

Equalities Impact Assessment: Full Assessment

Before completing this form you should have completed an Equalities Screening Tool and had sign off from your Head of Service and the Fairness and Equality Team.

This Equality Impact Assessment should be completed where the Screening Tool identifies a potentially negative impact on one or more specific groups but it can also be used to highlight positive impacts.

Summary of proposal

Name of proposal	Bath Street and Peerless Street traffic and environmental improvements scheme
Reference number (if applicable)	
Service Area	Climate Change and Transport
Date assessment completed	06/12/2022

Before completing the EQIA please read the guidance and FAQs. For further help and advice please contact equalities@islington.gov.uk.

1. Please provide a summary of the proposal.

Please provide:

- Context on how the service currently operates (if relevant) and the scope of suggested changes
- The intended beneficiaries and outcomes of the proposal
- Reference to any savings or income generation

In October 2019, Transport for London (TfL), in conjunction with Islington and Hackney Councils commenced work on the Old Street Roundabout transformation project to make the area around Old Street station more friendly for people walking and cycling.

The works at Old Street Roundabout have been significantly delayed because of several unexpected engineering challenges and the Covid-19 health emergency. The project was due to be completed by the end of 2020, but following significant delays is now due to be completed in 2023. The ongoing works have presented a series of local issues and challenges, including concerns raised by residents, St Luke's Primary School and ward councillors of delays and congestion on local roads especially in Bath Street, Peerless Street and Lever Street, as well as on City Road (the Inner Ring Road section). Regular monitoring confirms there is congestion in the area.

The final traffic circulation with a number of traffic restrictions at Old Street Roundabout was implemented in January 2021. The north-eastern arm of the roundabout reopened, and the north-western arm was permanently closed to traffic. The associated banned right turn from Old Street (west) into City Road (south) has created new problems for Bath Street and Peerless Street, as vehicles travel via both streets in order to join City Road (north) and then travel southbound towards City Road (south). Additionally, sat-nav providers direct vehicles to use Bath Street and Peerless Street as a quicker route from Old Street (west) to Old Street (east) rather than going via Old Street roundabout, transferring more through traffic to this local route.

The transformation works are expected to continue to spring 2023 and during this period capacity constraints are expected to continue to contribute to congestion in the area, leading to traffic seeking alternative routes on local roads, including Bath Street and Peerless Street.

The aim of the Bath Street and Peerless Street traffic and environmental improvements scheme is to significantly reduce/eliminate through traffic from Bath Street and Peerless Street, make the area safer and more pleasant for residents in the Bunhill ward, people walking and cycling in the area, pupils and staff at St Luke's Primary School, improve air quality, and reduce noise pollution.

Motor vehicles will no longer be able to access Bath Street from Old Street and Bunhill Row. A camera enforced traffic filter at the Old Street/Bath Street junction will be introduced to enable this restriction.

Please provide:

- Context on how the service currently operates (if relevant) and the scope of suggested changes
- The intended beneficiaries and outcomes of the proposal
- Reference to any savings or income generation

Northbound access for people cycling and emergency service vehicles remains unchanged. The northbound flow on Bath Street between Peerless Street and City Road also remains unchanged. There will be a two-way operation between Old Street and Peerless Street allowing vehicles to exit Bath Street via City Road and Peerless Street (northbound) as well as via Old Street (southbound). Bath Street will remain accessible to all other motor traffic from City Road via Baldwin Street and Peerless Street.

To reduce road danger at the junction of Bath Street and Peerless Street, two parking bays on Peerless Street will be removed and replaced with low level planting beds to improve visibility for all road users. The existing bike hangar on Peerless Street will be relocated approximately 40m further east on Peerless Street.

The Bath Street and Peerless Street traffic and environmental improvements scheme will also seek to include opportunities for greening, both at the time of implementation and in the future.

The main beneficiaries of the project will be Bath Street and Peerless Street residents, teachers, students (and their carers) of St Luke's Primary School, people walking, cycling, or using mobility scooters or cycles adapted for disabilities, by removing through-traffic from the scheme area and reducing road danger. Residents of the Red Brick Estate (west of Bath Street), particularly those requiring access to the car park off Bath Street, will benefit from being able to exit Bath Street both northbound and southbound (currently they can only exit northbound via Peerless Street or City Road).

The implementation of the Bath Street and Peerless Street traffic and environmental improvements scheme should deliver positive impacts overall in terms of supporting public health, improved air quality and accommodating and enabling active travel.

The outcomes will be that residents will benefit from lower volumes of traffic and the associated noise and air pollution. This project will also contribute to the delivery of a Fairer Islington:

- by making it easier and safer for people to travel on foot, by cycle and public transport,
- supporting people to live healthier lives,
- supporting local shops, markets, and businesses, and
- enabling residents to remain socially active and connected to their community.

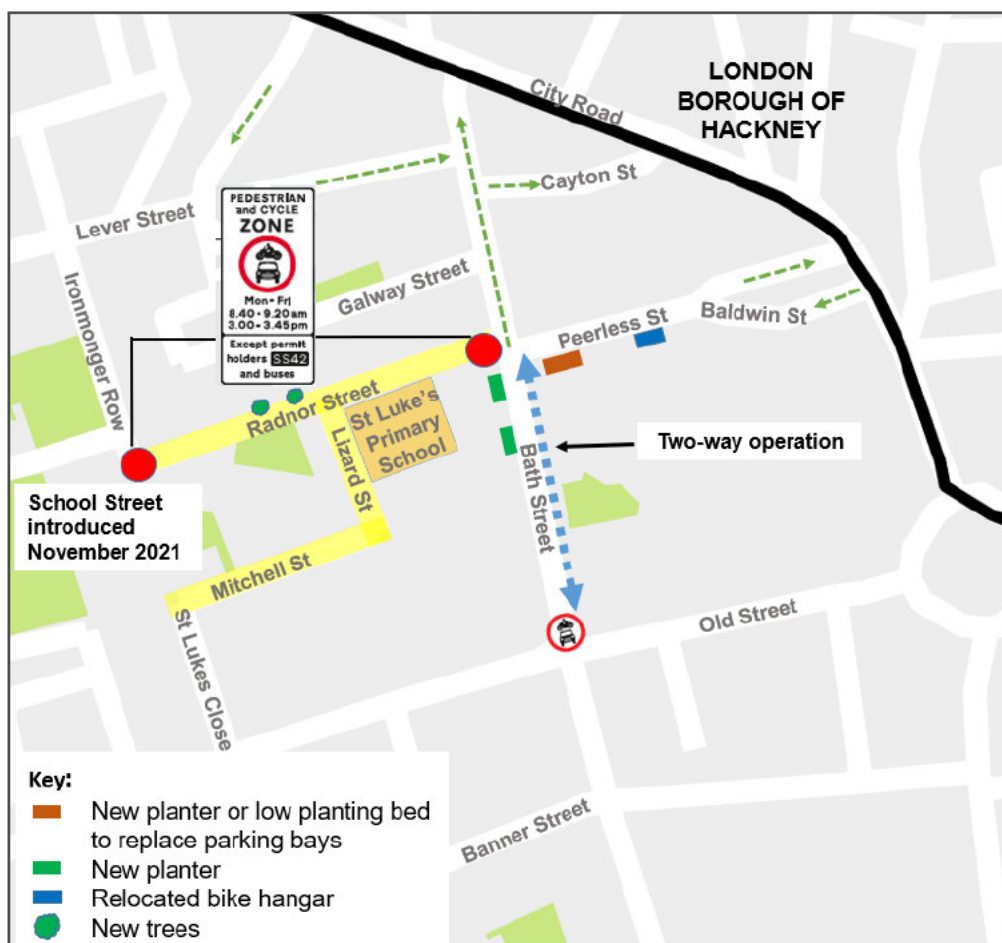
Please provide:

- Context on how the service currently operates (if relevant) and the scope of suggested changes
- The intended beneficiaries and outcomes of the proposal
- Reference to any savings or income generation

There is unlikely to be any significant impact on savings and income generation although Penalty Charge Notices (PCN) will be issued to all non-exempt vehicles travelling through the filter. There are some costs related to physical changes to the traffic filters and additional signage requirements – these are necessary for safety or legal reasons.

On 1 November 2021, School Street traffic restrictions were introduced at Radnor Street, Lizard Street, Bartholomew Square and Mitchell Street. These restrictions have been introduced using an Experimental Traffic Order and are subject to a separate consultation process. The anticipated traffic reduction from the Bath Street/Peerless Street project will provide an opportunity to review the School Street scheme and could facilitate the expansion of the School Street provisions at Bath Street.

Figure 1 – Summary of proposals



2. What impact will this change have on different groups of people?

Please consider:

- Whether the impact will predominantly be external or internal, or both?
- Who will be impacted – residents, service users, local communities, staff, or others?
- Broadly what will the impact be – reduced access to facilities or disruptions to journeys for example?

The impact of the changes will be predominantly external for anyone who uses Bath Street and Peerless Street. Beneficial impacts will particularly be felt by residents of Bath Street and Peerless Street, teachers, pupils (and their carers) of St Luke's Primary School. Other users of Bath Street and Peerless Street, particularly people walking, using wheelchairs (or other mobility aids), or cycling, will notice a decrease in traffic volumes, a reduction in traffic speeds and noise levels. Reduced traffic volumes will make it easier to cross the road, reduce road danger, and reduce noise and vehicle emissions.

The broad impact of the scheme will be that motor vehicles will no longer be able to enter Bath Street from Old Street or Bunhill Row, restricting through traffic, which will encourage non-local journeys to take place on the main road network. In this case those roads are Old Street and City Road (north). Bath Street and Peerless Street will remain accessible to all other motor traffic via City Road.

Northbound access for people cycling and emergency service vehicles remains unchanged. The northbound flow on Bath Street between Peerless Street and City Road also remains unchanged. There will be a two-way operation, north of the traffic filter, between Old Street and Peerless Street providing residents and visitors the opportunity to leave Bath Street via Peerless Street and City Road (northbound), as they are currently able, but also via Old Street (southbound) which is not currently possible due to the one-way northbound operation.

Successful implementation of the scheme should deliver the creation of streets that welcome people from all walks of life and represent a fairer balance of different modes of travel. The improvements will reduce road danger and improve accessibility, which should provide benefits to all residents with protected characteristics. The measures should also reduce the negative impacts of traffic, improve air quality, reduce injuries from road traffic collisions and reduce community severance.

The change will impact access to Moorfields Eye Hospital. The Children's Accident and Emergency (A&E) department at Moorfields Hospital is on Peerless Street while the main entrance and adult A&E department are situated on Cayton Street. Although access will be restricted via Old Street, people travelling via taxi or private car will be able to access both

sites via City Road and Baldwin Street. Bath Street remains accessible from Old Street by emergency service vehicles travelling to both A&E departments.

3. What impact will this change have on people with protected characteristics and/or from disadvantaged groups?

This section of the assessment looks in detail at the likely impacts of the proposed changes on different sections of our diverse community.

3A. What data have you used to assess impacts?

Please provide:

- Details of the evidence used to assess impacts on people with protected characteristics and from disadvantaged groups (see guidance for help)
- A breakdown of service user demographics where possible
- Brief interpretation of findings

Bath Street and Peerless Street are located in the Bunhill Ward. Table 1 provides a demographic breakdown of Bunhill, compared to Islington and London as a whole. Ward-level data is taken from the Local Insight profile for Bunhill, based on 2019 mid-year estimates from the Office of National Statistics (ONS).

<https://www.islington.gov.uk/~media/sharepoint-lists/public-records/publichealth/information/maps/20212022/20220210localinsightbunhill20sept21.pdf>

At a borough wide level, the percentage of older people in Islington is 9% compared to the London average of 11%. The percentage of older people in Bunhill is lower than the Islington average at 6%.

There are more people who identify themselves as having a disability in Islington (16%) than the London average (14%). The number of people who identify themselves as having a disability in the Bunhill ward is below the borough and the London average (13%).

Islington has a lower proportion of Black, Asian and Minority Ethnic (BME) people (32%) than the London average (40%). There is a slightly higher than the borough average percentage of BME people in the Bunhill ward (34%) who may be impacted by the proposed changes to Bath Street and Peerless Street. Within Bunhill the breakdown of ethnic minority groups by ethnic category: Mixed is 5.6% (made up of Mixed White and Black Caribbean, mixed White and Black African, Mixed White and Asian), Asian is 13.4% (made up of Indian, Pakistani, Bangladeshi, Chinese, other Asian), Black is 11.4% (made up of Black Caribbean, Black African, Black Other) and other (made up of Arab and other) is 3.8%. In doing this assessment we have not been able to identify any specific issues for BME groups.

Please provide:

- Details of the evidence used to assess impacts on people with protected characteristics and from disadvantaged groups (see guidance for help)
- A breakdown of service user demographics where possible
- Brief interpretation of findings

Table 1 – demographic breakdown of London, Islington and Bunhill ward

Categories	London Total: 8,173,941	Islington Total: 206,125 in 2011 (216,600 in 2021)	Bunhill Ward Total: 19,651
Gender: Female	51%	51%	49%
Gender: Male	49%	49%	51%
Age: Under 16	20%	16%	14%
Age: 16-24	12%	14%	25%
Age: 25-44	36%	42%	41%
Age: 45-64	21%	19%	15%
Age: 65+	11%	9%	6%
Disabled	14%	16%	13%
Ethnic group: BME	40%	32%	34%
Ethnic group: White	60%	68%	66%
Religion or belief: Christian	49%	40%	40%
Religion or belief: Muslim	12%	9%	9%
Religion or belief: Other	10%	4%	4%
Religion or belief: No religion	21%	30%	28%
Religion not stated	8%	17%	18%

Please provide:

- Details of the evidence used to assess impacts on people with protected characteristics and from disadvantaged groups (see guidance for help)
- A breakdown of service user demographics where possible
- Brief interpretation of findings

Socio-economic data indicates that the Islington deprivation index varies considerably between and within each ward. Some areas are within the top 15% most deprived areas in the country, whilst others feature in the top 50% least deprived areas of England. Bunhill is a place with a great disparity between income and opportunity. While it is a place with high incomes and high land values, it is also a place with significant deprivation.

The area has three Lower Super Output Areas (LSOAs) in the 20% most deprived LSOAs in England and Wales, based on the 2015 Indices of Multiple Deprivation (IMD). These LSOAs include a number of council housing estates.

'English Indices of Multiple Deprivation' (IMD) for 2019 indicates that Bunhill is ranked 15th (with 1st being the most deprived and the 16th ward being least deprived), having previously been ranked 12th in 2015. (Source: IMD 2019 Islington Briefing: <https://www.islington.gov.uk/about-the-council/islington-evidence-and-statistics/islington-population-evidence-and-statistics/deprivation>). Note that this data is from 2019, before ward boundaries (and some names) were changed and Islington introduced a 17th ward.

Islington has one of the lowest proportions of car ownership per household in the country, with 71 % of households having no access to a car. (Source: Streetspace funding guidance Appendix 7 2021). Bunhill residents are disproportionately impacted by traffic volumes and the associated congestion and air quality. Monitoring results indicate that traffic on Bath Street and Peerless Street has increased by 41% in the AM peak and 106% in the PM peak since works began to transform Old Street roundabout.

Whilst private cars, taxis, and private hire vehicles can be an important means of transport for disabled people, the main means of transport used by disabled Londoners at least once a week are walking (81%), bus (58%), car as passenger (42%) and car as driver (24%). (Source: [Travel in London: Understanding our diverse communities 2019](#), (TfL, 2019).

Table 2 below shows the percentages of different trips by mode by different users, showing that disabled people in Islington are more likely to be car passengers (16.7% of trips) than non-disabled people (6.2% of trips). (Source: Analysis of the London Travel Demand Survey (LTDS) during the period 2016-19: <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planningfor-the-future/consultations-and-surveys#on-this-page-1>).

Please provide:

- Details of the evidence used to assess impacts on people with protected characteristics and from disadvantaged groups (see guidance for help)
- A breakdown of service user demographics where possible
- Brief interpretation of findings

Table 2 – Percentages of different trips by mode by different users

Mode	All users in London	Disabled people in Islington
Walk	42.0%	41.2%
Pedal cycle	4.9%	1.2%
Car driver	7.4%	8.9%
Car passenger	6.2%	16.7%
Motorcycle	0.1 %	0.0%
Van	0.3%	0.2%
Bus (public)	14.3%	14.4%
Underground	15.0%	11.4%
National Rail train	4.9%	1.7%
Taxi - London black cab	0.8%	1.7%
Taxi - other/minicab	1.6%	1.5%
London Overground	2.2%	1.1%

There is a disparity in the road danger present on minor and main roads. In the UK, the most common non-natural cause of death amongst children aged 5 - 14 is being hit by a vehicle ([Fairness in a Car Dependent Society: Sustainable Development Commission](#)), with a mile driven on a minor road, compared to a mile driven on a main road, twice as likely to kill or seriously injure a child pedestrian, and three times more likely to kill a child cyclist. ([Motor traffic on urban minor and major roads: impacts on pedestrian and cyclist injuries](#)) Disabled people are five times more likely to be injured as a pedestrian than non-disabled people. ([https://roadsafetygb.org.uk/news/disabled-and-low-income-pedestrians-at-higherrisk-of-road-injury /](https://roadsafetygb.org.uk/news/disabled-and-low-income-pedestrians-at-higherrisk-of-road-injury/))

As the Islington Transport Strategy notes, "Children from black and minority ethnic backgrounds are one and a half times more likely to be killed or seriously injured in a road collision than children from other backgrounds", so reducing road danger through implementing traffic reduction schemes seeks to address this inequality directly. Given the reasons above, more space needs to be allocated to active travel modes. These modes make a significant contribution to reducing road traffic congestion and improving health. They are also an affordable way of getting around.

3B: Assess the impacts on people with protected characteristics and from disadvantaged groups in the table below.

Please first select whether the potential impact is positive, neutral, or negative and then provide details of the impacts and any mitigations or positive actions you will put in place.

Please use the following definitions as a guide:

Neutral – The proposal has no impact on people with the identified protected characteristics

Positive – The proposal has a beneficial and desirable impact on people with the identified protected characteristics

Negative – The proposal has a negative and undesirable impact on people with the identified protected characteristics

Characteristic or group	Positive/ Neutral/ Negative	What are the positive and/or negative impacts?	How will potential benefits be enhanced or negative impacts be eliminated or reduced?
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Age	Positive and Negative	<p>Positive</p> <p><u>Young people</u></p> <p>An increase in activity, including walking and cycling, benefits children in terms of reducing childhood obesity.</p> <p>The Fair Futures Commission found that some of the barriers to children and young people travelling independently revolved around concerns for personal safety, due to the threats from road danger. Reduced road danger and protected cycleways should facilitate independent travel for children and young people, which is crucial to healthy child development.</p> <p>Air pollution from cars has a significant impact on younger people who are closer to the car exhaust level and who have lungs that are still developing. A growing body of research demonstrates that this impact can result in significant health complications later in life impacting on their life expectancy and quality of life. Older adults are also known to be particularly sensitive to air pollution.</p>	<p>Negative:</p> <p>The London Taxicard Scheme offers subsidised travel in licenced taxis and private hire vehicles to London residents with serious mobility impairments or who are severely sight impaired. Taxicard provides subsidised, individual and direct door-to-door travel that is accessible and comfortable. However, limitations include eligibility criteria (must have high levels of mobility impairment) and the costs to users (minimum fares), the need to book a taxi which is less spontaneous and reliable because it is subject to availability. This could offset some of the increase in costs resulting from slightly longer routes that may result from this scheme. The council will</p>
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		<p><u>Older People</u></p> <p>Older people, who have higher instances of disabling conditions such as mobility impairment, deafness or blindness will benefit from reduced traffic and road danger because of the lower volumes of cars traveling through Bath Street and Peerless Street as well as local School Streets. In addition, older people are also more likely to live with dementia and will benefit from reduced noise pollution. Those older people who are able to increase their active travel will see benefits to their mobility and health.</p> <p><u>Both</u></p> <p>Traffic reduction creates improved conditions for walking and cycling, particularly benefitting those older or younger residents with less balance who may want to choose adapted cycles away from traffic. Well-designed cycleways also provide protected conditions for people using adapted cycles.</p>	<p>work to promote uptake of this scheme amongst potentially affected groups.</p> <p>To establish the degree and impact of any displacement from the scheme, especially to other local streets, a monitoring strategy has been created which sets out how the council will measure any changes against baseline data which has been collected before the scheme is delivered. This data will be considered carefully in deciding to whether further mitigation is required.</p>
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	<p>Older and younger people will benefit from safer crossings because they can sometimes take longer to cross the road than the average-aged person.</p> <p>People walking (including children) will be safer on School Streets because they will have less interaction with vehicles during pick-up/drop off times. This particularly applies to younger children in the community and older residents who are less able to walk. There will also be more opportunities to cross informally, and formal crossings will be safer for people walking.</p> <p>Negative</p> <p>Although it is possible to access all addresses, the number of older people who travel by private cars, private vehicles for hire, or taxis for their local trips may increase over time and so may be inconvenienced by longer journeys. Longer journeys may also involve higher costs. However, not all journeys will be made longer by the change, with the increase in options for egress many journeys will be made shorter.</p>	
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<p>Disability (includes carers)</p>	<p>Positive and Negative</p>	<p>Positive</p> <p>Compared to the London average, there is a higher proportion of people in Islington who identify themselves as disabled (16%, compared to the London average of 14%). Within Bunhill ward, this number is slightly lower than the proportion in the borough as a whole, with 13% of the ward population identifying themselves as disabled.</p> <p>Lower traffic volumes can enable easier or more pleasant journeys for disabled people: an increase in independence, a decrease in traffic danger and benefits to physical and mental health.</p> <p>Pedestrian enhancements could be of particular benefit to people with a disability in terms of navigating the urban environment, including but not limited to those using walking aids, a wheelchair or a mobility scooter. This includes the improvements made through the emerging people-friendly pavements project, which will remove existing barriers, reduce clutter and improve maintenance. In November 2022, a majority of respondents consulted in this proposal supported</p>	<p>Positive</p> <p>The council funds Pedal Power sessions for all-ability cycling, enabling people with a range of disabilities to experience safe cycling at the Emirates and Finsbury Park.</p> <p>Negative</p> <p>The London Taxicard Scheme offers subsidised travel in licenced taxis and private hire vehicles to London residents with serious mobility impairments or who are severely sight impaired. Taxicard provides subsidised, individual and direct door-to-door travel that is accessible and comfortable. However, limitations include eligibility criteria (must have high levels of mobility impairment) and</p>
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	<p>measures to improve people's health by making it easier for people to walk, wheel, scoot and cycle more.</p> <p>In residential areas, those with cognitive disabilities could benefit from reduced levels of noise pollution, supported by the removal of through-traffic.</p> <p>Research has shown that one of the main reasons that disabled people do not cycle more is due to the inaccessible infrastructure, even though 75% of disabled cyclists report that they find it easier cycling than walking (Source: Assessing the needs and experiences of disabled cyclists 2018). The proposals for Bath Street and Peerless Street will greatly improve conditions for disabled cyclists. Traffic reduction on Bath Street and Peerless Street will greatly improve conditions for disabled cyclists by reducing road danger without the need for further traffic calming measures.</p> <p>In this way, providing better conditions for cycling can empower more disabled people to cycle, particularly those with less balance who may want to choose adapted cycles away from traffic. The traffic filter in this</p>	<p>the costs to users (minimum fares), the need to book a taxi which is less spontaneous and reliable because it is subject to availability. This could offset some of the increase in costs resulting from slightly longer routes that may result from this scheme. The council will work to promote uptake of this scheme amongst potentially affected groups.</p> <p>To establish the degree and impact of any displacement from the scheme, especially to other local streets, a monitoring strategy has been created which sets out how the council will measure any changes against baseline data which has been collected before the scheme is delivered. This data will be</p>
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		<p>proposal has been designed in a way that is inclusive and accessible to larger cycles such as tricycles and cargo cycles in line with the London Cycling Design Standards.</p> <p>Negative</p> <p>Although it is possible to access all addresses, there may be an increase of disabled residents or visitors who travel in private cars, private hire vehicles (PHVs), or taxis may have to use new routes for their local trips and so may be inconvenienced by longer journeys (which may also involve higher costs). However, not all journeys will be made longer by the change, with the increase in options for egress many journeys will be made shorter.</p> <p>However, it must be noted that private cars are just one means of travel for disabled residents and therefore should be considered on balance with the benefits. Evidence in section 3 of this EQIA shows that the proportion of trips taken by car, as a driver or passenger, is 25.6% for people with disabilities in Islington and 13.6% for Londoners as a whole. The main means of</p>	<p>considered carefully in deciding to whether further mitigation is required.</p>
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Characteristic or group	Positive/ Neutral/ Negative	What are the positive and/or negative impacts?	How will potential benefits be enhanced or negative impacts be eliminated or reduced?
		transport, used by 81 % of disabled Londoners at least once a week is walking.	

Race or ethnicity	Positive	<p>Positive</p> <p>As the Islington Transport Strategy notes, "Children from black and minority ethnic backgrounds are one and a half times more likely to be killed or seriously injured in a road collision than children from other backgrounds", the decrease in local volumes of traffic could reduce that risk. The 'reduction of traffic volumes and road danger in the area should make cycling a more accessible transport mode among Black, Asian and Minority Ethnic people who are underrepresented among people who cycle for transport and for exercise.</p>	<p>Positive</p> <p>The council promotes walking and cycling through its Active Travel programme.</p> <ul style="list-style-type: none"> • by providing free cycle skills sessions to adults and children; • through the STARS programme which works with schools to enable healthier school travel; • by working with TfL and private companies to provide cycle hire; • through Try Before You Bike, an affordable bike purchase scheme for adult bikes, child bikes and cargo bikes, including an option for businesses to purchase e-cargo bikes at a discount.
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Characteristic or group	Positive/ Neutral/ Negative	What are the positive and/or negative impacts?	How will potential benefits be enhanced or negative impacts be eliminated or reduced?
Religion or belief (include no faith)	Neutral	No specific impacts identified.	N/A
Gender and gender reassignment (male, female, or non-binary)	Neutral	No specific impacts identified	N/A

<p>Maternity or pregnancy</p>	<p>Positive</p>	<p>Positive</p> <p>Reduced volumes of traffic and speeds in the local area will create a less stressful environment, supporting a healthy pregnancy.</p> <p>Parents and carers with prams will benefit from a better walking environment and reduced traffic flows when crossing roads, especially in the vicinity of schools. This includes the improvements made through the emerging people-friendly pavements project, which will remove existing barriers, reduce clutter and improve maintenance.</p> <p>Parents or carers who use cycles or cargo cycles for family mobility will benefit from traffic filtering and reduced volumes of traffic. Road closures will be designed in a way that is permeable and accessible to larger cycles. It is anticipated that increased safety for people who are cycling will help to empower more parents and carers to use cargo cycles for family mobility.</p>	<p>Positive</p> <p>The council promotes walking and cycling through its Active Travel programme.</p> <ul style="list-style-type: none"> • by providing free cycle skills sessions to adults and children; • through the STARS programme which works with schools to enable healthier school travel; • by working with TfL and private companies to provide cycle hire; • through Try Before You Bike, an affordable bike purchase scheme for adult bikes, child bikes and cargo bikes, including an option for businesses to purchase e-cargo bikes at a discount.
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		<p>Pregnant people and unborn children in particular may be adversely impacted by air pollution. This proposal is expected to reduce traffic volumes and congestion on local roads, which is expected to contribute to improved air quality on these streets.</p> <p>Negative</p> <p>Although access to all addresses is maintained as part of this proposal, pregnant people and those with young children may rely on private cars, private vehicles for hire, or taxis more for their local trips and so may be inconvenienced by longer journeys. Longer journeys may also involve higher costs. However, not all journeys will be made longer by the change, with the increase in options for egress many journeys will be made shorter.</p> <p>Pregnant people or parents/carers with young children may have reduced mobility, take longer to cross the road, be more vulnerable to traffic collisions and/or be more reliant on car transport, therefore they may be particularly impacted if schemes result in increased traffic and congestion on streets they live on. Pregnant people and unborn children may be particularly impacted</p>	<p>Negative</p> <p>To establish the degree and impact of any displacement from the scheme, especially to other local streets, a monitoring strategy has been created which sets out how the council will measure any changes against baseline data which has been collected before the scheme is delivered. This data will be considered carefully in deciding to whether further mitigation is required.</p>
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Characteristic or group	Positive/ Neutral/ Negative	What are the positive and/or negative impacts?	How will potential benefits be enhanced or negative impacts be eliminated or reduced?
		<p>by poorer air quality which may result from increased traffic and congestion on their streets.</p> <p>Pregnant people or parents/carers with young children could also be disproportionately impacted by the introduction of new street furniture and infrastructure (such as signage or cycleway wands) which may affect their accessibility if infrastructure is not suitably positioned.</p>	

Sex and sexual orientation	Neutral	<p>Positive</p> <p>Women - who are more likely than men to be moving through public space with pushchairs and prams, and expectant mothers and mothers with young children - may also particularly benefit from improved walking and cycling conditions and reduced traffic levels. This includes the improvements made through the people-friendly pavements project, which will remove existing barriers, reduce clutter and improve maintenance.</p> <p>In London, women are less represented than men in cycling, and a lack of safe cycle infrastructure disproportionately impacts women, attributable in part to a more risk averse attitude to mixing with traffic. Reduced traffic and new cycle infrastructure will benefit and empower more women to cycle.</p> <p>Negative</p> <p>Some women might feel less safe at night walking than driving, and the traffic filter might make local routes longer.</p>	<p>Negative</p> <p>There is no evidence to suggest that a reduction in through traffic has a negative impact on ASB and crime, however perception of safety and insecurity can deter people from using active travel modes. The council will investigate improving the public realm in ways which could deter the potential for crime, and to make areas feel subjectively safer. These public realm improvements could include improving sightlines for people walking and introducing new or improved public lighting. In addition, the council is committed to working with its Community Safety Team and the Metropolitan Police to make Islington's streets safer.</p>
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Characteristic or group	Positive/ Neutral/ Negative	What are the positive and/or negative impacts?	How will potential benefits be enhanced or negative impacts be eliminated or reduced?
Marriage or civil partnership	Neutral	No specific impacts identified.	N/A
Other Age (e.g. elderly, people living in poverty, looked after children, people who are homeless or refugees)	Neutral	No specific impacts identified.	N/A

<p>Socio-economic status (To be treated as a Protected Characteristic under section 1 of The Equality Act 2010)</p>	<p>Positive and Negative</p>	<p>Positive:</p> <p>Busier roads can, in some areas, dominate more deprived communities. Walking and cycling improvements will benefit those living near busy roads and collision hot-spots when they are moving around their local area. Islington is an extremely diverse borough and the index of deprivation across the borough shows that deprivation does not strictly follow main roads. One of the key findings of a 2021 paper on the interaction of socio-economic status and Low Traffic Neighbourhoods (LTN) is that "Across London as a whole, people in the most deprived quarter of OAs [output areas, administrative areas containing around 300 residents] were 2.7 times more likely to live in a new LTN, compared to Londoners in the least deprived quarter" (source).</p> <p>Generally, car ownership correlates to household income in London. Therefore, less affluent households are less likely to own a car - and be reliant on walking, cycling and public transport. The proposals aim to benefit people who do not own cars by making it easier for them to travel by other modes.</p>	<p>Positive</p> <p>The council promotes walking and cycling through its Active Travel programme.</p> <ul style="list-style-type: none"> • by providing free cycle skills sessions to adults and children; • through the STARS programme which works with schools to enable healthier school travel; • by working with TfL and private companies to provide cycle hire; • through Try Before You Bike, an affordable bike purchase scheme for adult bikes, child bikes and cargo bikes, including an option for businesses to purchase e-cargo bikes at a discount.
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Additionally, with the cost of living crisis and the rise in petrol prices, there is a benefit to those who are economically disadvantaged if the proposal reduces this cost burden, by removing the perceived need for a motor vehicle once other options become more attractive.

Negative

There might be lower income residents who use a private car, for instance for work, and might be impacted by longer journeys and higher fuel costs.

However, evidence shows that lower-income households are less likely to have access to private cars and tend to be more represented amongst bus passengers. This means that any displacement of traffic onto main roads which affects bus journey times could disproportionately impact people on lower incomes. Should any traffic displacement occur, it could also have a disproportionately negative impact on some of Islington's more deprived communities, with consequences in terms of congestion, severance and air quality. However, as noted in the positive impacts, "people in the most deprived quarter of

TfL provide supporting measures to assist people on lower incomes include:

TfL offer free or discounted travel to different groups of people, including older and disabled people as well as people eligible for certain benefits:

1. [60+ London Oyster photocard](#) (free travel)
2. [Older Persons Freedom Pass](#) (free travel)
3. [Disabled Persons Freedom Pass](#) (free travel funded by Islington Council)
4. [Veterans Oyster Photocard](#) (free travel)
5. [Jobcentre Plus Travel Discount](#) (discounted travel)

		<p>OAs [output areas, administrative areas containing around 300 residents] were 2.7 times more likely to live in a new LTN, compared to Londoners in the least deprived quarter."</p> <p>Purchasing and maintaining a cycle is significantly less expensive than the comparable costs for motor vehicles, and can be cheaper than public transport fares.</p> <p>Nonetheless, people with less disposable income may be less able to afford the upfront costs and maintenance of owning a cycle than those with more disposable income. This in turn would mean they would not have equal access to the new cycle infrastructure or not benefit so much from the improved cycling environment.</p>	<p>6. Apprentice Oyster photocard (discounted travel)</p> <p>7. Bus & Tram Discount photocard (discounted travel)</p> <p>Negative</p> <p>Journey time analysis study shows that shorter car journeys are the most affected by LTNs, and whilst delays might occur, LTNs make cheaper transport options such as cycling more attractive by improving active travel conditions.</p> <p>To establish the degree and impact of any displacement from the scheme, especially to other local streets, a monitoring strategy has been</p>
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			<p>created which sets out how the council will measure any changes against baseline data which has been collected before the scheme is delivered. This data will be considered carefully in deciding to whether further mitigation is required.</p> <p>Air quality schemes are being rolled out in parallel, for instance the installation of Electric Vehicle Charging Points and the Ultra-Low Emission Zone extension from October 2021.</p> <p>The council has a programme to help with the affordability of maintaining and securely storing cycles. Islington's 'Try before you bike' scheme helps</p>
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Characteristic or group	Positive/ Neutral/ Negative	What are the positive and/or negative impacts?	How will potential benefits be enhanced or negative impacts be eliminated or reduced?
			<p>people purchase a new cycle with monthly payments (£20 for an adult cycle, £10 for children), with the option of returning the cycle and stopping payments if they choose to.</p>

4. How do you plan to mitigate negative impacts?

Please provide:

- An outline of actions and the expected outcomes
- Any governance and funding which will support these actions if relevant

Negative Impact	Action	Expected outcome	Governance and funding
<p><u>More inconvenient car trips</u></p> <p>More costly trips if taxis or private hire vehicles are relied on for some people falling into protected characteristics groups such as age, disability, and parental status.</p>	<p>The London Taxicard Scheme offers subsidised travel in licenced taxis and private hire vehicles to London residents with serious mobility impairments or who are severely sight impaired. This could offset some of the increase in costs that may result from slightly longer routes as a result of this scheme. The council will work to promote uptake of this scheme amongst potentially affected groups via our Accessible Transport webpage. Additionally, we will provide details of this service if residents contact us with any concerns.</p>	<p>Increased use of scheme amongst target participants</p>	<p>Transport Strategy and Active Travel team to oversee.</p> <p>London Councils (who administer the Taxicard service London Wide on behalf of Transport for London and boroughs).</p>

Please provide:

- An outline of actions and the expected outcomes
- Any governance and funding which will support these actions if relevant

<p><u>Main roads impact</u></p> <p>Possible increase of bus journey times which would impact on older, disabled or lower income residents disproportionately.</p>	<p>To establish the degree and impact of any displacement from the scheme, especially to other local streets, a monitoring strategy has been created which sets out how the council will measure any changes against baseline data which has been collected before the scheme is delivered. This data will be considered carefully in deciding to whether further mitigation is required.</p> <p>If this negative impact is identified, the council will work with TfL to identify bus priority measures to protect bus journey times where appropriate.</p>	<p>If mitigations are required, they should lead to improving and more predictable bus journey times.</p>	<p>Transport Strategy and Active Travel team to oversee.</p> <p>Traffic and Safety team to liaise with Transport for London if mitigations are required.</p> <p>Funding to be sourced from TfL in the first instance and from council capital as a second option.</p>
<p><u>Main roads impact</u></p>	<p>The council has a robust and comprehensive</p>	<p>If mitigations are required, they should be designed</p>	<p>Transport Strategy and Active Travel team to oversee,</p>

Please provide:

- An outline of actions and the expected outcomes
- Any governance and funding which will support these actions if relevant

<p>Possible increase in air pollution on the main roads which would impact disproportionately on residents living on main roads</p>	<p>monitoring strategy to gather data on the displacement impacts on main roads.</p> <p>Air quality schemes are being rolled out in parallel, for instance the installation of Electric Vehicle Charging Points (EVCP) and the Ultra-Low Emission Zone (ULEZ) extension from October 2021.</p>	<p>to improve air quality on main roads.</p> <p>Additionally, as part of the people-friendly streets programme, the council has been improving the areas surrounding schools on main roads to improve road safety and air quality.</p>	<p>working with the Transport Projects and people-friendly streets team, Air Quality team and the Traffic and Safety team.</p> <p>Funding to be sourced from TfL in the first instance and from council capital as a second option.</p>
<p><u>Cost of a cycle</u></p> <p>Purchasing and maintaining a cycle is significantly less than comparable costs for motor vehicles, and can be cheaper than public transport fares. Nonetheless, people with less disposable income may be less able to own a cycle than those with more disposable</p>	<p>The council has a programme to help with the affordability of maintaining and securely storing cycles. Islington's 'Try before you bike' scheme helps people purchase a new cycle with monthly payments (£20 for an adult cycle, £10 for children), with the option of returning the cycle and stopping</p>	<p>These actions should lead to a wider uptake of the use of cycles.</p>	<p>Housing, Community development oversee elements of the cycle storage programme.</p> <p>Transport Strategy and Active Travel oversee public bike hangars and the 'Try before you bike' (TBYB) scheme.</p>

Please provide:

- An outline of actions and the expected outcomes
- Any governance and funding which will support these actions if relevant

<p>income. This in turn would mean they would not have equal access to the new cycle infrastructure.</p>	<p>payments if they choose to.</p>		<p>Cycle storage and TBYP are council-funded.</p>
<p><u>Street furniture</u></p> <p>People with restricted mobility could be disproportionately disadvantaged by the introduction of new street furniture and infrastructure (such as signage and cycleway wands) which may affect their accessibility if infrastructure is not suitably positioned.</p>	<p>The people-friendly pavement initiative will ensure impacts are minimised and accessibility improved in the public realm.</p> <p>Potential conflict to be minimised through the assessment of locations for proposed street furniture/ infrastructure to minimise and or eliminate negative impacts on accessibility.</p> <p>Engagement with disabled groups will also identify if there are outstanding issues with accessibility for</p>	<p>Long-term outcomes are for a better public realm, with more people able to access and use footways and other spaces.</p>	<p>Transport Strategy and Active Travel team to oversee in conjunction with Transport Projects and people-friendly streets team, with works carried out by Traffic and Safety.</p> <p>Section 106 and CIL can be used at ward level to improve accessibility on pavements and roads.</p> <p>Highways maintenance programme can also contribute to improving accessibility.</p>

Please provide:

- An outline of actions and the expected outcomes
- Any governance and funding which will support these actions if relevant

	people with restricted mobility.		
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5. Please provide details of your consultation and/or engagement plans.

Please provide:

- Details of what steps you have taken or plan to take to consult or engage the whole community or specific groups affected by the proposal
- Who has been or will be consulted or engaged with
- Methods used or that will be used to engage or consult
- Key findings or feedback (if completed)

Consultation on the initial design took place between 13 December 2021 – 16 January 2022. It was advertised through the council's consultation website, Twitter and Facebook. It was promoted locally via Estate Notice Boards, the Finsbury Ward Partnership, the 'My Old Street' e-newsletter and a leaflet drop to all properties within the scheme vicinity.

We also consulted with statutory consultees including neighbouring boroughs and Transport for London (TfL). A full list is provided below.

Please provide:

- Details of what steps you have taken or plan to take to consult or engage the whole community or specific groups affected by the proposal
- Who has been or will be consulted or engaged with
- Methods used or that will be used to engage or consult
- Key findings or feedback (if completed)

Consultation for the revised scheme took place between 24 October – 20 November 2022. It was promoted through the council's consultation website and more locally via Estate Notice Boards, the Nextdoor app and a leaflet drop to all properties within the scheme vicinity.

The following have been consulted with:

- Local residents and businesses (4000 addresses),
- Disability Action in Islington,
- Better Bunhill & Clerkenwell,
- St Luke's Tenants' & Residents' Association,
- Islington Living Streets,
- Cycle Islington,
- Emergency services,
- Camden and Islington Clinical Commissioning Group,
- Transport for London,
- Hackney Council,
- Camden Council,
- Corporation of London,
- Logistics UK,
- Road Haulage Association (RHA),
- NHS Blood,
- Emily Thornberry MP, Islington South,
- Jeremy Corbyn MP, Islington North,
- Sem Moema AM, GLA member for Hackney, Islington & Waltham Forest,
- Go Ahead buses,
- TfL Buses.

Please provide:

- Details of what steps you have taken or plan to take to consult or engage the whole community or specific groups affected by the proposal
- Who has been or will be consulted or engaged with
- Methods used or that will be used to engage or consult
- Key findings or feedback (if completed)

Consultation was conducted via an online survey to which 110 responses were received. Analysis of the results will be published on the council's website alongside the delegated decision report (DDR). A copy of the online survey can be found at Appendix A. The draft Consultation Report including key findings is provided in Appendix B.

6. Once the proposal has been implemented, how will impacts be monitored and reviewed?

Please provide details in the table below.

Action	Responsible team or officer	Deadline
Traffic displacement and congestion will be monitored.	Transport Strategy and Active Travel team.	April 2024 (12 months post implementation)
Air quality will be monitored.	Transport Strategy and Active Travel team.	April 2024 (12 months post implementation)
Bus journey times will be monitored.	Transport Strategy and Active Travel team.	April 2024 (12 months post implementation)
Safety and security will be monitored.	Transport Strategy and Active Travel team.	April 2024 (12 months post implementation)

Please send the completed EQIA to equalities@islington.gov.uk for quality checking by the Fairness and Equality Team. All Equality Impact Assessments must be attached with any report to a decision-making board and should be made publicly available on request.

This Equality Impact Assessment has been completed in accordance with the guidance and using appropriate evidence.

Member	Name	Signed	Date
Staff member completing this form	[REDACTED]	[REDACTED]	06/12/22
Fairness and Equality Team	[REDACTED]	[REDACTED]	13/12/2022
Director or Head of Service	Eshwyn Prabhu	<i>Eshwyn Prabhu</i>	04/01/2023