

Appendix 6

Equalities Impact Assessment: Full Assessment

Summary of proposal

Name of proposal	Cycleway 38 South: making permanent changes to parking, waiting and loading restrictions on Liverpool Road, Tolpuddle Street and Penton Street.
Reference number (if applicable)	
Service Area	Climate Change and Transport
Date assessment completed	8 February 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

The Cycleway 38 scheme is part of the people-friendly streets programme as agreed by the council's Executive on 18 June 2020. The decision to introduce the Cycleway 38 South scheme as an 18-month trial was taken by the then Corporate Director of Environment and Regeneration, in consultation with the Executive Member of Environment and Transport, on 2 September 2020. The scheme was implemented through an Experimental Traffic Order (ETO) that was made on 2 September and came into force on 11 September 2020.

The delivery of this route fulfils an aspiration of Islington's cycleways programme and contributes to the delivery of Islington's Transport Strategy and Vision 2030: Net Zero Carbon Strategy (both adopted in November 2020).

This project creates a north-south cycle route along Liverpool Road, Tolpuddle Street and Penton Street that forms the southern section of Cycleway 38 (C38, formerly referred to as Quietway 10). This is a key north-south cycle route, which was especially urgent in the context of Covid-19 to improve safety for an anticipated increased number of people cycling as a result of the pandemic. Construction of the northern section of the C38 route was completed in November 2020.

This EQIA refers only to the southern section of the route, between Madras Place and Penton Street.

The scheme comprised of the following measures:

- The creation of mandatory and advisory cycle lanes, with parts of the mandatory route featuring light segregation in the form of traffic wands.
- The removal of some build outs and traffic islands to provide space to introduce cycle lanes.
- The retention of loading for businesses between Richmond Avenue and Barnsbury Street and the creation of a loading bay for the Business Design Centre
- The removal of 96 residential parking bays to provide space to introduce cycle lanes.

As outlined in the 2 March 2022 delegated decision report for Cycleway 38 a new Traffic Order is being introduced to make permanent the provisions of the ETO.

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

Beneficiaries of this proposal are primarily people cycling. It is possible that the making permanent of the ETO could have a negative impact on some people with protected characteristics and this is explored in more detail later in the assessment.

There is unlikely to be any significant impact on savings or income generation. There are some costs related to the changes and improvements to the scheme that are necessary for safety reasons.

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 making permanent the ETO as outlined in the 2 March delegated decision report will be external and will impact on people who live along the route and anyone using the cycleway or the streets along the route.

This EQIA identifies the general impacts of the southern section of Cycleway 38 for protected groups, and details the specific positive and negative impacts of the scheme.

This assessment considers both positive and negative impacts of the proposals. In some instances a balanced view is taken between positive and negative impacts, in particular where the impacts are considered to have both a positive and negative impact on one group with protected characteristics, especially where there is variation between the requirements of

different individuals within such a group. For example, while some disabled people may predominantly rely on cars for mobility there are also many disabled people who use other modes and therefore for most groups the impacts will be a mix of positive and negative depending on the particular mode of travel generally used.

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](#)). TfL has analysed that two thirds of car journeys in London can be walked or cycled¹ - this proportion is likely to be even greater in an inner London borough such as 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.

Over the next two decades, London's population is expected to age in relative terms. In 2041, older people are projected to comprise 15% of London's population, with a corresponding fall in the proportion of younger people to 29%². The health of younger and older people are affected disproportionately by the effects of poor air quality levels as well as fear of road danger and traffic which can result in isolation and exclusion. Inactivity is also a concern: these age groups are the least active, so more active lifestyles will improve health among these groups, reducing health inequalities.

The implementation of the southern section of the C38 cycle route has delivered positive impacts overall in terms of supporting public health, improved air quality, and accommodating and enabling active travel. The route contributes to creating a Fairer Islington by: supporting local shops and businesses; making it easier and safer for people to travel on foot, by cycle and public transport; supporting people to live healthier lives; and enabling residents to remain socially active and connected to their community.

The Cycleway 38 scheme reduces road danger for people cycling and contributes to the council's target of eliminating all deaths and serious injuries on Islington's streets, and reduce the number of all traffic collisions. The scheme aims to make it easier and safer to walk and cycle as a first choice for local travel. Only 29% of Islington households have access to a car and 36% of journeys taken in London are short, between 600m and 1.5km.

Cycleway 38 provides protected space for hundreds of people cycling on the route every day.

¹ https://www.london.gov.uk/sites/default/files/health_impact_of_cars_in_london-sept_2015_final.pdf

² <https://content.tfl.gov.uk/travel-in-london-report-9.pdf>

The C38 scheme also contributes to cleaning up the air we breathe and protecting and improving the environment by reducing all forms of transport pollution. This is part of Islington Council's commitment to becoming net zero carbon by 2030.

Generally positive impacts

The successful implementation of the southern section of the C38 cycle route has significantly improved cycling conditions on this key north/south route with a 33% increase in levels of people cycling, enabling and encouraging the use of active travel modes on the corridor while contributing to the mitigation of impacts of the Covid-19 health crisis and improving the safety and health of people in the area.

The scheme comprises mandatory cycle lanes (protecting people cycling with light segregation where possible) and advisory cycle lanes that allow for loading and the 812 hail and ride bus service (which has been suspended since the outbreak of Covid-19). The scheme has required the removal of parking from the route to allow the creation of measures that protect people cycling from traffic to provide a safe, convenient route that will encourage more people to cycle.

The sections of the route with light segregation have provided benefits to many people with protected characteristics by facilitating and encouraging cycling, most notably for women, older people, younger people, those with various physical and mental disabilities and people of Black, Asian and Minority Ethnic groups.

During and since the Covid-19 lockdown, public transport trips fell significantly across London due to a reduction in the demand for travel and the need to maintain social distancing which severely restricts public transport capacity. This scheme has enabled more people to cycle safely, therefore mitigating against the impact of congestion and poor air quality that would result from a rise in traffic volumes, whilst enabling people to travel in a way that enables them to socially distance.

The scheme has helped deliver improvements in line with the following Healthy Streets indicators:

- "People choose to walk and cycle": as a result of the protected cycle lanes people with protected characteristics will be empowered to cycle, as a big obstacle to cycling for many people is fear of traffic.
- "People feel safe": motor vehicles are a source of danger to pedestrians and cyclists traveling on the roads. The protection from motor vehicles can make people feel safer when cycling thereby empowering people to do so, and since the introduction of the scheme there has been a significant increase in levels of cycling.

Generally negative impacts

Waiting restrictions and parking removal

A potential negative impact of the scheme is that some people who used the parking that was removed along Liverpool Road now may have to park further away. Some older people and people with disabilities who used this parking may have been inconvenienced by these changes.

To maintain continuity of the cycle lanes and essential motor vehicle journeys along the route, increased waiting and loading restrictions have been introduced outside the shops on Penton Street between White Lion Street and Pentonville Road and on Liverpool Road between Richmond Avenue and Barnsbury Street. Businesses have not objected to longer restrictions and waiting and loading will be provided outside peak hours to service the frontages.

Along the length of this route the drop-off and pick up of passengers using taxis or private cars is possible from side roads or the nearest free parking space, and taxis can still pick up and drop off passengers on double yellow lines that do not have loading or waiting restrictions, although this is not advised.

Passengers requiring the deployment of wheelchair ramps can use side roads or the nearest free parking space, and taxis can still pick up and drop off passengers on double yellow lines that do not have loading or waiting restrictions, although this is not advised.

There are sections of advisory and unsegregated cycle lanes where business loading is permitted i.e. on Penton Street south of White Lion Street, the bay adjacent to the Business Design Centre and on Liverpool Road between Richmond Avenue and Barnsbury Street, which therefore provides a lower level of safety for cyclists at these locations than elsewhere on the cycle route. This may have a wider impact of preventing some people from using the cycle route although scheme monitoring has shown an increase in people cycling along the route of 33%.

Floated parking

Floated parking describes a parking layout where motor vehicles can be parked between a cycle lane and the main carriageway. The new section of floated parking adjacent to the stretch of high pavement on Liverpool Road between Tolpuddle Street and Richmond Avenue has created a negative impact for some residents wanting to use the parking. The combination of the cycle lane, the high pavement, the floated parking and the limited points of access to the parking, requires people to walk across and sometimes in the cycle lane to get to the floated parking spaces.

Although there is a 500mm buffer zone between the parking and the cycle lane designed to allow people enough space to get in and out of cars without people encroaching into the cycle

lane and vice versa, this is not well delineated and both pedestrians and people cycling have reported feeling unsafe using it, with the fear of a collision being the greatest concern. To mitigate against this we recommend that engineering solutions are developed and brought forward as a proposal should the scheme be made permanent. These solutions should draw people's attention to the buffer zone so that the space is left clear.

People parking vehicles in the floated parking bays feel that because of the narrowing of the carriageway it is difficult to get in and out of their vehicles.

The sections of floated parking have created a risk of conflict between people cycling in the lanes and people parking, with a risk of being hit by a car door. To mitigate against this we recommend that engineering solutions to improve awareness of the buffer zone between the cycleway and the floated parking are developed and brought forward as a proposal should the scheme be made permanent. These solutions should draw people's attention to the buffer zone so that the space is left clear.

Removal of three informal crossing points

A negative impact of the scheme is that some people who previously used the informal crossings on Liverpool Road, to the north of Theberton Street and one to the north of Barnsbury Street, are finding it harder to cross the road at these locations. These changes have increased the average distance to 11 metres kerb to kerb, although this is still within regulations for uncontrolled crossing. We will continue to monitor the impacts of the scheme and any reported collisions. If the scheme is made permanent we recommend that measures to make it feel easier to cross the road are developed and brought forward as a proposal. There are signalised and zebra crossings close by that should be used.

Removal of four pedestrian refuges at zebra crossings

A negative impact of the scheme is that some people using the four zebra crossings on Liverpool Road where the pedestrian islands have been removed feel that it is less safe to cross the road now. The removal of these refuges have increased the average distance to 11 metres kerb to kerb, however this is still within regulation standards. We will continue to monitor the impacts of the scheme and any reported collisions. If the scheme is made permanent we recommend that engineering solutions and complementary measures are explored and potentially brought forward as a proposal.

Emergency vehicle access to kerb

There have been some changes to where emergency service vehicles can access the kerb along the Cycleway 38 route in locations where traffic wands have been installed. For every stretch of 30 metres of traffic wands along the route there is a break of 8 metres to allow for emergency vehicle access to the kerb. This is in line with requests made by the emergency services prior to implementation. No objections to this layout have been received by the

London Ambulance Service, Metropolitan Police Service or London Fire Brigade since implementation.

Pick up, drop off and parking for disabled and vulnerable people

Islington's Inclusive Design supplementary planning document (SPD) requires that there is parking or drop-off/pick-up points no more than 75 metres from the homes of disabled and vulnerable people. Distances between pick up/drop off and parking and homes vary along the route but the remaining parking and proximity of side roads along the route should ensure that the policy requirement is met. This will be mitigated by providing allocated parking to disabled users if requested and the requirements are met.

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 Cycleway 38 scheme is located in two wards, Barnsbury Ward and St Mary's Ward. Table 1 provides a demographic breakdown of the Barnsbury and St Mary's wards, compared to Islington and London as a whole.

Islington Residents Profile

	London	Islington	Barnsbury Ward	St Mary's Ward
	Total: 8,173,941	Total: 206,125	Total: 12,201	Total: 11,553
Gender: Female	51%	51%	49%	51%
Gender: Male	49%	49%	51%	49%
Age: Under 16	20%	16%	15%	14%
Age: 16-24	12%	14%	15%	12%
Age: 25-44	36%	42%	42%	46%
Age: 45-64	21%	19%	19%	19%
Age: 65+	11%	9%	9%	9%

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

Disabled*	14%	16%	14%	15%
Ethnic group: BME	40%	32%	26%	25%
Ethnic group: White	60%	68%	71%	75%
Religion or belief: Christian	49%	40%	41%	40%
Religion or belief: Muslim	12%	9%	9%	6%
Religion or belief: Other	10%	4%	4%	4%
Religion or belief: No religion	21%	30%	30%	33%
Religion not stated	9%	17%	16%	17%

*Disability defined here as percentage of households with one person in household with a long-term health problem or disability

Profile analysis

In Barnsbury and St Mary's Wards it is noted that there are fewer people compared to the London average of younger (under 16) and older (65+) people, in line with the trend for Islington. The proportion of people between the ages of 25 and 44 in both wards is higher than the London and Islington averages, which indicates that improved cycle provision may be of particular benefit to this group of working-age people.

The 2019 Indices of Multiple Deprivation indicates that Barnsbury is the eighth most deprived ward in Islington, with St Mary's ward the twelfth most deprived. Cleaner and healthier streets can be enjoyed by everyone, so this project is likely to benefit these communities.

Monitoring report

A pre-consultation monitoring report was produced to understand the impacts of the scheme. The main finding of the monitoring report was a 33% increase in cycling along the Cycleway 38 route after the 12 month counts, from a base that already included a substantial number of cycle trips in the area.

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

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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>Providing safer cycling conditions can increase the propensity of children and older people to cycle, thereby improving their mental and physical health, independent mobility, social inclusion and improved access to opportunities.</p> <p>Negative</p> <p>Parking removal, new sections of floated parking, waiting restrictions and traffic wands on segregated sections of the route may prevent older people who are reliant on taxis accessing parts of Liverpool Road by taxi.</p> <p>The removal of the three informal traffic islands used as informal crossing points and the removal of the four pedestrian refuges from the zebra crossings may disadvantage older people and children crossing</p>	<p>Positive</p> <p>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. <p>The council funds Pedal Power sessions for all ability cycling at the Emirates and Finsbury Park, enabling older people (and younger people with disabilities or reduced mobility) to experience safe cycling</p>
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the road by making them feel less safe.

The safety issues posed by a lack of protected cycle lanes at locations where business loading is permitted, may particularly disadvantage older and younger cyclists who may be more vulnerable to collisions and less able to react to collision risks.

Negative

The council will continue to monitor the impacts of that the parking removal, the new sections of floated parking, waiting restrictions and introduction of traffic wands on segregated sections of the route has on older people who are reliant on taxis to access sections of Liverpool Road.

It is proposed that engineering solutions to improve awareness of the buffer zone between the cycleway and the floated parking are developed and brought forward as a proposal should the scheme be made permanent. These solutions should draw people's attention to the buffer zone so that the space is left clear.

The council will continue to monitor the impacts of the removal of the three informal traffic islands. No action is planned in the short term, and there are formal crossing points close by that can be used to cross the road.

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?
			Engineering solutions will be explored and brought forward to address the lack of segregated lanes where possible.

<p>Disability (include carers)</p>	<p>Positive and Negative</p>	<p>Positive</p> <p>Providing mandatory cycle lanes with light segregation along sections of the route will increase the propensity of people with a disability to cycle (including the use of adapted cycles), thereby improving their mental and physical health, supporting independent mobility, social inclusion and improved access to opportunities. The cycle lanes have also been designed in an inclusive way, with widths that can accommodate larger adapted cycles such as tricycles or hand powered cycles.</p> <p>Negative</p> <p>Waiting restrictions, traffic wands and the new sections of floated parking may prevent people with disabilities and who are reliant on taxi transport to be picked up and dropped off kerbside on Liverpool Road by taxi. The removal of residential car parking near to the</p>	<p>Positive</p> <p>The council funds Pedal Power sessions for all ability cycling at the Emirates and Finsbury Park, enabling people with a range of disabilities to experience safe cycling</p> <p>Negative</p> <p>The council will continue to monitor the impacts that the waiting restrictions, the new sections of floated parking and the parking removal has had on people with disabilities and who are reliant on taxi transport to be picked up and dropped</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>home of a person with a physical, visual or cognitive disability may decrease their access to services, if reliant on a car for transport.</p> <p>The removal of the three islands that were used as informal crossing points and the removal of the four pedestrian refuges from the zebra crossings may disadvantage people with disabilities when crossing the road by making them feel less safe.</p> <p>The safety issues posed by a lack of protected cycle lanes at locations where business loading is still permitted may particularly disadvantage disabled cyclists who may be less mobile, more vulnerable to collisions and less able to react to collision risks</p>	<p>off kerbside on Liverpool Road by taxi or if reliant on a car for transport.</p> <p>It is proposed to change some of the road markings to improve awareness of the buffer zone between the cycleway and the floated parking. The markings should draw people's attention to the buffer zone so that the space is left clear.</p> <p>The council will continue to monitor the impacts of the removal of the three informal traffic islands has on people with disabilities. No action is planned in the short term, and there are formal crossing points close by that can be used to cross the road.</p> <p>Engineering solutions will be explored and brought forward to address the lack of segregated lanes where possible.</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>Positive</p> <p>Research suggests Covid-19 has impacted Black Asian and Minority Ethnic communities more severely. Black Asian and Minority Ethnic people may therefore be expected to be reluctant to use public transport due to the associated difficulty to socially distance and enclosed spaces. Providing facilities that enable cycling as a safe mode of transport would therefore particularly benefit Black, Asian and Minority Ethnic people</p>	<p>Positive</p> <p>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?
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 and Negative</p>	<p>Positive</p> <p>Providing protected cycle lanes can increase the propensity of pregnant women or women with very young children to cycle, thereby improving their mental and physical health. Wider cycle lanes can also more easily be used by parents who use cargo cycles. The lanes have been designed to accommodate larger cycles such as cargo cycles.</p> <p>Negative</p> <p>Removal of residential car parking near to the home of a pregnant woman or a woman with very young children may decrease their access to services, if reliant on a car for transport.</p> <p>The new sections of floated parking along the C38 route may disadvantage people who are pregnant or accompanying young children by creating a risk of conflict between people cycling in the lanes</p>	<p>Positive</p> <p>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.
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		<p>and people parking and may decrease their access to services, if reliant on a car for transport.</p> <p>The removal of the three islands that were used as informal crossing points and the removal of the four pedestrian refuges from the four zebra crossings may disadvantage people who are pregnant or accompanying young children when crossing the road by making them feel less safe.</p> <p>The safety issues posed by a lack of protected cycle lanes at locations where business loading is permitted, may particularly disadvantage cyclists who are pregnant or accompanying young children who may be more vulnerable to collisions and less able to react to collision risks</p>	<p>Negative</p> <p>The council will continue to monitor the impacts that the removal of parking has had on pregnant women or women with very young children who are reliant on taxis to access sections of Liverpool Road.</p> <p>It is proposed to change some of the road markings to improve awareness of the buffer zone between the cycleway and the floated parking. The markings should draw people’s attention to the buffer zone so that the space is left clear.</p> <p>The council will continue to monitor the impacts of the removal of the three informal traffic islands. No action is planned in the short term, and there are formal crossing points close by that can be used to cross the road.</p> <p>Engineering solutions will be explored and brought forward to address the lack of segregated lanes where possible</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?
Sex and sexual orientation	Neutral	No specific impacts identified	
Marriage or civil partnership	Neutral	No specific impacts identified	
Other Age (e.g. elderly) (e.g. people living in poverty, looked after children, people who are homeless or refugees)	Neutral	No specific impacts identified	

4. How do you plan to mitigate negative impacts?

Please provide:			
<ul style="list-style-type: none"> • An outline of actions and the expected outcomes • Any governance and funding which will support these actions if relevant 			
Negative Impact	Action	Responsible person or team	Deadline
<p>Removal of informal crossings A negative impact of the scheme is that some people who used the three removed informal crossings on Liverpool Road now find it harder to cross the road.</p>	<p>To mitigate against this we recommend that engineering solutions and complementary measures are investigated and potentially brought forward as a proposal should the scheme be made permanent. There are formal crossing points i.e. Zebra crossings, close by that can be used to cross the road.</p>	<p>Transport Strategy and Active Travel</p>	<p>August 2022</p>
<p>Removal of pedestrian refuges at zebra crossings A negative impact of the scheme is that some people who use the four zebra crossings on Liverpool Road will find it harder to cross the road since the removal of the four islands.</p>	<p>The crossing distances are designed to regulation standards, however to mitigate against this concern we recommend that engineering solutions and complementary measures are explored and developed and brought forward as a proposal should the scheme be made permanent.</p>	<p>Transport Strategy and Active Travel</p>	<p>August 2022</p>

Please provide:

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

<p>Restrictions on parking along the route Older, disabled and pregnant people who rely on car transport may be inconvenienced in reaching locations along Liverpool Road.</p>	<p>The council will consider whether new parking should be introduced in the area if the scheme is made permanent.</p>	<p>Transport Strategy and Active Travel</p>	<p>August 2022</p>
<p>Safety risk to cyclists at areas where loading is permitted Older, younger, disabled, and pregnant people and parents accompanying young children, may be particularly vulnerable to collisions with vehicles at locations where the cycle lane is not protected from traffic.</p>	<p>To mitigate against this we recommend that engineering solutions and complementary measures are developed and brought forward as a proposal should the scheme be made permanent.</p>	<p>Transport Strategy and Active Travel</p>	<p>August 2022</p>

Please provide:

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

<p>Pick up, drop off and parking for disabled and vulnerable people</p> <p>A negative impact of the scheme is that some people who used the parking that was removed along Liverpool Road now may have to park further away. Some older people and people with disabilities who used this parking may have been inconvenienced by these changes.</p>	<p>This will be mitigated by providing allocated parking to disabled users if requested and the requirements are met.</p>	<p>Transport Strategy and Active Travel</p>	<p>August 2022</p>
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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)

To help inform a decision whether or not to make the provisions of the ETO permanent, a public consultation was held between 18 November and 15 December 2021. A full consultation is appended to the delegated decision report (DDR) for this change and the DDR itself summarises elements of the consultation report.

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)

4,500 consultation information leaflets were printed and sent out to addresses in the vicinity of the scheme within a 100m buffer zone of the route. Leaflets were also distributed during two outdoor engagement events and available outside one pre-booked indoor event. The consultation information was shared on social media platforms including Nextdoor, Twitter and Facebook.

During the four-week consultation period, respondents were asked to provide their views on the scheme by completing an online questionnaire. Paper copies of the questionnaire were made available at the in-person events, at the Town Hall reception area on Upper Street and could be requested by post or email. A dedicated email address was also set up to receive queries or other written responses to the consultation, there were 1,088 responses to the consultation questionnaire.

Overall, there were a number of areas where significant numbers of respondents agreed with statements that support the rationale for the scheme:

- 54% of survey respondents agreed that the scheme was a positive change, with 43% disagreeing.
- 48% agreed that it is easier to access friends, family and school by walking and cycling, with 25% disagreeing.
- 49% agreed that it is easier to get to shops and local services by walking and cycling, with 24% disagreeing.
- 52% agreed that it is easier to make trips by walking and cycling, with 25% disagreeing.

There were also areas where significant numbers of respondents highlighted areas of concern or felt the scheme was causing issues:

- 55% of respondents felt that it is now less safe to walk, use a wheelchair or other mobility aid.
- 44% indicated that it was less easy to cross the street.
- 41% felt it was less safe to drive.

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)

- 47% of respondents agreed that they want to see the scheme changed as it is causing issues (46% disagreed)

In response to the public consultation, it is recommended that measures be brought forward in phases to improve the safety and functionality of the Cycleway 38 scheme.

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
Engineering solutions and complementary measures will be explored to improve the priority crossings and monitoring will be put in place	Transport Strategy and Active Travel	August 2022
Engineering solutions and complementary measures will be explored to improve safety where there is floated parking, and collision statistics along the route will be monitored	Transport Strategy and Active Travel	August 2022

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			8 February 2022
Fairness and Equality Team			24 February 2022
Director or Head of Service	 Interim Head of Service, Transport Strategy and Active Travel		1 March 2022