Enfield Council Predictive Equality Impact Assessment/Analysis

NB if there is likely to be an impact on different groups of staff as a result of this proposal, please also complete a restructuring predictive EQIA form

<table>
<thead>
<tr>
<th>Department</th>
<th>Regeneration and Environment</th>
<th>Service:</th>
<th>Highway Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title of decision:</td>
<td>Vehicle Crossing Enforcement – Installation of bollards</td>
<td>Date completed:</td>
<td>09th March 2016</td>
</tr>
<tr>
<td>Author:</td>
<td>John Grimes</td>
<td>Contact details:</td>
<td>X 2220</td>
</tr>
</tbody>
</table>

1 **Type of change being proposed:** (please tick)

- [✓] Service delivery change/ new service/cut in service
- [✓] Policy change or new policy
- [✓] Grants and commissioning
- Budget change

2 **Describe the change, why it is needed, what is the objective of the change and what is the possible impact of the change:**

In July 2013 full Council agreed to a new policy for taking enforcement action against illegal vehicle crossing. The policy included the management of vehicles crossing footways and verges without a properly constructed footway crossover. In July 2014 a further portfolio report setting out the agreed policy, priorities, programme and procedures was signed off by Councillor Bond.

S80 of the Highways Act allows a Highway Authority to erect fences or posts to prevent vehicular access to the highway, and this approach might be used in circumstances where other enforcement action is not applicable or has failed. S41 of the act, in their duty to maintain the highway, permits the Authority to take reasonable measures to prevent further damage from occurring.

The policy recognises that illegal crossings are a borough-wide problem and therefore enforcement action needs to be prioritised. It identifies that the highest priorities are the busiest roads and pavements where illegal activity is causing the highest risk to public safety and/or where the highway is being damaged. In addition to this, under section 175A of the Highways Act, local authorities are required to have regard to the needs of blind people when placing lamp-posts, bollards, traffic-signs, apparatus or other permanent obstructions in a street.

Bollards should only be used where there is no alternative means of keeping vehicles from the footway. Our designers will consider the potential to relocate other essential items of street furniture, to replace the need for a bollard such as street name plates or trees etc. Enfield’s view is to use the installation of bollards as the final option and this assessment is around the impact that this action might have. Using bollards as a
Preventative measure could have several impacts both positive and negative such as:
- reducing damaged paving (trips)
- removing illegal and unexpected vehicle movement
- Increasing street clutter

The type of bollard proposed is a slim black metal bollard erected at the back of the footway or grass verge.

3. **Do you carry out equalities monitoring of your service? If No please state why?**

Some general monitoring but not specifically around this area.

### 4. Equalities Impact
Indicate Yes, No or Not Known for each group

<table>
<thead>
<tr>
<th></th>
<th>Disability</th>
<th>Gender</th>
<th>Age</th>
<th>Race</th>
<th>Religion &amp; Belief</th>
<th>Sexual Orientation</th>
<th>Gender reassignment</th>
<th>Pregnancy &amp; Maternity</th>
<th>Marriage &amp; Civil Partnerships</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Does equalities monitoring of your service show people from the following groups benefit from your service? (recipients of the service, policy or budget, and the proposed change)</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>2. Does the service or policy contribute to eliminating discrimination, promote equality of opportunity, and foster good relations between different groups in the community?</td>
<td>NK</td>
<td>NK</td>
<td>NK</td>
<td>NK</td>
<td>NK</td>
<td>NK</td>
<td>NK</td>
<td>NK</td>
<td>NK</td>
</tr>
<tr>
<td>3. Could the proposal discriminate, directly or indirectly these groups?</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>4. Could this proposal affect access to your service by different groups in the community?</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>5. Could this proposal affect access to information about your service by different groups in the community?</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>6. Could the proposal have an adverse impact on relations between different groups?</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
</tbody>
</table>
If Yes answered to questions 3-6 above – please describe the impact of the change (including any positive impact on equalities) and what the service will be doing to reduce the negative impact it will have.

*If you have ticked yes to discrimination, please state how this is justifiable under legislation.

We emailed Enfield Vision and Enfield Disability Action group on 9th March. The email responses and follow up telephone conversations with both groups indicated that they are happy that we are taking some formal action. Their main comments were:

- Cars overhanging front gardens, blocking the pavement – with or without a crossover
- Cars cause damage to the footways that makes it difficult to walk or propel a wheelchair safely
- Increasing dropped kerbs assists for wheelchair users as crossing points
- New street furniture should be placed at the back of the footway
- If the bollards are placed at the kerb edge, they would not be an issue for wheelchair users providing there is sufficient space to negotiate and self-propel through that space if the kerb is low enough

With the above in mind, and other design factors, we intend to erect bollards in accordance with guidelines set out in the Department of Transport's publication "Inclusive Mobility - A Guide to Best Practice on Access to the Pedestrian and Transport Infrastructure".

Extract:

3.7 Street furniture

Street furniture can cause problems for both wheelchair users and for people who are visually impaired. It is essential, taking account of heritage issues, to consider both the position of any furniture and the means of making it apparent to people with reduced vision.

Posts, poles, bollards etc should be positioned to leave at least the minimum footway widths (given in Section 3.1 of the document). It helps visually impaired people if, within an area, the positioning of posts etc is consistent and away from general lines of movement. Thus lamps (and signs) should be mounted on walls or buildings whenever possible; if not, then placing them at the back of the footway as near the property line as possible is acceptable. In this position the maximum distance from the property line to the outer edge of the pole should be 275mm. If they are placed on the road side of the footway, they should be at least 500mm away from the edge of the carriageway, increased to 600mm where there is severe camber or crossfall. If there is more than one pole, they should be at least 1000mm apart.

Bollards are recommended to be at least 1000mm in height. Colour contrasted bands (150mm deep) on poles and colour contrast on the tops of bollards will help partially sighted people, but the choice of colour for the overall post or bollard also affects visibility. Grey poles in particular are often problematic as they tend to blend into the general background.
5. Tackling Socio-economic inequality

Indicate Yes, No or Not Known for each group

<table>
<thead>
<tr>
<th>Will the proposal specifically impact on communities disadvantaged through the following socio-economic factors?</th>
<th>Communities living in deprived wards/areas</th>
<th>People not in employment, education or training</th>
<th>People with low academic qualifications</th>
<th>People living in social housing</th>
<th>Lone parents</th>
<th>People on low incomes</th>
<th>People in poor health</th>
<th>Any other socio-economic factor please state:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Y</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>NK</td>
<td>NK</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Does the service or policy contribute to eliminating discrimination, promote equality of opportunity, and foster good relations between different groups in the community? | NK | NK | NK | NK | NK | NK | NK | NK |

| Could this proposal affect access to your service by different groups in the community? | N | N | N | N | N | N | N | N |

If Yes answered above – please describe the impact (including any positive impact on social economic inequality) and any mitigation if applicable.

The proposed service will impact on anyone who is carrying out an illegal or inappropriate action (see description above). As our first enforcement measure is to invite residents to apply and pay for a legally constructed vehicle crossing, it is possible that some residents will be unable to afford the service. We would request and hope that the resident would then stop driving across the footway but if they continue, and all other measures fail, we would erect bollards as prevention.

6. Review

How and when will you monitor and review the effects of this proposal?

Our actions will be monitored throughout the project with specific monitoring of any problems, accidents or concerns raised by Enfield Vision, Enfield Disability Action or other individuals.
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Action plan template for proposed changes to service, policy or budget

Title of decision:.......................... Vehicle Crossing Enforcement – Installation of bollards .................................................................
Team:....Highway Services.......................................................... Department:...Regeneration & Environment..............

Service manager:...John Grimes..................................................

<table>
<thead>
<tr>
<th>Identified Issue</th>
<th>Action Required</th>
<th>Lead Officer</th>
<th>Timescale/ By When</th>
<th>Costs</th>
<th>Review Date/ Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design of bollards</td>
<td>If possible, and in keeping with surroundings and available budgets, ensure bollards used are consistent with the recommendations of the DfT – Inclusive Mobility guidelines</td>
<td>John Grimes</td>
<td>Prior to installation</td>
<td>TBA</td>
<td></td>
</tr>
<tr>
<td>Any impacts</td>
<td>Review throughout the project any reported impacts of the bollards</td>
<td>John Grimes</td>
<td>Throughout the project</td>
<td>TBA</td>
<td></td>
</tr>
</tbody>
</table>

Please insert additional rows if needed

Date to be Reviewed: ......March 2017..........................

APPROVAL BY THE RELEVANT ASSISTANT DIRECTOR - NAME......Bob Griffiths... SIGNATURE..........................

This form should be emailed to joanne.stacev@enfield.gov.uk and be appended to any decision report that follows.