

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	Charlton Place and Camden Passage traffic and environmental improvements
Reference number (if applicable)	
Service Area	Climate Change and Transport
Date assessment completed	05 December 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

This project focuses on the implementation of substantial public space improvements to Charlton Place and Camden Passage by providing an environment which supports local businesses and residents. 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.

The scheme aims at implementing more greenery as well as reduction of traffic volume, speeding, improving road safety and the public realm, in the context of upgrading St Peter's LTN into a Liveable Neighbourhood.

The first LTN trial was introduced in St Peter's in July 2020 and since then it has been evolving by addressing issues with regards to accessibility and road danger. Although both interim, pre-consultation and final monitoring reports show that the scheme is meeting its set objectives in terms of traffic reduction and promotion of active travel, traffic counts undertaken on Charlton Place have shown an increase in traffic after the introduction of the LTN in July 2020.

This scheme forms part of those changes to address the issues reported by residents and identified by the monitoring data.

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 is 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 implement a contra-flow cycle movement from Upper Street, eastbound. Access during the traffic restriction operation hours is granted to residents of Charlton Place, emergency and services vehicles.

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.

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

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) A traffic restriction for 1 hour and 45 minutes a day which will impact people who access the area by car - with seven days a week restriction, between the hours of 8.15am to 9.15am and 3.00pm to 3.45pm with signage and camera enforcement at the junction with Colebrooke Row.
- 2) Parking at Charlton Place, which will mainly impact the availability of visitor parking, in particular:
 - Removal of five short-stay parking bays in the west end of Charlton Place This will however allow the creation of a loading bay, which can be used by residents outside operational hours and wider public realm area
 - Conversion of one short-stay bay into a resident bay.
 - Conversion of one residential space into a short-stay bay.

- No loss of resident parking bays.
- 3) Public realm and greening improvement – making it safer to walk
- Adding continuous raised crossing with associated tactile paving across Camden Passage to reinforce pedestrian safety.
 - Enable people to cycle southeast bound down Charlton Place.
 - Introducing greening including planters, rain gardens and trees on Charlton Place. and near Camden Passage.
 - Installing seating on Charlton Place, near Camden Passage.
- 4) Cycle infrastructure, making it safer to cycle
- Provision of a contra-flow cycle movement from Upper Street into Charlton Place.
 - Deflection measures to reduce cycle speeds when approaching Camden Passage.
 - Provision of a cycle parking hanger on Charlton Place.

The proposals also include modifying the existing traffic order for the lorry ban to include a ban above 3.5 tons, including for loading, but with an exemption for scaffolding works which require larger vehicles.

Although car ownership has been declining and less than 30 percent of Islington households have access to a car (LTDS, 2019), it is acknowledged that this proposal reduces the number of parking bays which will impact people who visit the area by car. Blue Badge holders will be neutrally impacted as they will be able to park in other spaces and vehicles will be able to use them to pick up and drop off disabled people. Although the parking reduction could negatively affect visitors and businesses, the area has many residents only parking spaces and the loss is not deemed critical. Additional short-stay parking bays are also available nearby on Colebrooke Row.

The traffic restriction will impact people who drive during the hours of operation either for access or as a through route. This impact is mitigated by the much safer conditions for walking and cycling and the fact that the timed restriction is only limited to 1 hour and 45 minutes per day.

The deflection to encourage lower cycle speeds could impact disabled people who cycle and use their cycles as a mobility aid. The deflection could also represent a trip hazard and impact people with visual impairments and should therefore be designed in a way that does not affect pedestrian movement.

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 within the St Peter's LTN in the St Peter's and Canalside Ward. Table 1 provides a demographic breakdown of St Peter's, compared to Islington and London as a whole. St Peter's ward data has been used as there is no census data for the new ward St Peter's and Canalside which was created in May 2022.

There are more people who identify themselves as having a disability in St Peter's and Canalside and 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.

There is a slightly higher than average percentage of people who are Black, Asian and Minority Ethnic in the St Peter's ward, with the Islington average being 32% and St Peter's 35%.

	London Total: 8,799,727	Islington Total: 206,125	St Peter's ward Total: 14,072
Gender: Female	51%	51%	49%
Gender: Male	49%	49%	51%
Age: Under 16	20%	16%	15%
Age: 16-24	12%	14%	13%
Age: 25-44	36%	42%	43%
Age: 45-64	21%	19%	20%
Age: 65+	11%	9%	9%
Disabled	14%	16%	16%
Ethnic group: Black, Asian and Minority Ethnicities	40%	38%	35%
Ethnic group: White	60%	62%	65%
Religion or belief: Christian	49%	35%	43%
Religion or belief: Muslim	12%	12%	10%
Religion or belief: Other	10%	3%	3%
Religion or belief: No religion	21%	41%	30%
Religion not stated	8%	8%	14%

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

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

Source: 2011 and 2021 Census data available at: <https://www.nomisweb.co.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/>).

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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 area in 2011.

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).

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

Date	2011
Car ownership	St Peter's ward (old ward – pre May 2022)
No cars or vans in household	62%
1 car or van in household	33%
2 cars or vans in household	5%
3 cars or vans in household	1%
4 or more cars or vans in household	0%
sum of all cars or vans in the area	2,497

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

Source: 2011 and 2021 Census data available at: <https://www.nomisweb.co.uk/>

The proposal was modified after consultation to address feedback and monitoring results – proposing a timed restriction to address peak flow traffic whilst significantly improving the public realm. Currently, there are many conflicts between people walking and cycling and those in motor vehicles, and the scheme will provide a balanced approach considering the different road users of the space and their needs in the following way:

- Improving the public realm with a wider pavement, including more comfortable seating, greening and rain gardens
- By providing a safer and inclusive pedestrian crossing as well as a more welcoming space for market traders, events and recreation
- Improving the cyclist environment and reducing collisions; and
- Providing a permanent loading bay for businesses in the area

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 and Negative	<p>Positive:</p> <p><u>Young people:</u> By reducing traffic at peak times and making walking and cycling safer, the proposals can increase physical activity, which benefits children in terms of reducing childhood obesity. The Fair Futures Commission found that travelling independently it is related to personal safety, due to the threats from road danger. The scheme aims to develop a more welcoming and safer space walking and cycling for all.</p> <p>Air pollution from motor vehicles has a significant impact on younger people this impact can result in significant health complications later in life affecting on their life expectancy and quality of life. Older adults are also known to be particularly sensitive to air pollution.</p> <p>Children who have disabilities or mobility impairments may benefit from the public realm improvements as the pavement is wider and there is less clutter.</p>	<p>Positive:</p> <p>Access during the traffic restriction operation hours is granted to residents of Charlton Place which can have a beneficial impact on older and younger residents requiring access during the hours of operation.</p>

Age	<p>Positive and Negative</p>	<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 during the hours of operation. 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><u>Older and younger people</u> The scheme creates improved conditions for cycling, particularly benefitting those older or younger residents with less balance who may want to choose adapted cycles away from traffic. Older and younger people will benefit from safer crossings in particular because they can take longer to cross the road than the average-aged person.</p> <p>Negative: During the hours of operation addresses on Charlton Place will not be accessible by private vehicles for hire, or taxis for their local trips may be affected, which can impact older people.</p> <p>The new cycle movement might create risks between older and younger people walking or cycling.</p>	<p>Negative: Older people who own a blue badge and rely on taxis and live on the street can register one regular vehicle if they require pick up and drop off during the hours of operation of the traffic restriction.</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 resulting from slightly longer routes as a result of the scheme. The council will work to promote uptake of this scheme amongst potentially affected groups.</p> <p>The potential conflict between people walking and cycling is partly mitigated by the design of the pedestrian crossing at Camden Passage in different distinctive materials, the deflection for cycles and the fact that the cycle movement is already informally happening on Charlton Place. The plans will also be reviewed by the council's inclusive design officer.</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?
Disability	Positive and Negative	<p>Positive:</p> <p>The public realm improvements would help slow down traffic and cycling at Charlton Place and Camden Passage, improving the road safety for pedestrians and will introduce more greenery in the area.</p> <p>The proposal is a pedestrian enhancement that could be beneficial 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.</p> <p>The deflection to encourage lower cycle speeds could impact disabled people who cycle and use their cycles as a mobility aid. The deflection could also represent a trip hazard and impact people with visual impairments and should therefore be designed in a way that does not affect pedestrian movement.</p>	<p>Negative:</p> <p>Disabled people who own a blue badge and rely on taxis and live on the street can register one regular vehicle if they require pick up and drop off during the hours of operation of the traffic restriction.</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 resulting from slightly longer routes as a result of the scheme. The council will work to promote uptake of this scheme amongst potentially affected groups.</p>

Disability	Positive and Negative	<p>Negative: During the hours of operation addresses on Charlton Place will not be accessible by private vehicles for hire, or taxis for their local trips may be affected, which can impact older people. People using cars who are not residents will need to use a different route.</p> <p>The new cycle movement might create risks between older and younger people walking or cycling.</p>	<p>Negative: 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 resulting from slightly longer routes as a result of the scheme.</p> <p>The potential conflict between people walking and cycling is partly mitigated by the design of the pedestrian crossing at Camden Passage in different distinctive materials, the deflection for cycles and the fact that the cycle movement is already informally happening on Charlton Place.</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?
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. 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>Positive:</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"> • 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.
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>Positive: Parents and carers with prams will benefit from a safer walking environment and reduced traffic flows at Charlton Place and Camden Passage.</p> <p>Parents or carers who use cycles or cargo cycles for family mobility will benefit from the introduction of the planters, which will act as an additional traffic calming measure and the proposal is 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 promoting the use of cargo cycles for family mobility.</p>	<p>Positive: The council can promote 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.

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?
Maternity or pregnancy	Positive and Negative	<p>Negative:</p> <p>During the hours of operation addresses on Charlton Place will not be accessible by private vehicles for hire or taxis, which can impact parents or carers who need to use motor vehicles for transporting children. People using cars who are not residents will need to use a different route.</p>	<p>Negative:</p> <p>Monitoring traffic levels before and after implementation of the scheme to assess impact on traffic and speeding vehicles to confirm whether the scheme is having its intended impacts.</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.</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>	n/a
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)	Neutral	<p>There is a minimal impact on business due to traffic restriction operation hours and reduction of short stay parking, which visitors might use while visiting the area and businesses.</p> <p>However, the impact should be minimal considering that visitors will just have 2 short stay parking bays at Charlton Place and furthermore at Colebrooke Row. Evidence in section 3 of this EQIA shows the low usage of those bays suggested by the revenue data as highlighted above.</p>	<p>Parking beat survey before and after implementation of the scheme to assess impact.</p> <p>Engagement with business through inclusive economy officer.</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?
Socio-economic status	Positive and Negative	<p>Positive: 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>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>Positive: The council can promote 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.

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 and Negative	<p>The greater connectivity via new cycling and walking routes should provide a better and healthy access to employment.</p> <p>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. This will also affect market traders that needs to park in the area. 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.</p>	<p>Negative: Steer’s journey time analysis study shows that shorter car journeys are the most affected by traffic restrictions (although the study focuses on LTNs), and whilst delays might occur, the scheme make cheaper transport options such as cycling more attractive by improving active travel conditions.</p> <p>The council has a robust and comprehensive monitoring strategy to gather data on the displacement impacts on main roads including air quality data were possible.</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

The negative impacts associated with this scheme are:

- The loss of short-stay parking bays can affect visitors, but the area has other parking spaces in the area, and the loss is not deemed critical. Additional short-stay parking bays are also available nearby on Colebrooke Row.
- The traffic restriction can impact visitors to the area who need access to Charlton Place. Charlton Place residents will however get exemptions. There is an impact on disabled and older people who rely on cars or taxis for their mobility and who cannot access the area during the traffic restriction hours of operation.
- The deflection to encourage lower cycle speeds could impact disabled people who cycle and use their cycles as a mobility aid. The deflection could also represent a trip hazard and impact people with visual impairments and should therefore be designed in a way that does not affect pedestrian movement.

In order to mitigate the parking issue, traffic and parking monitoring has been implemented with a parking survey and Automatic Traffic Counts to better understand the actual impact on traffic. The impact on the parking provisions will be measured through a parking beat survey that has been carried out before the implementation of the scheme.

As stated in section 3, the impact on businesses should be minimal as the provision of permanent loading bay will guarantee a space for businesses to deliver and collect goods.

Revenue data from the shared use bays suggest that the loss of five shared use bays should not have a significant impact and the remaining bays at Charlton Place and Colebrooke Row can easily make up for the loss.

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.

A full consultation report is appended to the delegated decision report (DDR) for these changes, and the DDR itself summarises elements of the consultation.

Consultation response shows large support for the public realm and greening improvements and reduction of short stay parking bays. The proposal has been modified after consultation and equalities discussions to address and include people from the protected characteristic groups, people's comments and monitoring results. This will dramatically improve the public realm, as well as the cycling and walking environment, support the function of Angel Town Centre as well as reducing traffic volumes at peak times.

The Local Economy Officer will liaise with local businesses to ensure they can adapt to the traffic restrictions and are aware of the loading bay.

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 impacts of traffic restrictions on their operations .	Transport projects and people-friendly streets team and Inclusive Economy	Winter 2023
Monitoring (Traffic and parking count survey) after implementation .	Transport projects and people-friendly streets team.	July 2023
Impact on disabled and older people who rely on taxis and private cars for their mobility and who cannot access the area during the traffic restriction hours of operation – exploring short term visitor permits . Blue Badge exemptions for access only can also be provided on a case by case basis.	Transport projects and people-friendly streets team and Parking Team.	Autumn 2023

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 membe completing ths form	Antonio Mesini	<i>Antonio Mesini</i>	12/12/2022
Fairness and Equality Tea	Molly Corlett	<i>Molly Corlett</i>	12/12/2022
Director or Had of Service	Martijn Cooijmans	<i>Martijn Cooijmans</i>	13/12/2022