

# 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	Clerkenwell Green public realm transformation Clerkenwell Green Low Traffic Neighbourhood
Reference number (if applicable)	
Service Area	Climate Change and Transport
Date assessment completed	21 November 2022

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

## **Clerkenwell Green LTN**

The Clerkenwell Green Low Traffic Neighbourhood (LTN) is part of the council's people-friendly streets (PFS) programme that was agreed by the council's Executive on 18 June 2020. The decision to introduce the Clerkenwell Green LTN as an 18-month trial was taken by then Corporate Director of Environment and Regeneration in consultation with the Executive Member for Environment and Transport on 17 August 2020. The scheme was implemented through an Experimental Traffic Order (ETO) that was made on 28 August 2020 and came into force on 4 September 2020. A further ETO was made on 7 January 2021 (coming into force on 15 January 2021) to enable changes to the LTN. The scheme was made permanent on 4 March 2022, following monitoring of the scheme and public consultation in November 2021.

As outlined in the 1 March 2022 Delegated Decision Deport (DDR) for the Clerkenwell Green LTN, a new ETO was introduced on 18 March 2022 to support a policy change adopted in the people-friendly streets Executive Report of 14 October 2021. This new policy introduced exemptions for a single vehicle registered to the address of any Blue Badge holder who lives in the Clerkenwell Green LTN. The new ETO introduced the Blue Badge exemptions to the LTN allowed for changes to access in the area Skinner Street.

The Clerkenwell Green LTN was implemented with three traffic filter locations at Clerkenwell Green, Sans Walk and Corporation Row (at the junction with Clerkenwell Close and at the junction with Woodbridge Street). The Corporation Row site is controlled by two camera-enforced traffic filters with the remaining sites being controlled by removable bollards.

The Clerkenwell Green LTN was designed so traffic filters applied to all people driving without any exemptions, beyond emergency vehicles. Bus services and some council service vehicles are permitted to travel through the camera-enforced traffic filters only. The council's initial rationale to not provide exemptions was based on three reasons:

- Access to all addresses is maintained within LTNs. Although drivers may need to change their preferred routes, exemptions are not required for drivers to access any premises within an LTN.
- To create a safer environment for people to walk, wheel and cycle by significantly reducing motorised traffic on local streets. Providing exemptions would increase through-traffic, reducing the road-safety benefits that an LTN delivers.
- To reduce congestion and air pollution on the main roads, it is essential to minimise motorised traffic within an LTN. Offering exemptions would limit the success of making the air cleaner in LTNs. .

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As outlined in the 13 December 2022 delegated decision report for the Clerkenwell Green LTN and public realm transformation, the council proposes enforcing the Clerkenwell Green LTN through a Traffic Management Order (TMO), which will mean that the LTN is no longer a trial, but a fully permanent scheme (now with the Blue Badge exemptions). This will be delivered alongside a public realm transformation scheme, which was consulted on in 2017. The public realm transformation scheme will deliver improvements that align with the principles of Liveable Neighbourhoods, creating greener and more pleasant streets, making it easier and safer to walk and cycle, bringing communities together and revitalising public spaces.

Both schemes will be delivered under the same Traffic Management Order, however they are entirely separate decisions.

% change	Interim (February 2021)	Pre- consultation (July 2021)	Final Check (July 2022)
Traffic volumes (normalised) on internal roads	-34%	-11%	+10%
Average speeds on internal roads	-6%	-5%	-7%
Cycling volumes on internal roads	-26%	+100%	+181%
Traffic volumes (normalised) on boundary roads	+22%	+39%	+67%

Comparison of data from February 2021, September 2021 and October 2022, when compared to the baseline from August 2020.

The final monitoring report of November 2022 compared the pre-consultation data with final data collected in October 2022 and showed that whilst the scheme continues to operate effectively against some of its goals, increased motorised traffic volumes have been observed on internal and boundary roads. Between pre-consultation and final monitoring counts, normalised vehicle volumes have increased by 23% overall. This equates to a daily average of 639 additional vehicles travelling on local streets. Boundary roads have also seen an increase

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of 19% between the pre-consultation and final monitoring counts, equating to a daily average of nearly 2,500 additional vehicles.

It is unlikely that the exemptions granted to Blue Badge holders living within the LTN have had a significant impact on vehicle volumes, due to the relatively low number of 43 Blue Badge holders living within the Clerkenwell Green LTN.

Cycling volumes have increased significantly between the pre-consultation and final monitoring counts. On internal roads cycle volumes have increased by an average of 41% and on boundary roads by 25%.

Levels of speeding have decreased between the pre-consultation and final monitoring counts on internal and boundary roads, with internal roads seeing a decrease of 1% and boundary roads seeing a decrease of 8% in the number of vehicles speeding.

Overall changes in levels of NO<sub>2</sub> in Clerkenwell Green have increased across the scheme area, although it is noted that these levels are only slightly above the trend for the wider borough across monitored locations and NO<sub>2</sub> levels for this city centre location are still within the annual objective level of 40µg/m<sup>3</sup> at all sites since people-friendly streets started, including on boundary roads.

Clerkenwell Green is unique compared to other LTNs due its central location and it is considered that the increases in traffic volumes alongside the increase in cycling volumes may reflect an overall increase in activity in this area of Central London since Covid-19 restrictions have eased. It is also likely that the normalisation methodology was not able to capture some of these activities, as this methodology uses trends from major streets from across the entire borough.

### **Clerkenwell Green Public Realm**

A concept design for an improved Clerkenwell was consulted on in 2017, receiving support from 83% of respondents.

The council has produced a value-engineered design that can be delivered within the available budget and preserves the core aims of the scheme, which are:

- Providing more space for people to meet and gather (1,700 additional square metres of public space, representing a 68% increase in public space and a 51% reduction in road space).

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- Creating a less car-dominated 'green' public space that is safer and more attractive to pedestrians and cyclists, improving the environment for residents, businesses and visitors.
- Improving the setting of the area's historic buildings, local landmarks and highlighting its rich cultural heritage and role in the social and political history of Islington.

These improvements will complement and enhance the benefits delivered by the Clerkenwell Green LTN, moving closer towards the Liveable Neighbourhood objectives of reducing road danger, improving conditions for walking and cycling and bringing the community together.

### **Proposal summary**

As a result of the Clerkenwell Green LTN final monitoring results, the council plans to replace the current ETO for the LTN with a Traffic Management Order (TMO) for both the Clerkenwell Green LTN and Clerkenwell Green public realm transformation scheme, which will mean that the Blue Badge exemptions are no longer a trial, but part of a permanent scheme.

## 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?

### **Clerkenwell Green LTN**

The assessment in this section does not consider the impact of the LTN overall, as these impacts were considered in the Equalities Impact Assessment dated [3 March 2022](#). Note that in August and October 2020 all equalities impact assessments in Islington were referred to as resident impact assessments. As of November 2021, the council now refers to them as Equalities Impact Assessments (EqIAs). The original overall assessments have been updated and included in the tables in 3B which discuss the specific impacts on people with protected

characteristics and from disadvantaged groups. The paragraphs below cover the impacts of the proposed permanent traffic orders to allow exemptions for Blue Badge holders.

A further EqIA was submitted to assess the impact of the changes introduced in the 1 March 2022 delegated decision report, which granted exemptions to Blue Badge holders in the Clerkenwell Green LTN.

Eligible Blue Badge holders were granted a permit for their vehicle to be able to pass through designated camera-enforced traffic filters in the Clerkenwell Green LTN without receiving a penalty charge. The aim of this change was to help disabled people who rely on their vehicles for short local journeys, allowing them to enter and exit the LTN from any of the boundary roads, and take the shortest journey to and from the boundary road to their home (or any other location inside the LTN). At the time of writing, there are 43 Blue Badge holders estimated to live in the Clerkenwell Green LTN, although not all will have a vehicle registered with an exemption. The Blue Badge Exemption policy was amended in May 2022 to allow Blue Badge holders to register a car which might not be DLVA registered at their home address, such as the car of a carer or family member.

The council is also developing an individual exemption policy that will provide people who do not live within an LTN the opportunity to apply for an exemption. This is intended to shorten journeys through LTNs for people who have no other option than using a car and who are severely affected by longer journeys. Details on this policy will be provided in due course via a separate decision, and that policy will apply across all PFS schemes including the Clerkenwell Green LTN.

Monitoring data from October 2022 shows that while there have been some increases in traffic volumes on specific roads, which are unlikely to be attributable to the Blue Badge exemption policy implemented between the pre-consultation and final counts due to the relatively small number of 43 Blue Badge holders living in the Clerkenwell Green LTN.

### **Clerkenwell Green Public Realm**

The impact of the changes proposed to be delivered in the 13 December 2022 DDR relating to the Clerkenwell Green public realm transformation scheme proposal will affect council services as well as residents, businesses and anyone living within or visiting Clerkenwell Green.

The removal of 43 parking bays, which are primarily pay and display and one motorcycle bay on Clerkenwell Green and Farringdon Lane, will result in an estimated loss of £98.8K in annual parking revenue. The council is monitoring parking usage in the local area to assess the impacts of this proposed change, with the potential to make changes to parking arrangements in the future if necessary.

The loss of parking may cause disruption to some businesses in the area if they rely on passing trade from those making journeys in motor vehicles. However, parking bays remain unchanged in the wider area and the introduction of four new loading bays located at the north,

east, south and west of Clerkenwell Green as part of the scheme will provide businesses with the means to maintain deliveries and loading to and from their premises. The improvements will also make Clerkenwell Green more attractive to pedestrians and cyclists, increasing opportunities to attract passing trade from these groups which is likely to have increased since the arrival of the Elizabeth Line at Farringdon Station in May 2022.

The public realm improvements will create 68% more public space at Clerkenwell Green and reduce road space by 51%. The scheme will also provide four additional benches, six new trees and one replacement tree, 261m<sup>2</sup> of porous sustainable urban drainage systems (SuDS) including three low-level planters, an underground SuDS retention tank offering approximately 50m<sup>3</sup> of water retention for surface water runoff and a location for the Sylvia Pankhurst memorial statue that featured in the 2017 consultation.

These features will offer benefits for residents, businesses and visitors alike, improving the local environment and creating a less car-dominated, 'green' public space that is safer and more attractive to pedestrians and cyclists while encouraging greater dwell time and offering opportunities for public events and street markets.

### 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?

The Clerkenwell Green LTN is located in the Clerkenwell ward. Table 1 provides a demographic breakdown of Clerkenwell ward, compared to Islington and London as a whole.

There are slightly fewer people who identify themselves as having a disability in Clerkenwell (15%) than the Islington average (16%), but slightly more than the London average (14%). The larger percentage of Islington people who have a disability is particularly significant for this EqlA and is referred to in the assessment of equalities impacts.

The project area covers a portion of the ward of Clerkenwell. Socio-economic and disability data indicates that Clerkenwell Ward has slightly less deprivation than the Islington average and is rated as 11<sup>th</sup> least deprived in the borough of 17 wards.



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

There is a lower than average percentage of people who are Black and Minority Ethnic in Clerkenwell ward, with the Islington average being 32% and Clerkenwell 27%.

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 (78%), bus (55%), car as passenger (44%) and car as driver (24%). (Source: Travel in London: Understanding our diverse communities 2019, (TfL, 2019).

**Table 1 - Demographics of London, Islington, Clerkenwell ward**

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

		<b>London</b> Total: 8,173,941	<b>Islington</b> Total: 206,125	<b>Clerkenwell ward</b> Total:11,490
Gender	Female	51%	51%	49%
	Male	49%	49%	51%
Age	Under 16	20%	16%	12%
	16-24	12%	14%	20%
	25-44	36%	42%	40%
	45-64	21%	19%	20%
	65+	11%	9%	8%
Disability	Disabled	14%	16%	15%
Ethnic group	BME	40%	32%	27%
	White	60%	68%	71%
Religion or belief	Christian	48.5%	40%	41%
	Muslim	12%	9%	7%



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	Other	10%	4%	1%
	No religion	21%	30%	31%
	Religion not stated	8.5%	17%	17%

**Table 2 - Percentages of different trips by mode by different users**

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

Source: Analysis of the London Travel Demand Survey (LTDS) during the period 2016-19 (London Travel Demand Survey: <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/consultations-and-surveys#on-this-page-1>)

Please provide:

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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. Data from 2011 indicates that Clerkenwell residents owned 0.37 cars per household, one of the lowest rates in Islington and indicating that demand in the area for parking and car trips is falling. Furthermore, 8.4% of Clerkenwell's population travelled to work by bicycle, slightly lower than the borough average of 9%.

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/>)

However, LTNs installed in London in 2020 have been shown to reduce the number of injuries from road traffic collisions by half, relative to the rest of London, with no evidence of increased injury numbers or risk on LTN boundary roads (<https://findingspress.org/article/25633-impacts-of-2020-low-traffic-neighbourhoods-in-london-on-road-traffic-injuries>). The people-friendly streets programme has therefore improved the safety of local roads without putting excessive burden on boundary roads.

As the Islington Transport Strategy notes, “Children from Black and Minority Ethnic backgrounds are one and a half times more likely to be killed or seriously injured in a road collision than children from other backgrounds”, so reducing road danger through implementing LTNs and creating more public space in the borough seeks to address this inequality directly.

Given the reasons above, more space needs to be allocated to active travel modes. These modes make a significant contribution to reducing road traffic congestion and improving health. They are also an affordable way of getting around, addressing current cost of living conditions.

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 Blue Badge exemption policy is discussed in paragraphs 3.3.62 to 3.3.68 of the October 2021 [Executive decision report](#) (and pages 7-10 of the RIA to the Executive report). This policy exempts Blue Badge holders from the designated traffic filters of their home LTN for a single vehicle registered at their address, allowing them to drive through the restrictions.

This Executive Report was published with an additional appendix, produced by external transport consultancy Steer called 'Journey Lengths and Times Analysis'. This provides data and analysis of typical motor vehicle journeys in Islington, including journeys within and between low traffic neighbourhoods. The study shows that "the impact of the restrictions on short journeys is significantly higher than the impact on long journeys" (paragraph 5.5), which leads to the recommendation that Blue Badge exemptions should be implemented within each LTN.

As of October 2021, there were 7,788 Blue Badge holders in Islington, 1,713 of whom live within existing LTNs. As of October 2022, 43 Blue Badge holders in the Clerkenwell Green LTN are eligible for exemption from the traffic filters.

Only 9% of Clerkenwell Green is open space, one of the lowest proportions in Islington, and there are very limited prospects of new public spaces being created in the area. Clerkenwell also has a high population density, with 90% of residents living in flats, many with no access to communal gardens or courtyards. Islington is the UK's second most densely populated local authority, with further growth expected in future years: by 2027 it is anticipated that the borough will be home to 256,500 people, with Clerkenwell expected to be home to 14,400 by the same year, representing a 9.9% population increase rate against 8.9% for Islington and 9.4% for inner London. This faster rate of growth than the averages for both Islington and London, is likely to increase pressure on transport facilities and public spaces.

These statistics indicate that there is a clear need for more open space, in a less vehicle dominated setting in Clerkenwell for the local community to enjoy.

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><b>Positive:</b></p> <p><u>Young people:</u></p> <p>An increase in activity, including walking and cycling, benefits children in terms of reducing childhood obesity.</p> <p>The Fair Futures Commission found that some of the barriers to children and young people travelling independently revolved around concerns for personal safety, due to the threats from road danger. Reduced road danger should facilitate independent travel for children and young people, which is crucial to healthy child development.</p> <p>Air pollution from motor vehicles has a significant impact on younger people who are closer to the car exhaust level and who have lungs that are still developing. A growing body of research demonstrates that this impact can result in significant health complications later in life impacting on their life expectancy and quality of life. Older adults are also known to be particularly sensitive to air pollution.</p> <p>Children who have disabilities or mobility impairments may benefit from the Blue Badge exemption policy, if their carers live with them inside an LTN. The individual exemption policy for this exemption may also benefit children who, for example, attend a school in an LTN. It is also likely that older people with limited mobility who travel by private car are likely to</p>	<p><b>Positive:</b></p> <p>Permits for the local LTN Blue Badge exemption have been directly granted to eligible residents (those who are Blue Badge holders, hold a Free Resident Parking Permit (FRP) and/or Dedicated Disabled Bay (DDB)) and live within the LTN. Granting these permits removes the burden of applying, as their registered vehicle details are already known to the council. For Blue Badge holders without an FRP or DDB, a short application is required to provide evidence of a vehicle registered to their address.</p> <p><b>Negative:</b></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 LTN schemes. The council will work to promote uptake of this scheme amongst potentially affected groups.</p> <p>The changes that were introduced to offer limited exemptions for Blue Badge holders partly mitigates this identified impact on shorter journeys for some disabled people (which may include people of all ages, including older people and children / young people). Additionally, as of May 2022, Blue Badge holders are able to exempt a vehicle that is not</p>
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	<p>have Blue Badges and could benefit from the same policy. The positive impacts of LTNs on local traffic levels, as evidenced by the monitoring reports, means less congestion for exempt vehicles.</p> <p><u>Older people</u></p> <p>Older people, who have higher instances of mobility impairment, deafness or blindness will benefit from reduced traffic and road danger because of the lower volumes of cars traveling through the LTNs. In addition, older people are also more likely to live with dementia and will benefit from reduced noise pollution. Those older people who are able to increase their active travel will see benefits to their mobility and health.</p> <p><u>Both</u></p> <p>LTNs create improved conditions for cycling, particularly benefitting those older or younger residents with less balance who may want to choose adapted cycles away from traffic.</p> <p>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>The public realm improvement proposals will provide an additional 1,700 square metres of public space (representing a 68% increase in public space and a</p>	<p>registered to their address, such as the vehicle of a family member or carer.</p> <p>The exemption for people with an individual exemption policy may also benefit disabled people who do not live in an LTN, by allowing access to all LTNs. However, the individual exemption policy does not address the needs of those who rely on taxis or other private hire vehicles.</p> <p>The council will work with other boroughs, TfL and taxi/PHV providers to explore the possibility of a technological and regulatory solution, which would allow specific and time-limited exemptions for taxis/PHVs which are carrying Blue Badge holders who are Islington residents.</p> <p>Monitoring traffic levels after implementation of the exemption policy has shown that the increase in traffic as a result of the Blue Badge exemption is tolerable and does not outweigh the benefits of the scheme.</p> <p>The council is monitoring parking usage in the local area to assess the impacts of removing all parking at Clerkenwell Green under the public realm scheme, particularly those roads in closest proximity to the</p>
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	<p>51% reduction in road space) for people to meet and gather, whilst building on the benefits of the LTN by further reducing car dominance in the area, improving safety, making the area greener and making Clerkenwell Green a more inviting place for people to meet, gather and dwell. This is particularly beneficial to vulnerable older people and children, offering a larger, safer public space.</p> <p><b>Negative:</b></p> <p>Although it is possible to access all addresses the number of older people who travel by private cars, private vehicles for hire, or taxis for their local trips may increase over time and so may be inconvenienced by longer journeys. Longer journeys may also involve higher costs.</p> <p>The removal of all parking spaces on Clerkenwell Green could be detrimental to older people or those with children, who may benefit from the existing proximity of parking in the Green to local facilities and may be inconvenienced by the removal of this parking. Parking surveys indicate that there is parking capacity in the wider area for those people who want to use the Green and who need to drive. Visitors will have to walk a distance from these parking spaces to access the Green. This may be less convenient for people with mobility impairments or those with young children.</p>	<p>green, with the view to changing parking bay designations in the future if necessary.</p>
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Disability	Positive and Negative	<p><b>Positive:</b></p> <p>Compared to the London average (14%), there is a higher proportion of people in Islington who identify themselves as being disabled (16%). Compared to the London average (14%) a slightly higher proportion of people in Clerkenwell (15%) ward self-identify as being disabled.</p> <p>LTNs can enable easier or more pleasant journeys for disabled people: an increase in independence, a decrease in traffic danger and benefits to physical and mental health.</p> <p>Pedestrian enhancements could be of particular benefit to people with a disability in terms of navigating the urban environment, including but not limited to those using walking aids, a wheelchair or a mobility scooter. This includes the improvements made through the emerging people-friendly pavements project, which will remove existing barriers, reduce clutter and improve maintenance. The public realm improvements will offer greater freedom of movement on Clerkenwell Green, by removing a number of roads and reducing road space of the roads that will remain and increasing the amount of level paved space and creating additional informal crossing points, making it easier to move across the area for those with mobility issues or relying on the</p>	<p><b>Positive:</b></p> <p>Permits for the local LTN Blue Badge exemption were directly granted to eligible residents (those who are Blue Badge holders, hold a Free Resident Parking Permit (FRP) and/or Dedicated Disabled Bay (DDB)) and within the LTN. Granting these permits removes the burden of applying, as their registered vehicle details are already known to the council. For Blue Badge holders without an FRP or DDB, a short application was required to provide evidence of a vehicle registered to their address.</p> <p>As of October 2022, there are 43 eligible Blue Badge holding residents living within the Clerkenwell Green LTN. Of these eligible residents, 21 have taken advantage of the 'CGE' exemption permits.</p> <p>Additionally, the policy was updated in May 2022 to allow Blue Badge holders who do not have a vehicle registered to their address, to nominate another vehicle which is able to pass through the LTN filters without receiving a PCN on their behalf, such as a carer or family member.</p> <p>The council funds <a href="#">Pedal Power</a> sessions for all-ability cycling, enabling people with a range of disabilities to experience safe cycling at the Emirates and Finsbury Park.</p>
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		<p>use of a wheelchair. The removal of parking in the Green and vehicle access from Clerkenwell Road will create a less hostile environment for disabled people, reducing the number of road crossings needed to reach Clerkenwell Green from Clerkenwell Road.</p> <p>In residential areas, those with cognitive disabilities could benefit from reduced levels of noise pollution, supported by the neighbourhood walking and cycling improvements and the removal of through-traffic. Moreover, some disabled people may feel more comfortable accessing the businesses in LTNs, due to the reduction in traffic as a result of the PFS measures and reduced traffic levels with larger paved areas and informal crossing points created by the Clerkenwell Green public realm improvements.</p> <p>Research has shown that one of the main reasons that disabled people do not cycle more is due to inaccessible infrastructure, even though 75% of disabled cyclists report that they find cycling easier than walking (<a href="#">Assessing the needs and experiences of disabled cyclists 2018</a>). The proposals in LTNs will greatly improve conditions for disabled cyclists by reducing road danger without the need for further traffic calming measures.</p>	<p><b>Negative:</b></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 LTN schemes.</p> <p>The changes introducing limited exemptions for Blue Badge holders partly mitigates this identified impact on shorter journeys for some disabled people.</p> <p>The exemption for people with an individual exemption policy may also benefit disabled people who do not live in an LTN, by allowing access through all LTNs. However, the exemption does not address the needs of those who rely on taxis or other private hire vehicles.</p> <p>The council will work with other boroughs, TfL and taxi/PHV providers to explore the possibility of a technological and regulatory solution, which would allow specific and time-limited exemptions for taxis/PHVs which are carrying Blue Badge holders.</p> <p>The council is monitoring parking usage in the local area to assess the impacts of removing all parking on</p>
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	<p>In this way, providing better conditions for cycling can empower more disabled people to cycle, particularly those with less balance who may want to choose adapted cycles away from traffic. All traffic filters in the LTNs have been designed in a way that is inclusive and accessible to larger cycles such as tricycles and cargo cycles in line with the London Cycling Design Standards.</p> <p><b>Negative:</b></p> <p>The potential negative impacts on people who are Blue Badge holders who live within an LTN and have access to a vehicle registered at their address are mitigated by the Blue Badge exemptions at designated camera-enforced filters in the LTNs where they reside. The individual exemption policy that is currently being developed will also benefit some disabled people who do not live in an LTN, by allowing access through all LTNs. The positive impacts of LTNs on local traffic levels means less congestion for exempt vehicles.</p> <p>Although it is possible to access all addresses, there may be an increase of disabled residents or visitors who travel in private cars, private hire vehicles (PHVs), or taxis may have to use new routes for their local trips and so may be inconvenienced by longer journeys (which may also involve higher costs).</p>	<p>Clerkenwell Green under the public realm scheme, particularly those roads in closest proximity to the green, with the view to changing parking bay designations if necessary.</p>
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However, it must be noted that private cars are just one means of travel for disabled residents and therefore should be considered on balance with the benefits. Evidence in section 3 of this EqIA shows that the proportion of trips taken by car, as a driver or passenger, is 25.6% for people with disabilities in Islington and 13.6% for Londoners as a whole. The main means of transport, used by 81% of disabled Londoners at least once a week is walking.

The council is committed to engaging with disabled people and has undertaken pre-consultation engagement with disabled people and groups representing them, and listened to feedback submitted via Commonplace, the trial feedback surveys and general correspondence. This engagement forms part of the evidence which informed the Blue Badge exemption policy.

Similarly, people with disabilities who rely on taxis and PHVs, will not benefit from the new exemption policy. However, they may be eligible under the individual circumstance policy.

As discussed in the 'Overview' paragraphs at the start of section 3 of the [programme-wide RIA](#), the council seeks to balance exemptions with the benefits of reducing local traffic for all residents, including those

	<p>with protected characteristics who have benefitted from the LTNs as they currently exist.</p> <p>At the time of writing, it is not possible to implement an exemption for Blue Badge holders using taxis or PHVs, as enforcement cameras would not know whether a Blue Badge holder (who is resident in an Islington LTN) is travelling in a vehicle. To apply the exemption to these Blue Badge holders, the implementable solution would be to exempt all taxis and PHVs that could use Islington's roads, which would have significant impacts in terms of traffic volumes and dilute the benefits of the LTNs. There are 114,900 licenced taxis and PHVs operating in London, as of 2020 (<a href="#">source</a>). This alternative is not considered acceptable. Therefore, Penalty Charge Notices (PCNs) will apply to non-exempt vehicles going through the filters.</p> <p>If a technological solution can be found which allows specific and timed exemptions for only those taxi/PHV trips taken by Blue Badge holders who are resident in Islington, compatible with our current use of Automatic Numberplate Recognition (ANPR), then the council will consider exemptions for taxis/PHVs for the purpose of carrying a Blue Badge holder. This would be of benefit only to the 3.2% of trips taken by</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>disabled people which are in taxis or PHVs (this data is shown in Section 3).</p> <p>The removal of all parking spaces on Clerkenwell Green could be detrimental to people with disabilities, who may benefit from the existing proximity of parking in the Green to local facilities and may be inconvenienced by the removal of this parking. Parking surveys indicate that there is parking capacity in the wider area for those people who want to use the Green and who need to drive. Visitors will have to travel a distance from these parking spaces to access the Green. This may be less convenient for people with physical, visual or cognitive disabilities and their carers and may also decrease their access to services, if reliant on a car for transport.</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 and road danger in the LTN 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 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> <p>These schemes are universally available and promoted to all residents. Promotion of these schemes may increase cycling participation among Black, Asian and Minority Ethnic people in the borough.</p>
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	Neutral	No specific impacts identified.	n/a

<p>Maternity or pregnancy</p>	<p>Positive and Negative</p>	<p><b>Positive:</b></p> <p>Reduced volumes of traffic and speeds in low traffic neighbourhoods will create a less stressful environment, supporting a healthy pregnancy.</p> <p>Parents and carers with prams will benefit from a better walking environment and reduced traffic flows when crossing roads, especially in the vicinity of schools. This includes the improvements made through the emerging people-friendly pavements project, which will remove existing barriers, reduce clutter and improve maintenance.</p> <p>Parents or carers who use cycles or cargo cycles for family mobility will benefit from traffic filtering and reduced volumes of traffic. Road closures will be designed in a way that is permeable and accessible to larger cycles. It is anticipated that increased safety for people who are cycling will help to empower more parents and carers to use cargo cycles for family mobility.</p> <p>Pregnant people and unborn children in particular may be adversely impacted by air pollution. LTNs are expected to reduce traffic volumes and congestion on Islington roads, which is expected to contribute to improved air quality on these streets.</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> <p><b>Negative:</b></p> <p>Monitoring traffic levels after implementation of the exemption policy and throughout the life of the scheme has shown that the project has continued to meet its objectives.</p> <p>The council is monitoring parking usage in the local area to assess the impacts of removing all parking at Clerkenwell Green under the public realm scheme, particularly those roads in closest proximity to the green, with the view to changing parking bay designations in the future if necessary.</p>
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		<p>The public realm improvements will offer a high-quality public space with reduced vehicle dominance, improved air quality and increased public seating, offering a welcoming place for pregnant people to stop and stay in the area for respite. The reduction of vehicle dominance and additional informal crossing points will make crossing the roads on Clerkenwell Green safer and less stressful.</p> <p><b>Negative:</b></p> <p>Although access to all addresses is maintained as part of LTN schemes, pregnant people and those with young children may rely on private cars, private vehicles for hire, or taxis more for their local trips and so may be inconvenienced by longer journeys. Longer journeys may also involve higher costs.</p> <p>Pregnant people or parents/carers with young children may have reduced mobility, take longer to cross the road, be more vulnerable to traffic collisions and/or be more reliant on car transport, therefore they may be particularly impacted if schemes result in increased traffic and congestion on streets they live on.</p> <p>Pregnant people and unborn children may be particularly impacted by poorer air quality which may result from increased traffic and congestion on their streets.</p>	
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	<p>Pregnant people or parents/carers with young children who do not drive could be impacted by the exemption policy if local traffic rises. This could make streets unsafe and create an intimidating environment for people who do not rely on cars for their mobility, ultimately hindering the objectives of the LTNs.</p> <p>Pregnant people or parents/carers with young children could also be disproportionately impacted by the introduction of new street furniture and infrastructure (such as signage or cycleway wands) which may affect their accessibility if infrastructure is not suitably positioned.</p> <p>The removal of all parking spaces on Clerkenwell Green could be detrimental to pregnant people, who may benefit from the existing proximity of parking in the Green to local facilities and may be inconvenienced by the removal of this parking. Parking surveys indicate that there is parking capacity in the wider area for those people who want to use the Green and who need to drive. Visitors will have to travel a distance from these parking spaces to access the Green. This may be less convenient for pregnant people and may also decrease their access to services, if reliant on a car for transport.</p>	
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<p>Sex and sexual orientation</p>	<p>Neutral</p>	<p><b>Positive:</b></p> <p>Women - who are more likely than men to be moving through public space with pushchairs and prams, and expectant mothers and mothers with young children - may also particularly benefit from improved walking and cycling conditions and reduced traffic levels. This includes the improvements made through the people-friendly pavements project, which will remove existing barriers, reduce clutter and improve maintenance.</p> <p>The public realm improvements are likely to make encourage more pedestrians and cyclists to use Clerkenwell Green, increasing passive surveillance and feelings of safety for women travelling through the area.</p> <p>In London, women are less represented than men in cycling, and a lack of safe cycle infrastructure disproportionately impacts women, attributable in part to a more risk averse attitude to mixing with traffic. Reduced traffic and new cycle infrastructure will benefit and empower more women to cycle.</p> <p><b>Negative:</b></p> <p>Some women might feel less safe at night walking than driving, and the LTN restrictions might make local routes longer.</p> <p>The public realm changes will remove more road space and restrict vehicles entering Clerkenwell Green from Clerkenwell Road. This is likely to result in</p>	<p><b>Positive:</b> The public realm scheme has been designed to maintain adequate street lighting that is unobstructed by the proposed scheme changes. This includes ensuring that tree locations and species have been selected to avoid foliage obstructing lamp columns and relocating lighting columns where necessary. A well-lit public space may make women feel safer when travelling through the area at night.</p> <p><b>Negative:</b> Monitoring data for the Clerkenwell Green LTN does not suggest that the LTN has had a negative impact on ASB and crime, however perception of safety and insecurity can deter people from using active travel modes. The council will investigate improving the public realm in ways which could deter the potential for crime, and to make areas feel subjectively safer. These public realm improvements could include improving sightlines for people walking and introducing new or improved public lighting. In addition, the council is committed to working with its Community Safety Team and the Metropolitan Police to make Islington's streets safer.</p>
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Characteristic or group	Positive / Neutral / Negative	What are the positive and/or negative impacts?	How will potential benefits be enhanced, or negative impacts be eliminated or reduced?
		less passing traffic and may contribute to women feeling less safe at night when walking through the area due to less passive surveillance from vehicles.	
Marriage or civil partnership	Neutral	No specific impacts identified.	n/a



Character istic 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)  (e.g., people living in poverty, looked after children, people who are homeless or refugees)	Neutral	No specific impacts identified.	n/a

<p>Socio-economic status (To be treated as a Protected Characteristic under section 1 of The Equality Act 2010)</p>	<p>Positive and Negative</p>	<p><b>Positive:</b></p> <p>Busier roads can, in some areas, dominate more deprived communities. Walking and cycling improvements will benefit those living near busy roads and collision hot spots when they are moving around their local area. Islington is an extremely diverse borough and the index of deprivation across the borough shows that deprivation does not strictly follow main roads. One of the key findings of a 2021 paper on the interaction of socio-economic status and LTNs is that “Across London as a whole, people in the most deprived quarter of OAs [output areas, administrative areas containing around 300 residents] were 2.7 times more likely to live in a new LTN, compared to Londoners in the least deprived quarter” (<a href="#">source</a>).</p> <p>Generally, car ownership correlates to household income in London. Therefore, less affluent households are less likely to own a car – and be reliant on walking, cycling and public transport. The low traffic neighbourhoods in the PFS programme aim to benefit people who do not own cars by making it easier for them to travel by other modes.</p> <p>Additionally, with the cost-of-living crisis and the rise in petrol prices, there is a benefit to those who are economically disadvantaged if LTNs reduce this cost</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> <p><b>Negative:</b></p> <p><a href="#">Steer’s journey time analysis study</a> shows that shorter car journeys are the most affected by LTNs, and whilst delays might occur, LTNs make cheaper transport options such as cycling more attractive by improving active travel conditions.</p> <p>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>
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	<p>burden, by removing the perceived need for a motor vehicle once other options become more attractive.</p> <p>Finally, the greater connectivity via new cycling and walking routes should support social distancing whilst providing better healthy access to employment.</p> <p>The public realm improvement proposals will create a less hostile public space, with reduced car dominance for the benefit of the wider neighbourhood. The addition of greening and more public seating will provide an inviting urban public space for people to stop and stay, which is beneficial to those whose homes do not have a private garden or balcony space.</p> <p><b>Negative:</b></p> <p>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.</p> <p>However, evidence shows that lower-income households are less likely to have access to private cars and tend to be more represented amongst bus passengers. This means that any displacement of traffic onto main roads which affects bus journey times could disproportionately impact people on lower incomes. As of the time of writing, there have been no reports received from TfL to indicate that bus journey</p>	<p>Air quality schemes are being rolled out in parallel, for instance the installation of Electric Vehicle Charging Points and the Ultra-Low Emission Zone extension from October 2021.</p> <p>The council has a programme to help with the affordability of maintaining and securely storing cycles. Islington's 'Try before you bike' scheme helps people purchase a new cycle with monthly payments (£20 for an adult cycle, £10 for children), with the option of returning the cycle and stopping payments if they choose to.</p>
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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>times have been impacted. Should any traffic displacement occur, it could also have a disproportionately negative impact on some of Islington's more deprived communities, with consequences in terms of congestion, severance and air quality. However, as noted in the positive impacts, "people in the most deprived quarter of OAs [output areas, administrative areas containing around 300 residents] were 2.7 times more likely to live in a new LTN, compared to Londoners in the least deprived quarter."</p> <p>Purchasing and maintaining a cycle is significantly less expensive than the comparable costs for motor vehicles and can be cheaper than public transport fares.</p> <p>Nonetheless, people with less disposable income may be less able to afford the upfront costs and maintenance of owning a cycle than those with more disposable income. This in turn would mean they would not have equal access to the new cycle infrastructure or not benefit so much from the improved cycling environment.</p>	

4. How do you plan to mitigate negative impacts?

Please provide:

An outline of actions and the expected outcomes

Any governance and funding which will support these actions if relevant

Negative Impact	Action	Expected outcome	Governance and funding
<p><u>More inconvenient car trips</u></p> <p>More costly trips if taxis or private hire vehicles are relied on for some people falling into protected characteristics groups such as age, disability and parental status.</p>	<p>The London Taxicard Scheme offers subsidised travel in licenced taxis and private hire vehicles to London residents with serious mobility impairments or who are severely sight impaired. This could offset some of the increase in costs resulting from slightly longer routes as a result of the LTN schemes. The council will work to promote uptake of this scheme amongst potentially affected groups.</p> <p>The council will work with other boroughs, TfL and taxi/PHV providers to explore the possibility of a technological and regulatory solution, which would allow specific and time-limited exemptions for taxis/PHVs which are carrying Blue Badge holders who are Islington residents.</p>	<p>Increased use of scheme amongst target participants</p>	<p>Transport Projects and people-friendly streets team to oversee</p> <p>London Councils provide funding</p>
<p><u>More inconvenient car trips</u></p> <p>The Blue Badge exemption policy does not include taxis and private hire vehicles or doctors. It does, however, allow the Blue Badge holder to</p>	<p>The council will work with other boroughs, TfL and taxi/PHV providers to explore the possibility of a technological and regulatory solution, which would allow specific and time-limited exemptions for taxis/PHVs which are carrying Blue Badge</p>	<p>Both actions would result in an extension of the exemption policy to include more trips by</p>	<p>Transport Projects and people-friendly streets team to oversee</p> <p>Transport for London and London Councils to</p>



<p>nominate a vehicle not registered to their address to receive the exemption. This would allow a carer or family member to help drive the Blue Badge holder.</p>	<p>holders who are Islington residents.</p> <p>The exemption policy for Blue Badge holders is complemented by an individual exemption policy which will benefit some people who do not meet the Blue Badge exemption criteria.</p>	<p>disabled people.</p>	<p>help explore options</p> <p>TfL and London Councils provide funding</p>
<p><u>Main roads impact</u></p> <p>Possible increase of bus journey times which would impact on older, disabled or lower income residents disproportionately.</p>	<p>The council has a robust and comprehensive monitoring strategy to gather data on the displacement impacts on main roads. This data has been one of the factors to be considered carefully in deciding to transition to a permanent traffic order. The monitoring data throughout the life of the trial has shown that the scheme is successfully meeting its objectives.</p> <p>If required and informed by monitoring data, the council will work with TfL to identify bus priority corridors to improve bus journey times. Bus priority schemes will be implemented in consultation with TfL to protect bus journey times if data demonstrates that there are increased delays in bus journeys for a sustained period.</p>	<p>If mitigations are required, they should lead to improving and more predictable bus journey times.</p> <p>Current monitoring data indicates that the boundary roads around Clerkenwell Green have seen an increase in traffic volumes overall. It is likely that this is the result of Clerkenwell Green's Central London location and</p>	<p>Transport Projects and people-friendly streets team to oversee.</p> <p>Traffic and Engineering team to liaise with Transport for London if mitigations are required.</p> <p>Funding to be sourced from TfL in the first instance and from council capital as a second resort.</p>

		represents an increase in activity in the area following the easing of Covid-19 restrictions, which were in place when the scheme was initially implemented.	
<p><u>Main roads impact</u></p> <p>Possible increase in air pollution on the main roads which would impact disproportionately on residents living on main roads</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 where possible. This data has been considered carefully in deciding to transition to a permanent traffic order or to introduce mitigating measures. The final monitoring data shows that air pollution is below the legal limit at all boundary road sites in the Clerkenwell Green LTN.</p> <p>Air quality schemes are being rolled out in parallel, for instance the installation of Electric Vehicle Charging Points (EVCP) and the Ultra-Low Emission Zone (ULEZ) extension from October 2021.</p>	<p>If mitigations are required, they should be designed to improve air quality on main roads.</p> <p>Current monitoring data indicates that the boundary roads around the Clerkenwell Green LTN have seen an increase in traffic volumes overall. It is likely that this is the result of Clerkenwell Green's</p>	<p>Transport Projects and people-friendly streets team to oversee, working with the Air Quality team and the Traffic and Engineering team.</p> <p>Funding to be sourced from TfL in the first instance and from council capital as a second resort.</p>

		<p>Central London location and represents an increase in activity in the area following the easing of Covid-19 restrictions, which were in place when the scheme was initially implemented.</p> <p>.</p> <p>Additionally, as part of the people-friendly streets programme, the council has been improving the areas surrounding schools on main roads to improve road safety and air quality.</p>	
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<p><u>Cost of a cycle</u></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. Nonetheless, people with less disposable income may be less able to own a cycle than those with more disposable income. This in turn would mean they would not have equal access to the new cycle infrastructure.</p>	<p>The council has a programme to help with the affordability of maintaining and securely storing cycles. Islington's 'Try before you bike' scheme helps people purchase a new cycle with monthly payments (£20 for an adult cycle, £10 for children), with the option of returning the cycle and stopping payments if they choose to.</p>	<p>These actions should lead to a wider uptake of the use of cycles.</p>	<p>Housing, Community development oversee elements of the cycle storage programme.</p> <p>Transport Strategy and Active Travel oversee public bike hangars and the 'Try before you bike' (TBYB) scheme.</p> <p>Cycle storage and TBYB are council funded.</p>
<p><u>Street furniture</u></p> <p>People with restricted mobility could be disproportionately disadvantaged by the introduction of new street furniture and infrastructure (such as signage and cycleway wands) which may affect their accessibility if infrastructure is not suitably positioned.</p>	<p>The people-friendly pavement initiative will ensure impacts are minimised and accessibility improved in the public realm.</p> <p>Potential conflict to be minimised through the assessment of locations for proposed street furniture/ infrastructure to minimise and or eliminate negative impacts on accessibility.</p> <p>Engagement with disabled groups will also identify if there are outstanding issues with accessibility for people with restricted mobility.</p>	<p>Long-term outcomes are for a better public realm, with more people able to access and use footways and other spaces.</p>	<p>Transport Projects and people-friendly streets team will oversee, with works carried out by Traffic and Engineering.</p> <p>Section 106 and CIL can be used at ward level to improve accessibility on pavements and roads</p>

			Highways maintenance programme can also contribute to improving accessibility
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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)

### **Clerkenwell Green LTN**

The council has been actively engaging with residents, businesses and other stakeholders to gather feedback on the people-friendly street schemes that have been introduced. The methods used to engage have included the Commonplace interactive tool; emails sent directly or forwarded on to the PFS mailbox and responded to; trial feedback surveys for each scheme; and through formal objections which can be submitted during the six-month period after a scheme has been introduced.

As part of the Executive decision on people-friendly streets, in June 2020 the council committed to undertake a formal consultation around 12 months after the implementation of each trial schemes. Prior to the 4 March 2022 decision to make the Clerkenwell Green LTN permanent, a consultation took place between Thursday 4 November 2021 and Thursday 2 November 2021.

A full consultation report is appended to the 13 December 2022 DDR and the DDR itself summarises elements of the consultation.

Specific engagement has also been had with groups representing disabled people and with disabled individuals, especially around the development of the Blue Badge exemption policy. The introduction of the Blue Badge exemption policy was agreed in the council's Executive Report of 14 October 2021. This document, and its accompanying resident impact assessment, contain more details on the engagement carried out to develop the policy. In response to engagement with groups representing disabled people and with disabled individuals on the Blue Badge exemption policy, the council prioritised implementing the Blue Badge exemption in the two Highbury LTNs in advance of the consultation planned for early 2022. Moreover, in response to engagement since the publication of the Executive Report the council simplified the application process by automating the granting of an exemption where possible for Blue Badge holders living within the Clerkenwell Green low traffic neighbourhood.

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)

Additionally, in May 2022, the Blue Badge exemption policy was updated to allow a Blue Badge holder who does not have a vehicle registered to their address, to nominate someone else's vehicle to be registered on their behalf such as a carer, friend or family member.

In response to the recent and historic engagement with disabled groups and individuals the council will be implementing an 'individual exemption policy' which will involve a case-by-case consideration for individuals requesting exemption beyond the standard home LTN approach. The council recognises the need for this and will continue engaging with disabled groups and representatives on further developing this engagement route. Details around the application processes and exact criteria will follow in due course.

In response to the recent and historic engagement with disabled groups with regards to the need for exemptions for disabled taxi users and disabled people who may not have Blue Badges, the council acknowledges that the implementation of this policy will not benefit those users and is limited. The justification and rationale for the exclusion of taxis is explained in more detail in section 3B of this EqIA.

### **Clerkenwell Green Public Realm**

The Clerkenwell Green public realm transformation concept design was consulted on in 2017, between Monday 18 September 2017 and Monday 30 October 2017.

433 responses were received in total: 425 responses from individuals (residents, local workers, business owners and others, such as visitors), eight from stakeholders and one from a Ward Councillor.

Of the 425 individuals that responded:

- 82% indicated support for the proposals
- 9% indicated objection to the proposals
- 6% indicated mixed views toward the proposals
- 3% did not want any changes made to the Green

All eight stakeholders that responded expressed support for the proposals. A Clerkenwell Ward Councillor responded to express their support for the proposals.

Please provide:

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

Consultation took place in the form of three in-person consultation events, the distribution of 3,800 leaflets to residents, businesses and stakeholders and full consultation information was posted to the council's Clerkenwell Green webpage.

A full consultation report is appended to the 13 December 2022 DDR for the improvements to the public space at Clerkenwell Green, and the DDR itself summarises elements of the consultation that took place in 2017.

## 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
The number of exemption permits issued will be monitored.	Transport projects and people-friendly streets team. Blue Badge team.	Bi-annual reports and final monitoring report
Feedback from Blue Badge holders will be monitored.	Transport projects and people-friendly streets team. Blue Badge team.	Ongoing
Feedback from residents on the public realm scheme will be monitored.	Transport projects and people-friendly streets team.	Ongoing

Please send the completed EqlA 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	[REDACTED]	[REDACTED]	[REDACTED]
Fairness and Equality Team	[REDACTED]	[REDACTED]	[REDACTED]
Director or Head of Service	[REDACTED]	[REDACTED]	[REDACTED]