

# 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	Changes to the Charlton Place and Camden Passage traffic and environmental improvements
Reference number (if applicable)	
Service Area	Climate Change and Transport
Date assessment completed	21 July 2023

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

This report presents a change on the Experimental Traffic Order (ETO) for Charlton Place traffic improvements which came into force on 23 January 2023. This proposal supports the implemented substantial public space improvements at Charlton Place and Camden Passage by providing an environment which supports local businesses and residents through traffic reduction. The scheme is located at Charlton Place and Camden Passage within the St Peter's low traffic neighbourhood (LTN) and part of the people-friendly streets (PFS) programme.

A consultation was carried out in July and August 2022 for four weeks on a scheme which proposed a point closure at the western end of Charlton Place, just south of the junction with Camden Passage, and associated parking suspensions to allow for a three point turn. Following consultation feedback, and monitoring results, it was proposed to create a timed traffic restriction at Charlton Place, at the junction with Colebrooke Row, 7 days a week, from 8.15am until 9.15am and from 3.00pm until 3.45pm, and deliver substantial public realm improvements as well as removing some parking and creating a loading bay to support local businesses. It is also proposed to allow cyclists from Upper Street to ride against the motorized traffic flow from Charlton Place, also known as contra-flow cycle movement from Upper Street, eastbound. Access is granted to residents of Charlton Place, emergency and services vehicles.

This ETO was never implemented as more feedback and objections were received – resulting in additional engagement, especially with businesses along Camden Passage. As a result, the council now intends to replace the existing timed restriction in the ETO with a 'Local Access Only' zone as the provisions of the existing ETO is too limited in scope to enable delivery drivers, taxi pick-up and drop-off, visitors, and others to access land (including parking) or property on the full length of Charlton Place. This report sets out the council's proposals to make changes by amending the provisions of the ETO to permit vehicular access for the range of Charlton Place, Camden Passage, Shalford Court or Noble Yard residents, businesses, and other people to the section of Charlton Place who require it.

Delivering this scheme would reduce traffic impacts on residents and visitors to the area, reduce road danger in both Charlton Place and Camden Passage and support the local economy. The scheme fits with the aims and objectives of both the Islington Transport Strategy and the council's Vision 2030 (Net Zero Carbon) Strategy. Furthermore, the proposals outlined here are evidence of the council listening and responding to residents' and ward members' concerns after the implementation of the St Peter's LTN.

## 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 proposals will impact residents, local businesses and visitors to the area.

The introduction of the scheme will provide:

- 1) 'Local Access Only' zone restricting through motor traffic movement. Any vehicle accessing an address within Charlton Place or Camden Passage will be allowed to do so. This includes residents, businesses, and taxis.
- 2) The lorry ban for vehicles above 3.5 tonnes is justified in regards to the narrow layout of Charlton Place and to preserve pedestrian safety.

The changes should not impact people that are based or connected to Charlton Place, Camden Passage, Nobel Yard and Shalford Close. The changes will ensure that people who rely on vehicular transport such as taxis and private hire cars, deliveries, carers and other visitors and services, continue to have access for these vehicles; and its is expected to particularly benefit residents with protected characteristics including older, disabled, and pregnant people.

### 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

The scheme is located in the St Peter’s and Canalside Ward. Table 1 provides a demographic breakdown of St Peter’s and Canalside, compared to Islington and London as a whole.

There are more people who identify themselves as having a disability in St Peter’s and Canalside ward (and in Islington) than the London average. The larger percentage of Islington people who have a disability is particularly significant for this EQIA and is referred to in the assessment of equalities impacts.

The average percentage of people who are Black, Asian and Minority Ethnic in the St Peter’s and Canalside ward and Islington (38%) are lower than London (46%).

In Islington, the average percentage of people identified as Lesbian, Gay, Bisexual, Transgender, Queer, and other sexualities (LGBTQ+) (8%) is higher than in London (4%). Ward data was not available yet.

<b>Date: 2021</b>	<b>London</b>	<b>Islington</b>	<b>St Peter’s and Canalside</b>
	<b>Total: 8,799,723</b>	<b>Total: 216,612</b>	<b>Total: 11,633</b>
<b>Gender: Female</b>	51%	51%	51%
<b>Gender: Male</b>	49%	49%	49%
<b>Age: Under 16</b>	19%	15%	15%
<b>Age: 16-24</b>	11%	13%	14%
<b>Age: 25-44</b>	34%	41%	44%
<b>Age: 45-64</b>	24%	21%	19%
<b>Age: 65+</b>	12%	9%	8%
<b>Disabled</b>	13%	16%	15%

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

<b>LGBTQ+</b>	4%	8%	Not available
<b>Heterosexual / straight</b>	86%	82%	Not available
<b>No answered</b>	10%	10%	Not available
<b>Ethnic group: Black, Asian and Minority Ethnicities</b>	46%	38%	38%
<b>Ethnic group: White</b>	54%	62%	62%
<b>Religion or belief: Christian</b>	41%	35%	34%
<b>Religion or belief: Muslim</b>	15%	12%	14%
<b>Religion or belief: Other</b>	10%	5%	5%
<b>Religion or belief: No religion</b>	27%	41%	39%
<b>Religion not stated</b>	7%	8%	8%

Table 1 - demographics of London, Islington, St Peter's and Canalside ward

Source: 2021 Census data available at: [Census - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk)

Other sources show that 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-higher-risk-of-road-injury/>).

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](#)). Transport for London (TfL) has analysed that two thirds of car journeys in London can be walked or cycled - this proportion is likely to be even greater in an inner London borough like Islington. The implication of these figures is that there is great potential for a large number of trips in Islington to be made by modes other than private car, and even that many existing car journeys could be shifted to active travel modes, with public health and air quality benefits for all Islington residents. Table 2 shows car ownership in the St Peter's and Canalside area in 2021.

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

<b>Date</b>	<b>2021</b>	
<b>Car ownership</b>	<b>Islington</b>	<b>St Peter's and Canalside ward</b>
<b>No cars or vans in household</b>	67%	73%
<b>1 car or van in household</b>	29%	23%
<b>2 cars or vans in household</b>	4%	3%
<b>3 or more cars or vans in household</b>	1%	1%
<b>sum of all cars or vans in the area</b>	96,496	5,472

Table 2 - car ownership of St Peter's and Canalside ward.

Source: 2021 Census data available at: [Census - Office for National Statistics \(ons.gov.uk\)](https://ons.gov.uk)

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).

The proposal was modified after further engagement to address feedback and monitoring results – proposing a 'Local Access Only' zone to address through traffic whilst maintaining local access in order to reduce traffic volumes and reduce conflicts between people walking, cycling and motor vehicles.

Monitoring traffic levels before and after implementation of the scheme will also help assess impacts on traffic and speeding vehicles to confirm whether the scheme is having its intended benefits.

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?
Age	Positive	<p><b>Positive:</b></p> <p>By introducing a 'Local Access Only' zone it will bring further positive impacts as there will be reduction of traffic and making walking and cycling safer. This will ensure that people who rely on vehicular transport have access and services.</p> <p><u>Young people:</u></p> <p>The proposals can increase physical activity, which benefits children in terms of reducing childhood obesity and air pollution from motor vehicles should improve. Older adults are also known to be particularly sensitive to air pollution.</p> <p>Children who have disabilities or mobility impairments will be benefit from this change too.</p>	<p><b>Positive:</b></p> <p>The changes will ensure that people who rely on vehicular transport such as taxis and private hire cars, deliveries, carers and other visitors and services, continue to have access.</p>



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?
Age	Positive	<p><u>Old people</u> Older people, who have higher instances of mobility impairment, deafness or blindness will benefit from the reduction of traffic and road danger as well as access for vehicles for transportation. In addition, older people are also more likely to live with dementia and will benefit from reduced noise pollution from traffic. Those older people who are able to increase their active travel will see benefits to their mobility and health.</p>	<p><b>Positive:</b> The changes will ensure that people who rely on vehicular transport such as taxis and private hire cars, deliveries, carers and other visitors and services, continue to have access</p>
Disability	Positive	<p><b>Positive:</b> By introducing a 'Local Access Only' zone it will bring further positive impacts as there will be reduction of traffic and making walking and cycling safer. This will ensure that people who rely on vehicular transport have access and services.</p>	<p><b>Positive:</b> The changes will ensure that people who rely on vehicular transport such as taxis and private hire cars, deliveries, carers and other visitors and services, continue to have access.</p>

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?
Race or ethnicity	Positive	<p><b>Positive:</b></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. On the other end, the reduction of traffic volumes, road danger and a safer and more welcoming public space 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><b>Positive:</b></p> <p>The Council will continue to promote active travel specifically to Black, Asian and Minority Ethnic residents, e.g. by understanding the barriers to greater take-up of cycling among these groups.</p> <p>As part of this, the council can promote walking and cycling through its Active Travel programme.</p> <ul style="list-style-type: none"> <li>• by providing free <a href="#">cycle skills</a> sessions to adults and children;</li> <li>• through the <a href="#">STARS</a> programme which works with schools to enable healthier school travel;</li> <li>• by working with TfL and private companies to provide <a href="#">cycle hire</a>;</li> <li>• through <a href="#">Try Before You Bike</a>, 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.</li> </ul>
Religion or belief (include no faith)	Neutral	No specific impacts identified.	n/a

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?
Gender and gender reassignment (male, female, or non-binary)	Neutral	No specific impacts identified.	n/a
Maternity or pregnancy	Positive and Negative	<p><b>Positive:</b></p> <p>By introducing a 'Local Access Only' zone it will bring further positive impacts as there will be reduction of traffic and making parents and carers with prams benefit from a safer walking environment. This will ensure that people who rely on vehicular transport have access and services.</p>	<p><b>Positive:</b></p> <p>The council can promote walking and cycling through its Active Travel programme.</p> <ul style="list-style-type: none"> <li>• by providing free <a href="#">cycle skills</a> sessions to adults and children;</li> <li>• through the <a href="#">STARS</a> programme which works with schools to enable healthier school travel;</li> <li>• by working with TfL and private companies to provide <a href="#">cycle hire</a>;</li> <li>• through <a href="#">Try Before You Bike</a>, 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.</li> </ul>

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?
Sex and sexual orientation	Positive	<p><b>Positive:</b>  <b>Women:</b>            By introducing a 'Local Access Only' zone it will bring further positive impacts to women with pushchairs and prams, and expectant mothers and mothers with young children.</p> <p>"Women are more likely than men to be travelling with buggies and/or shopping, and this can affect transport choices" (p 17) <a href="#">Travel in London: Understanding our diverse communities 2019 (tfl.gov.uk)</a></p>	<p><b>Positive:</b>            The changes will ensure that people who rely on vehicular transport such as taxis and private hire cars, deliveries, carers and other visitors and services, continue to have access.</p>
Marriage or civil partnership	Neutral	No specific impacts identified.	n/a

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?
Other (e.g. elderly, people living in poverty, looked after children, people who are homeless or refugees)	Positive	By introducing a 'Local Access Only' zone it will bring further positive impacts to carers, socioeconomically deprived people, migrants and refugees as deliveries and visitors will always have access. This will ensure that people who rely on vehicular transport have access and services.	The 'Local Access Only' zone is a result of extend engagement with businesses and the community and it addresses the concern expressed by these key stakeholders. This will ensure that people who rely on vehicular transport such as taxis and private hire cars, deliveries, carers and other visitors and services, continue to have access.

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?
Socio-economic status (To be treated as a Protected Characteristic under section 1 of The Equality Act 2010)	Positive	<p><b>Positive:</b></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, and the traffic restriction can benefit people who are less likely to rely on private cars, including people on lower incomes.</p> <p>By introducing a 'Local Access Only' zone it will bring further positive impacts to both groups as there will be reduction of traffic and access for vehicles. This will ensure that people who rely on vehicular transport have access and services and also a better walking and cycling environment.</p>	<p><b>Positive:</b></p> <p>The council can promote walking and cycling through its Active Travel programme.</p> <ul style="list-style-type: none"> <li>• by providing free <a href="#">cycle skills</a> sessions to adults and children;</li> <li>• through the <a href="#">STARS</a> programme which works with schools to enable healthier school travel;</li> <li>• by working with TfL and private companies to provide <a href="#">cycle hire</a>;</li> <li>• through <a href="#">Try Before You Bike</a>, 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.</li> </ul>

## 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

This scheme aims at reducing traffic volumes through the removal of through traffic on Charlton Place, whilst maintaining vehicular access.

Monitoring will be conducted to ensure that traffic volumes continue to decrease as a result of the scheme, thereby mitigating any potential negative impact on the safety of pedestrians and cyclists in the area, particularly with regards to traffic accessing Charlton Place.

## 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)

Throughout the scheme, the council has been actively engaging with residents, businesses, the Angel BID, and other stakeholders to gather feedback. The methods used to engage have included the Commonplace interactive tool; emails sent directly or forwarded on to the PFS and St Peter's LTN mailbox and responded to; and public consultation surveys and events.

As a result of the further engagement with businesses conducted by Transport Projects and Inclusive Economy, the council now intends to replace the existing timed restriction in the ETO with a 'Local Access Only' zone as the provisions of the existing ETO is too limited in scope to enable delivery drivers, taxi pick-up and drop-off, visitors, and others to access land (including parking) or property on the full length of Charlton Place.

## 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
Business engagement to understand further impacts of traffic restrictions on their operations.	Transport projects and people-friendly streets team and Inclusive Economy	September / October 2023
Monitoring (Traffic and parking beat survey) after implementation to ensure traffic volumes continue to decrease in Charlton Place.	Transport projects and people-friendly streets team.	December 2023 / January 2024

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Please send the completed EQIA to [equalities@islington.gov.uk](mailto: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	Antonio Mesini		27/06/2023
Fairness and Equality Team	Hezi Yaacov-Hai	<i>Hezi Yaacov-Hai</i>	13/07/2023
Director or Head of Service	Mat Bonomi	<i>MatBonomi</i>	30/06/2023