community about this project

For more information on this project visit <https://letstalk.enfield.gov.uk/enfieldtown>



Intention

We Demonstrate Commitment To Equality By:

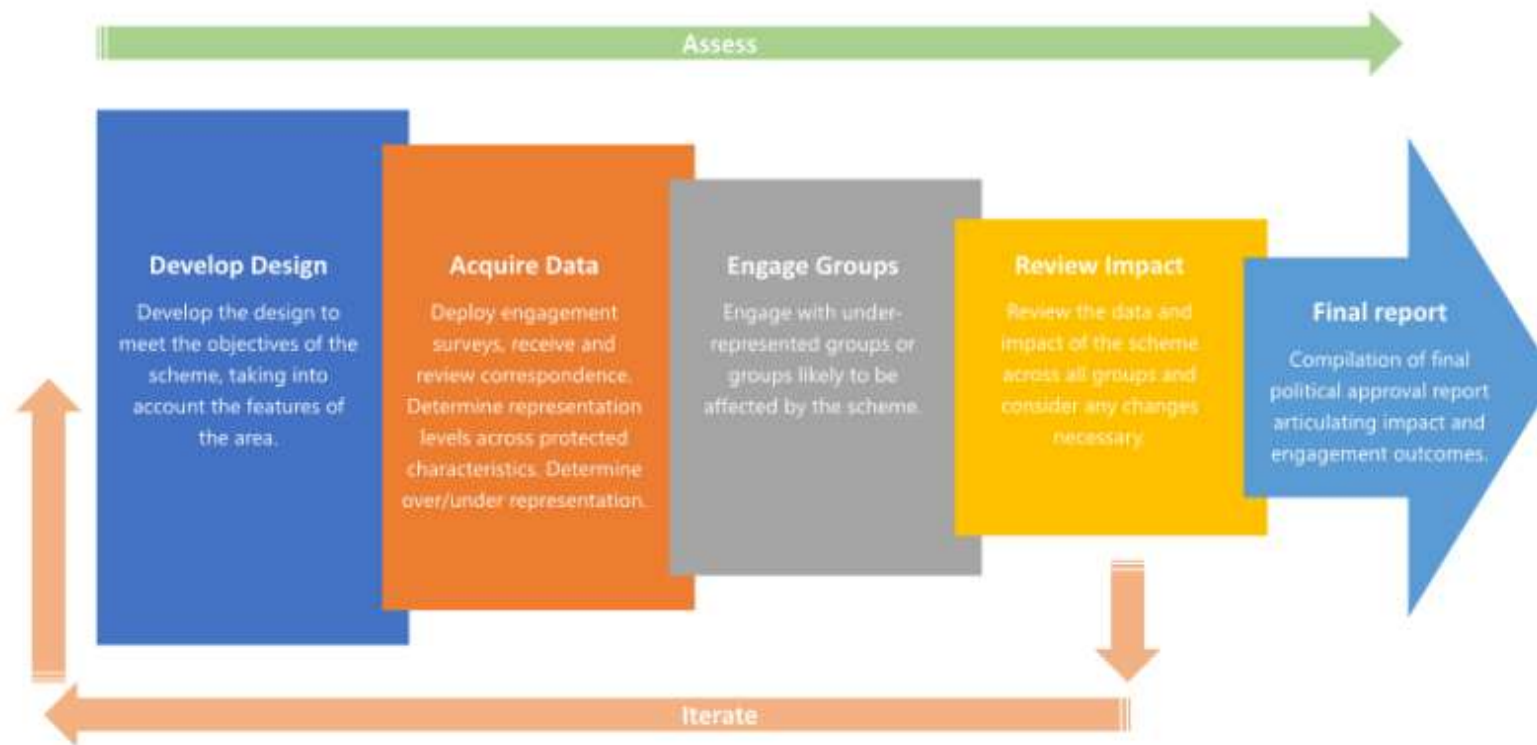
- ☐ Ensuring compliance with the equality act
- ☐ Ensuring compliance with LBE equality policy
- ☐ Investing in effective assessments of equality impact
- ☐ Challenging the unequal status quo through perseverance, innovation and creativity
- ☐ Welcoming scrutiny and challenge

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Method Overview

The equality impact of the low traffic neighbourhood scheme will be determined with a five-stage process:



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Stage 1 – Develop design

The design will be developed taking into account:

- ☐ The aims and objectives of the scheme
- ☐ The thoughts and views of local people
- ☐ Impact of the proposals on all users, including those with protected characteristics
- ☐ Academic research, best practice and guidance
- ☐ The Mayors Transport Strategy
- ☐ The layout of and key locations within the area
- ☐ The current climate emergency and local air quality
- ☐ Transport and Technical engineering guidelines
- ☐ The emergency services
- ☐ No single solution will have universal support

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Stage 2 – Acquire data

We acquire data which will help us establish the equality impact of the scheme.

- ☐ The Ward Profile will be used to gather initial information about the area and used as a benchmark for demographic makeup
- ☐ Particular groups for engagement identified from the ward profile
- ☐ Key locations/routes relevant to protected groups will be identified
- ☐ An initial equality impact assessment is being produced and then regularly updated prior to implementation of the scheme

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Stage 3 – Engage with protected groups

Engagement with protected groups is essential to ensure that their views and experiences are understood.

- ❑ The scheme will promote good relationships with protected groups and seek a diverse view from the whole community.
- ❑ The initial equality impact assessment identifies key groups who may be positively or negatively affected by the scheme. This ensures that the impact on those with protected characteristics will not be discriminatory. This assessment will be updated as the scheme progresses until a final decision is made.
- ❑ Statutory Consultations hosted on Let's Talk will record protected characteristics. Analysis of the data will be undertaken to provide insight into the responses with protected group representation benchmarked against the ward profile.
- ❑ Local groups which are underrepresented will be identified and further consideration given to enhancing their representation through tailored methods.
- ❑ Engagement undertaken will be analysed for trends and patterns which are disproportionately expressed by particular protected groups.
- ❑ Focus groups may be used to investigate views from protected groups in more detail.

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Stage 3 – Engage with protected groups

Disabled People

- ❑ S.149(4) of the Equality Act emphasises the fact that equality of opportunity for disabled people cannot be achieved simply by treating disabled and nondisabled people alike. Disabled people may have particular limitations on modes of transport suitable for them or their ability to engage in the process.
- ❑ Blue badge holder information can be used to contact some disabled people directly for feedback and views on the scheme, to allow viewing the scheme from their perspective. Focus groups with a range of diverse disabled people may be required to further explore the views expressed.
- ❑ Visually impaired and mobility impaired people are particularly vulnerable to changes in travel and their views will be carefully reviewed.
- ❑ Carers are an important aspect of the impact on disabled people and their views should be considered as part of the impact on disabled people.

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Stage 4 – Review Impact

- ❑ A monitoring plan has been developed for the scheme which will ensure the collection of data in relation to the impact of the scheme and to monitor if the scheme objectives are met.
- ❑ Extensive engagement is taking place throughout design development stages. A public consultation will also form part of the process. We are collecting responses by email, post and online. The content of these mediums is analysed for trends, patterns, risks and issues. Where an issue of equality is identified during this process, it will be added to the equality impact assessment. Where such information tends to indicate that a revision of elements of the scheme is necessary, consideration will be given to how the design of the scheme could be amended.
- ❑ Following the implementation of the scheme and a short settlement period, a period of post-implementation monitoring will commence (as detailed in the Project Monitoring Plan and Equalities Impact Assessment (EQIA) report).

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Iteration

- ❑ Where such information tends to indicate that a revision of elements of the scheme is necessary, consideration is given to how the design of the scheme could be amended.
- ❑ Any amendments to the design will lead to an iterative approach, with the impact assessment returning to Stage 1 of this process.
- ❑ Where a new design is established and the amendment requires a review of the traffic order, the statutory requirements of the order will be followed prior to any implementation.
- ❑ Ongoing dialogue will be maintained with the emergency services, public enquiries and elected members throughout the stages.

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Stage 5 – Final report

- ❑ Should the statutory consultation be undertaken later on, the equality impact assessment and the public consultation analysis will be combined into an approval report, with the final equality impact assessment attached for consideration by elected members.
- ❑ The approval report will be pre-published prior to a decision being made under the London Borough of Enfield constitution and in line with the legal requirements for the type of order used.
- ❑ Where a traffic order is made, a legal framework exists within which Enfield Council must operate.

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References

- ❑ IEA. (2020). *Changes in transport behaviour during the Covid-19 crisis*. Retrieved from IEA: <https://www.iea.org/articles/changes-in-transport-behaviour-during-the-covid-19-crisis>
- ❑ Williams, D. C. (2012, November). Using disruption as an opportunity to change travel practices. Paper presented at 1st International Conference on Urban Sustainability and Resilience: <https://uwe-repository.worktribe.com/output/942047/usingdisruption-as-an-opportunity-to-change-travel-practices>
- ❑ Equity in new active travel infrastructure: a spatial analysis of London's new Low Traffic Neighbourhoods <https://osf.io/preprints/socarxiv/q87fu/>

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