

Equalities Impact Assessment:

Full Assessment

Summary of proposal

Name of proposal	Decision to implement Mildmay Liveable Neighbourhood
Reference number (if applicable)	N/A
Service Area	Climate Change and Transport
Date assessment completed	05 June 2024

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 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 Mildmay Liveable Neighbourhood is the first liveable neighbourhood (LN) project to be implemented as part of the council's [people-friendly streets \(PFS\)](#), programme that was last endorsed by the council's Executive on [12 January 2023](#).

The council's [Transport Strategy \(2019-41\)](#) and [Vision 2030 Strategy](#) were consulted on and adopted by the council's Executive in November 2020. Both strategies make the case for the introduction of measures intended to reduce motor traffic volumes, enabling more people to walk, cycle and wheel and lead active lifestyles, reducing road danger and reducing the impact of transport on local air pollution and climate change.

A key element of the PFS programme going forward is [liveable neighbourhoods](#). Nearly 70 per cent of Islington households do not have access to their own motor vehicle, according to 2021 census data, and the poorest fifth of Islington households are the least likely to own a car. Despite this, cars occupy the vast majority of Islington's public space. Liveable neighbourhoods will see the council and communities work together to decide how best some of that space can be used to create cleaner, greener, healthier areas.

The Mildmay LN is a project comprising a series of interventions on streets and public spaces, which together will achieve the following objectives:

- reduce road danger
- reduce the negative environmental impact of motor traffic (noise, air pollution, carbon emissions)
- enable more people to walk, cycle and wheel local journeys, leading to active healthier lifestyles
- enable more social connections between neighbours and communities through safer streets and a more pleasant street environment
- support local businesses by improving public spaces, local high streets, local walking routes and business servicing facilities
- improve transport options for people without access to a car, and younger people

The Mildmay LN project comprises:

1. A public space scheme on King Henry's Walk to widen pavements, construct new greening, and construct a new public space enabled by introducing a traffic filter at the

east end of Queen Margaret's Grove, as well as new seating, new cycle parking, a dedicated loading bay, and adjustments to pedestrian crossings and parking restrictions to reduce the visual dominance of motor vehicles within the street.

2. A public space scheme at the junction of Mildmay Road and Wolsey Road, to construct new greening, new cycle parking, wider pavements, and new child-friendly features near the planned new entrance to Newington Green Primary School. Working closely with the council, the school is separately planning to relocate the school's main pupil entrance to Auriga Mews, which links into this scheme.
3. A School Street scheme on Mildmay Road and Wolsey Road, to complement the relocated Newington Green Primary School entrance and public space scheme, by reducing the presence of motor vehicles, road danger, noise, and air pollution around the school gate.
4. A School Street scheme on St Jude Street, to improve air quality and reduce road danger for young children travelling to school at St Jude & St Paul and The Children's House primary schools, complementing the King Henry's Walk scheme.
5. A traffic filtering scheme to reduce through traffic in the area between Newington Green, Mildmay Park, Balls Pond Road, the A10 Kingsland High St, and Boleyn Road. This will substantially reduce motor traffic in the area to create a network of low traffic streets that are safer for walking, wheeling and cycling, as well as improving air quality, reducing noise pollution, and deterring short car journeys in the project area.
6. A new safe segregated cycle track, upgraded pedestrian/cycle crossing, new bus gate (which is a traffic filter that buses can use), and new bus stop bypass on Boleyn Road to improve cycling safety on the popular Cycleway 1 route. The scheme will also include a new zebra crossing across Boleyn Road by Shellgrove Road, providing a new safe east-west walking route between two council estates and between the project area and Kingsland High Road. This scheme will also improve passenger access and help reduce journey time delays to the 236 bus route.
7. A new cycle track, improved raised zebra crossings, and new greening measures around Newington Green to make walking and cycling substantially safer, linking to the wider cycling network and improving safe pedestrian access to Newington Green, as well as a larger and improved public space on the adjacent Ferntower Road with new loading improvements to the east and west of this space.
8. A new loading bay on Mildmay Grove North to help facilitate safe business loading.
9. Accessibility improvements in the Mayville Estate, to support wheelchair users and people with pushchairs to more easily traverse the path between Mildmay Road and Matthias Road.
10. New greening measures on the Mayville Estate at Arundel Grove.
11. Accessibility improvements to pavements around the project area, including smoothing defects in the pavement, removing redundant street furniture, and improving dropped kerbs, to help people walk and wheel safely around the area.

The above proposals include the removal of 74 parking spaces, including 47 resident parking permit spaces and 27 shared use or pay-by-phone spaces. The number of car parking spaces to be removed within each scheme element is included in the detailed scheme descriptions, which can be viewed in Appendix 1 attached to the Officer Key Decision Report.

The project proposals have been developed through an extensive public engagement and consultation programme between 2021 and 2024. More details are outlined in section 4 of this EqIA. You can also visit the [project webpage](#) on the council's website, as well as the [dedicated consultation webpage](#) on the Lets Talk Islington platform.

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?

Throughout the people-friendly streets programme, the impacts on different groups of people with protected characteristics have been considered in Equalities Impact Assessments (EqIAs), and previously Resident Impacts Assessments (RIAs) which were later superseded by EqIAs. These assessments have accompanied Executive reports on the People-friendly streets programme, dated [18 June 2020](#), [14 October 2021](#) and [12 January 2023](#), as well as for individual PFS schemes. This new EqIA is appended to the Officer Key Decision Report to implement the Mildmay Liveable Neighbourhood project.

It is considered that the overall balance of positive impacts outweighs the negative impacts created by the project. Details about these potential negative impacts on people with protected characteristics, and extensive mitigations for them, are explained in section 3B.

General positive impacts

All people living and working in the Mildmay Liveable Neighbourhood area are expected to benefit from the positive impacts of the project including reduced road danger, reduced air and noise pollution, smoother and more accessible pavements, safer cycling routes, new and improved pedestrian crossings, improved access to public transport, new public spaces, and new greenery. These are explained in more detail in this section. Where these impacts are particularly relevant to people with protected characteristics, this is explained in more detail in section 3B.

Reduced road danger and improved health

- Reduced traffic volumes and speeds on local streets will create a safer environment with reduced risk of physical injury thereby enabling people to travel by walking, wheeling and cycling, and leading to further health benefits from more active lifestyles.
- There will be a safer and more pleasant environment for people travelling to and from three primary schools in the project area, enabling children to experience the health and wellbeing benefits of increased exercise through active travel.
- Air pollution is expected to improve in the area. Islington's [air quality strategy](#) identifies reducing motor traffic and increasing walking and cycling as key actions to improve air pollution, since motor traffic is a key source of harmful particulate matter and Nitrogen Dioxide (NO₂).

Improvements to walking, cycling and public transport

- It will be safer for people to cross roads, including to access buses and other public transport, through new road crossings and improved existing road crossings at Newington Green and Boleyn Road, and across local streets with lower traffic volumes and lower traffic speeds. Bus users will benefit from the expected improved resilience of the route 236 bus, particularly in the southbound / eastbound direction.
- There will be much safer cycling conditions on main roads and local streets, including on strategic cycle routes, which will enable more people to cycle. This also generates associated environmental and health benefits.
- Conditions on pavements in the area will be generally improved and made more accessible, including for those with impaired mobility to walk and wheel around their neighbourhood.

Improvements to the local economy and street environment

- Loading and servicing facilities for local businesses will be improved, through the introduction of several new loading bays.
- New trees, planting and rain gardens will increase local biodiversity, flood resilience, climate change mitigation, air pollution mitigation and improved visual amenity of the public realm.
- People will be more likely to spend time in the area, socialise in streets and public spaces, increasing community cohesion, mental and physical wellbeing, improving the physical environment around local commercial premises, and potentially increasing footfall to local businesses.

General negative impacts

The project may also introduce some general negative impacts. Where these particularly impact people with protected characteristics, they are detailed in section 3B, alongside any mitigation measures taken or proposed to address them.

Potential increase in motor traffic on the project area's boundary roads

- Traffic filtering may in principle lead to increased traffic volumes on some roads surrounding the project area. This could lead to bus journey time delays, increased air pollution on these roads, and a decrease in quality of life for residents living on these roads. Monitoring of Islington traffic filtering schemes has found that changes in traffic

volumes on boundary roads are on average negligible (between normal daily fluctuation of -10% and +10%) (as noted in the [January 2023 Executive report](#) on People-friendly streets). In addition, independent [research on data from pan-London traffic filtering schemes](#)¹ shows an average negligible change in traffic volumes on boundary roads. Further, air pollution is routinely monitored across the entire borough, with the results set out in annual reports.. The most recent [Islington Air Quality Annual Status Report \(2022\)](#) shows that air quality has generally improved borough-wide since pre-Covid-19 levels. This is reflected in air pollution monitoring in and around areas where LTNs have been implemented, which have seen general reductions in air pollution over the longer term, in line with the borough average. It is difficult to determine the extent to which changes in air pollution are attributable to LTNs and to wider factors. However, a [study conducted by Imperial College London](#), using Islington data, suggested LTNs are having a beneficial impact on internal and boundary roads. If required and informed by monitoring data, the council will work with TfL to identify schemes to improve local air quality in adversely impacted areas.

Increased journey times, and associated costs, for driving motor vehicles in the area

- People who drive to and through the area may be negatively impacted by longer driving journey times under the scheme. This could include longer journeys for people driving to local business or accessing addresses in the area. The council's [Blue Badge exemption](#) policy and [Individual exemption](#) policy mitigate these impacts on disabled people who rely on driving for their mobility. 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, which could offset some of the increase in costs resulting from slightly longer routes.

Removal of parking spaces and access to the kerbside

- Some resident permit parking spaces and shared-use / pay-by-phone parking bays will be removed across the project area. 74 parking spaces, including 47 resident parking permit spaces and 27 shared use or pay-by-phone spaces, will be removed under the project. The number of car parking spaces to be removed within each scheme element is included in the detailed scheme descriptions, which can be viewed in Appendix 1 attached to the Officer Key Decision Report. This reduction in parking could result in a negative impact on drivers having to park further away from local amenities such as shops, employment, and homes. Parking use surveys undertaken by the council indicate there is ample parking capacity in the project area, such that this removal of parking is not expected to significantly impact parking stress in the area. The council therefore expects that there is sufficient spare capacity in parking spaces available to mitigate this impact across the overall project area. Additionally, on Boleyn Road specifically the removal of all parking spaces on the west side of the road will remove all formal kerbside access at this location. However, access and parking for addresses at the adjacent

Mayville Estate (which fronts onto the west side of Boleyn Road) will be unimpacted, since these addresses already contain off-street parking and servicing spaces.

- Formal kerbside access for emergency vehicles will be restricted on the west side of Boleyn Road, since all parking spaces at this location will be removed, and replaced with a protected cycle track. However, this is unlikely to have an impact on the ability of emergency vehicles to access adjacent addresses fronting onto Boleyn Road, since the properties fronting onto both the west side and east side of Boleyn Road have their own access roads and off-street vehicle parking and servicing space. A number of on street parking spaces will also be retained on the east side of Boleyn Road.

Cycling infrastructure impacting people walking and wheeling

- The proposed bus stop bypass on Boleyn Road could have a negative impact on people accessing the bus stop, since they will need to make an extra crossing over a cycle track to reach the bus stop. This may potentially deter some people from using buses due to a perceived risk of collisions with people cycling. A series of design features have been included in the proposal to mitigate this potential negative impact, following Islington's evaluation of other bus stop bypasses delivered in recent years, and drawing on [TfL's Accessible Bus Stop Design Guidance](#). These features are outlined in section 3B.
- The proposed delineated cycle path through the public space at Ferntower Road may make walking and wheeling in this space more challenging for some people. At present, cycling is not legally permitted in this space, although many people do cycle through the space illegally, and some come into conflict with people walking. The scheme expands and enhances the existing public space and introduces a cycle path along one side of the space to allow cyclists a clear, segregated and safe route through. The proposed design follows [national design guidance](#) to safely separate people walking and cycling, providing dedicated crossing points over the cycle path for people walking and wheeling, ensuring both groups feel safe when traversing the space.

Overall, it is considered that the balance of positive impacts outweighs the negative impacts created by the project. Details about these potential negative impacts on people with protected characteristics, and extensive mitigations for them, are explained in section 3B.

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 Mildmay LN is located entirely within Mildmay ward. Within that ward, the project area is located entirely within the [Newington Green Middle Super Output Area \(MSOA\)](#), a statistical area defined by the Office for National Statistics (ONS). Table 2 provides a demographic breakdown of people in this MSOA, compared to Islington and London as a whole, from the 2021 census.

Table 2 - demographics of London, Islington, and the Newington Green Middle Super Output area (which covers the entire project area)

	London total: 8,799,723	Islington total: 216,612	Newington Green MSOA total: 9,212
Gender: Female	51%	52%	52%
Gender: Male	49%	48%	48%
Age: Under 16	19%	15%	15%
Age: 16-24	11%	13%	13%
Age: 25-44	34%	41%	42%
Age: 45-64	24%	21%	21%
Age: 65+	12%	9%	8%
Disabled	13%	16%	19%
Ethnic group: BAME	46%	38%	42%
Ethnic group: White	54%	62%	58%
Religion or belief: Christian	41%	35%	34%
Religion or belief: Muslim	15%	12%	14%

	London total: 8,799,723	Islington total: 216,612	Newington Green MSOA total: 9,212
Religion or belief: Other	10%	5%	4%
Religion or belief: No religion	27%	41%	41%
Religion not stated	7%	8%	7%

Source: 2021 Census data available at:

<https://www.ons.gov.uk/census/maps/choropleth?geoLock=msoa&msoa=E02000565>

Demography: Disability

There are more people who identify themselves as having a disability in the Newington Green MSOA (19%) than in Islington (16%) and the London average (13%). The higher percentage of Islington residents who have a disability is particularly significant for this EqIA and is referred to in the assessment of equalities impacts.

[Disabled people are five times more likely to be injured as a pedestrian than non-disabled people](#). Given such a significant percentage of disabled residents walk or wheel (proportionally more than those who drive, use taxis or ride as a passenger), it can be reasonably inferred that measures to reduce traffic volumes and vehicle speeds will reduce road danger for disabled residents.

The council's [Blue Badge exemption policy](#) exempts Blue Badge holders from the designated camera-enforced traffic filters in the low traffic neighbourhood (LTN) or LN in which they live for a single vehicle (either belonging to themselves or someone else (such as a carer of family member)).

The council's Individual exemption policy allows people who do not immediately meet the criteria for the Blue Badge exemption policy but would be expected to suffer severe physical or psychological health impacts as a result of longer vehicle journeys or re-routing of trips, to benefit from access through camera-enforced traffic filters in the Islington PFS traffic-filtered neighbourhoods. The full policy, which first was introduced in December 2021, is available on the [council's website](#) along with details of how individuals can apply.

Demography: Ethnicity

There is a slightly higher than average percentage of ethnically diverse people who are Black, Asian, and Minority Ethnic in the Newington Green Middle Super Output Area (42%) than the Islington average (38%).

Demography: socio-economic status

ONS data for the [Newington Green Middle Super Output Area \(MSOA\)](#) indicates that 31% of people are economically inactive in this area (slightly lower than the borough average of 32%) and 54% of households in the area are economically deprived in at least one of four dimensions (housing, health, education or employment), which is a higher proportion than the overall borough average of 52%.

Transport mode shift and public health benefits

Islington has one of the lowest proportions of car/van ownership per household in the country, with [67% of households not having access to a car/van](#).

Transport for London (TfL) [analysis](#) suggests that across London, of the 3.7 million car trips originating and ending across London each day, 11% could be walked in less than 20 minutes, 36% could viably be cycled, and 45% could be taken by public transport. Within Islington, this proportion is likely to be even greater.

The implication of these figures is that there is great potential for many trips in Islington to be made by modes other than private car, and that many existing car journeys could instead be made by walking, wheeling and cycling, bringing with it [public health benefits](#) and [air quality benefits](#) for all Islington residents.

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

Additionally, older people are [more likely to be socially isolated](#). High volumes of motor traffic have been shown to [exacerbate](#) social isolation, as well as reducing children’s independent mobility.

Table 3 shows the percentages of different trips by mode by different users, showing that disabled people in Islington are more likely to be car passengers (16.7% of trips) than non-disabled people (6.2% of trips). Equally however, disabled people’s most common method of travel is walking (41.2% of trips).

Table 3 - 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%

Mode	All users in London	Disabled people in Islington
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%

¹Source: Analysis of the [London Travel Demand Survey](#) (LTDS) during the period 2016-19

Road danger reduction

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 to 14 is [being hit by a vehicle](#).

LTN-type schemes that were 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. It can therefore be inferred that the PFS programme has improved the safety of local roads [without putting an excessive burden on boundary roads](#), including through delivery of LTN schemes.

Additionally, the construction of segregated cycle tracks and routes [has been shown to have a range of benefits](#) including increased cycle safety, more trips being made by cycle, and a more diverse range of people opting to cycle.

As the [Islington Transport Strategy](#), and [recent academic evidence](#) notes, people from minority ethnic backgrounds significantly more likely to be killed or seriously injured in a road collision than people from other backgrounds, particularly children. Reducing road danger through implementing Liveable Neighbourhoods seeks to address this inequality directly.

Given the reasons above, more space needs to be allocated to active travel modes (walking, wheeling and cycling). These modes make a significant contribution to reducing road traffic congestion and improving health. The proposed measures that form this project aim to make it easier for more people to travel by these modes, particularly for local journeys, switching away from using motor vehicles as transport for these trips.

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

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

Please use the following definitions as a guide:

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

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

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

Characteristic or group	Positive / Neutral / Negative	What are the positive and/or negative impacts?	How will potential benefits be enhanced, or negative impacts be eliminated or reduced?
Age	Positive and Negative	<p>Positive:</p> <p><u>Young people</u></p> <p>Young people are the most vulnerable group to road danger, and collision with motor vehicles is a leading cause of death for children aged 5 to 14. 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. Air pollution also 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</p>	<p>Positive:</p> <p>The council will promote walking and cycling through its Active Travel programme, which includes programmes that target all and/ or specific age groups:</p> <ul style="list-style-type: none"> • providing free cycle skills sessions to adults and children; • the STARS programme which works with schools to enable healthier school travel;

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>later in life impacting on their life expectancy and quality of life, and their cognitive health. Therefore, young people could particularly benefit from the Mildmay LN due to:</p> <ul style="list-style-type: none"> • Reduced road danger and air pollution from the lower volumes of motor vehicles travelling in the project area • Two new school streets, which restrict motor traffic outside school premises during school collection and drop-off times • Safer cycling infrastructure, which will help enable young people to travel independently to access social and other opportunities, thereby improving their mental, physical and cognitive health, and independent mobility • Safer road crossings on Mildmay Road, King Henry’s Walk, Newington Green and Boleyn Road • Improved outdoor public space, greening, and informal play space on King Henry’s Walk and Mildmay Road. These will be publicly accessible at all times, acting as gathering places and informal play space for all including families and young people • Wider mental and physical health benefits of walking and cycling more local journeys, including to education and social opportunities, as well as from increased outdoor play and activity <p>Additionally, the expected positive impacts of the overall project on local traffic levels, as evidenced by monitoring of the council’s existing LTN schemes in other areas of the borough, could result in less congestion for journeys made by people who have exemptions to camera-enforced traffic filters in the Mildmay LN, under either the Blue Badge exemption or the</p>	<ul style="list-style-type: none"> • working with TfL and private companies to provide cycle hire; • 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. • ‘All About the Bike’, a scheme focusing on Pupil Premium students aged 11-16, where students are gifted a refurbished bike with a lock to keep and trained in bike maintenance and to level 3 Bikeability. • Pedal Power sessions for all-ability cycling, enabling people with a range of disabilities to experience safe cycling and help train them to cycle independently. • Ride Side by Side scheme delivered by Bikeworks targets residents aged 60+ to provide a Bike taxi service. Bikeworks also delivers “Silver Cyclists”

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		<p>Individual Exemption policies. Young exemption holders may particularly benefit if, for example, they travel by motor vehicle to attend a school in the Mildmay LN, or in another LTN that requires travelling through the Mildmay LN to access.</p> <p><u>Older people</u></p> <p>Older people have higher instances of impaired or slower mobility, deafness or blindness, social isolation, and dementia. They are also under-represented in cycling as a mode to make local journeys. Older people could particularly benefit the Mildmay LN due to:</p> <ul style="list-style-type: none"> • Reduced road danger and air pollution from the lower volumes of motor vehicles travelling in the project area • Safer cycling infrastructure, which will help enable older people to travel independently to access social and other opportunities, thereby improving their mental, physical and cognitive health and independent mobility • Safer road crossings on Mildmay Road, King Henry's Walk, Newington Green and Boleyn Road • Safer and improved pavements, including repairs to defects in existing pavements and new wider pavements on King Henry's Walk and Mildmay Road • Improved outdoor public space, seating, and greening on King Henry's Walk and Mildmay Road. These will be publicly accessible at all times, acting as gathering places for all including older people, helping to reduce loneliness 	<p>programme targeting older people, and the separate Positive Spin programme targeting people with dementia.</p> <ul style="list-style-type: none"> • Community Connections, a resource which signposts people to local walking and cycling groups and other facilities including those aiming to provide dedicated support to people with protected characteristics. <p>The council will continue working closely with the schools in the project area to capitalise on the expected benefits of the project.</p> <p>Permits for the 'home' LTN / LN Blue Badge exemption will be directly granted to eligible residents (those who are Blue Badge holders, living within the project area and also holding a Free Resident Parking Permit [FRP] and/or Dedicated Disabled Bay [DDB]). Granting these permits removes the burden of applying, as their registered</p>

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		<ul style="list-style-type: none"> Wider mental and physical health benefits of walking and cycling more local journeys, enabling older people to live healthier lives for longer, and preserving their independent mobility <p>Additionally, the expected positive impacts of the overall project on local traffic levels, as evidenced by monitoring of the council's existing LTN schemes in other areas of the borough, could result in less congestion for journeys made by people who have exemptions to camera-enforced traffic filters in the Mildmay LN under either the Blue Badge exemption or the Individual Exemption policies. Older people are more likely to have a blue badge, and therefore may particularly benefit.</p> <p>Negative:</p> <p>All addresses within the project area will remain accessible by vehicle once it is implemented. However, some older people and children / young people may be more reliant than others on private cars, taxis or private hire vehicles or buses for transport, and may therefore be negatively impacted by:</p> <ul style="list-style-type: none"> removal of resident permit parking bays and shared-use/ pay-by-phone parking bays set out in Section 2, if it means they have to park further away from home and local amenities. the bus stop bypass on Boleyn Road (described in Section 2), since people will need to make an extra crossing over a cycle track to reach the bus stop and board the 236 bus 	<p>vehicle details are already known to the council. For Blue Badge holders without an FRP or DDB, a short application will be required to register a vehicle for the exemption.</p> <p>Negative:</p> <p>The London Taxicard Scheme offers subsidised travel in licenced taxis and private hire vehicles to London residents with serious mobility impairments or who are severely sight impaired. This could offset some of the increase in costs resulting from slightly longer driving routes for older people who qualify under the project. The council will work to promote uptake of this scheme amongst potentially affected groups.</p> <p>Bus stop islands with cycle track bypasses are included in Department for Transport active travel design guidance LTN 1/20, as a measure to protect people cycling from motor traffic while allowing bus users a safe</p>

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		<p>The potential negative impact of the bus stop bypass must be balanced against its positive impacts, including on groups with protected characteristics. Without the bus stop bypass facility, Boleyn Road would not be a safe environment for cycling for people of all ages, people cycling with disabilities, and people with less confidence cycling. Additionally, the project delivers a new zebra crossing on Boleyn Road enabling a significantly safer crossing for bus users to reach the northbound and southbound bus stops for this bus route.</p> <p>Additionally, if the project leads to an increase in traffic on roads surrounding the project area, this could lead to increased air pollution on these roads, which could particularly have a negative impact on older and younger people who are likely to be more vulnerable to illnesses related to air pollution. However, air pollution is routinely monitored across the entire borough, with the results set out in annual reports. The most recent Islington Air Quality Annual Status Report (2022) shows that air quality has generally improved borough-wide since pre-Covid-19 levels. This is reflected in air pollution monitoring in and around areas where LTNs have been implemented, which have seen general reductions in air pollution over the longer term, in line with the borough average. It is difficult to determine the extent to which changes in air pollution are attributable to LTNs and to wider factors. However, a study conducted by Imperial College London, using Islington data, suggested LTNs are having a beneficial impact on internal and boundary roads</p>	<p>space to wait for, board and alight from buses.</p> <p>The bus stop bypass on Boleyn Road has a series of design features to mitigate negative impacts as much as possible by design. These have been developed in line with TfL's Accessible Bus Stop Design Guidance. The design includes:</p> <ul style="list-style-type: none"> • a 2.5m wide bus stop island that allows buses to deploy ramps and wheelchair and buggy users to safely manoeuvre onto and off a stopped bus • a clearly defined step free zebra crossing across the cycle track with tactile paving • detectable kerbs to clearly delineate the cycle track, the pavement, and the bus stop island • horizontal and vertical deflection in the cycle track, a narrowing of the cycle track, and a series of thermoplastic rumble strips

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			<p>installed on the cycle track, all to slow cyclists on the approach to the zebra crossing</p> <p>In 2021 an on-site evaluation of a similar bus stop bypass facility on York Way was undertaken with Horizon, a group for visually impaired people in Islington. Additionally, a new bus stop bypass was constructed in 2024 on Caledonian Road, using a similar design to the proposed scheme on Boleyn Road.</p> <p>The project will also deliver a new zebra crossing on Boleyn Road, enabling a significantly safer crossing for older people to reach the northbound and southbound bus stops for this bus route.</p> <p>Air pollution is routinely monitored across the entire borough, with the results set out in annual reports. The most recent Islington Air Quality Annual Status Report (2022) shows that air quality has generally improved</p>

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			<p>borough-wide since pre-Covid-19 levels. This is reflected in air pollution monitoring in and around areas where LTNs have been implemented, which have seen general reductions in air pollution over the longer term, in line with the borough average. It is difficult to determine the extent to which changes in air pollution are attributable to LTNs and to wider factors. However, a study conducted by Imperial College London, using Islington data, suggested LTNs are having a beneficial impact on internal and boundary roads. If required and informed by monitoring data, the council will work with TfL to identify schemes to improve local air quality in adversely impacted areas.</p> <p>The council is also undertaking a separate air pollution monitoring project covering Mildmay and Highbury wards, which seeks to further combat air pollution by increasing understanding, raising public awareness, and help the community</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?
			<p>take action to improve air quality. This includes expanding air pollution monitoring in the area, creating a new public facing platform displaying real-time air quality data, and delivering a series of resident workshops involving local people in air pollution monitoring and data collection.</p> <p>The council's separate programme to install Electric Vehicle Charging Points and invest in cleaner vehicles used by council services, in addition to Transport for London's Ultra-Low Emission Zone (ULEZ) covering Mildmay since October 2021 and funding cleaner buses on polluted transport corridors, will help to off-set any potential negative impacts to air pollution on main roads and bus routes.</p>
Disability	Positive and Negative	<p>Positive:</p> <p>Disability is an extremely diverse term, and disabled people live with a range of disabling conditions which have varied effects. These effects can include impaired mobility, impaired vision, reliance on a wheelchair or other mobility</p>	<p>Positive:</p> <p>The council funds Pedal Power sessions for all-ability cycling, enabling people with a range of disabilities to</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?
		<p>aid to travel, the need for full time assistance or care, and limited cognition, among others. In addition, 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 (source: Wheels for Wellbeing). Compared to the London average (13%), there is a higher proportion of people in Islington who identify themselves as being disabled (16%). Disabled people could particularly benefit from the Mildmay LN due to:</p> <ul style="list-style-type: none"> • pavement accessibility improvements on multiple streets around the project area, repairing and renovating pavements to be smoother and more accessible, removing trip hazards and sharp upstands, helping people who use walking aids, wheelchairs and mobility scooters. • a new zebra crossing on Boleyn Road, providing a new safe walking link between Mildmay and neighbouring Hackney, and providing safer access to the 236 bus route. • people with cognitive disabilities could benefit from reduced levels of air and noise pollution, supported by the walking and cycling improvements and the removal of through-traffic. • Some disabled people may feel more comfortable accessing businesses in the project area on foot due to the reduction in traffic and improvements to pedestrian crossings, pavement widening, and pavement repairs, as well as accessing broader social, employment and educational opportunities by enabling easier walking, wheeling and cycling in the area. 	<p>experience safe cycling and help train them to cycle independently. Additionally, the council's Ride Side by Side scheme targets older residents to provide a Bike taxi service, and the separate Positive Spin programme targets cycling training and guided sessions to people with dementia cycle.</p> <p>Permits for the 'home' LTN / LN Blue Badge exemption will be directly granted to eligible residents (those who are Blue Badge holders, living within the project area and also holding a Free Resident Parking Permit (FRP) and/or Dedicated Disabled Bay (DDB)). 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 will be required to register a vehicle for the exemption.</p> <p>Negative:</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?
		<ul style="list-style-type: none"> The new areas of greening and public space will help foster community interactions and will be fully accessible. New seating on King Henry's Walk will provide more places to stop and rest. Significant improvements to conditions for cyclists. by delivering a low traffic environment in the core of the project area and providing new segregated cycle tracks across busier roads on the periphery of the project area. In this way, providing better conditions for cycling can enable more disabled people to cycle, particularly those with impaired balance who may want to choose to cycle away from traffic. All traffic filters in the project area will be 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. The new bus stop bypass on Boleyn Road will make cycling safer for disabled people locally and using the strategic Cycleway 1 route, which runs along Boleyn Road. <p>Additionally, Blue Badge holders who live within the project area and have access to a vehicle registered at their address will also benefit from Blue Badge exemptions to designated camera-enforced traffic filters in the Mildmay LN area. Disabled people who can demonstrate they meet the criteria may benefit from an Individual Exemption, which will allow permit holders access through the designated traffic filters in the Mildmay LN (as well as in other Islington PFS LTNs and LNs) regardless of whether they live in Mildmay LN area. The positive impacts of the project on local traffic levels will mean there is less congestion within the area impacting exempt vehicles.</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 longer routes arising from the project. The council will work to promote uptake of this scheme amongst potentially affected groups.</p> <p>The Blue Badge exemption policy partly mitigates against the identified impact, particularly on shorter motor vehicle journeys, for disabled people who drive and/ or have access to a vehicle to nominate. Additionally, Blue Badge holders may exempt a vehicle that is not registered to their address, such as the vehicle of a family member or carer.</p> <p>The Individual exemption (introduced as a trial in January 2023) provides a reasonable adjustment for individuals who rely on vehicle travel and, as a</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?
		<p>Negative:</p> <p>Disabled people who rely on taxis/ PHVs may be inconvenienced by longer journeys that may result from traffic filters, particularly for shorter journeys. This includes people who would otherwise meet the criteria for either the Blue Badge exemption or the Individual Exemption, but do not have access to a private vehicle (either their own, or someone else's such as a family member or carer), nor have access to another person to drive them. Longer journeys may also involve higher financial costs.</p> <p>At time of writing, it is not possible to implement an exemption for Blue Badge or Individual exemption holders using taxis or PHVs, since the enforcement cameras would not know whether a permit holder is travelling in a taxi or PHV at any given time. To apply the exemption to permit holders, an implementable solution would in theory involve exempting all taxis and PHVs that could use Islington's roads. This would have significant impacts on potential traffic volumes in the project area, and would dilute the positive impacts of the project, including those on groups with protected characteristics. There are 104,700 licenced taxis and PHVs operating in London as of 2023, and they do not solely, or mostly, transport Blue Badge holders or disabled people. This approach is not considered acceptable. Additionally, the council does not have the logistical resource and capability to implement this alternative at present. Therefore, for the purposes of the experimental traffic order, and any future traffic order which supersedes it governing the traffic filters, Penalty Charge Notices will apply to non-exempt vehicles going through the traffic filters.</p>	<p>result of disability or a chronic health condition, are substantially disadvantaged by increased time spent in a vehicle or re-routing of trips due to LN/LTN traffic restrictions.</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 committed to engaging with disabled people and has undertaken engagement with disabled people and groups representing them. The council has taken into account feedback submitted via its surveys during co-design and consultation phases, as well as from general correspondence received, which have helped shape the project designs.</p> <p>Bus stop islands with cycle track bypasses are included in Department</p>

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		<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 Number Plate Recognition (ANPR), then the council may consider exemptions for taxis/PHVs for the purpose of carrying a Blue Badge or Individual Exemption holder. This would be of benefit only to the 3.2% of trips taken by disabled people which are in taxis or PHVs (this data is shown in Section 3A).</p> <p>It should be noted that private cars are one among multiple potential means of travel for disabled residents and therefore potential negative impacts should be considered on balance with scheme benefits. Evidence in section 3A of this EqIA shows that the proportion of trips taken by car, as a driver or passenger, is 25.6% for disabled people 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 / wheeling.</p> <p>Additionally doctors, medical personnel and people from other professions who may tend to disabled people do not benefit from the exemptions on the basis of profession. 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 with protected characteristics who will benefit from the project.</p> <p>Additionally, although no dedicated Blue Badge bays (which are typically located close to addresses of people holding a Blue Badge) are proposed to</p>	<p>for Transport active travel design guidance LTN 1/20, as a measure to protect people cycling from motor traffic while allowing bus users a safe space to wait for, board and alight from buses.</p> <p>At the bus stop bypass on Boleyn Road, the design has a series of design features to mitigate any negative impacts. These have been developed in line with TfL's Accessible Bus Stop Design Guidance. The design includes:</p> <ul style="list-style-type: none"> • a 2.5m wide bus stop island that allows buses to deploy ramps and wheelchair and buggy users to safely manoeuvre onto and off a stopped bus • a clearly defined step free zebra crossing across the cycle track with tactile paving • detectable kerbs to clearly delineate the cycle track and the footway and the bus stop island • horizontal and vertical deflection in the cycle track, a narrowing of

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>be removed, proposed removal of some residents' parking bays and shared-use / pay-by-phone parking bays could have a potentially negative impact on disabled people who rely on a car, since Blue Badge holders are permitted to park in all pay-by-phone and shared use parking bays. This could result in Blue Badge holders being requiring to park further away from local amenities such as shops, places of worship, and other amenities.</p> <p>The replacement of two zebra crossings on King Henry's Walk with three implied crossings could be more challenging for visually impaired users to navigate.</p> <p>The bus stop bypass on Boleyn Road could have a negative impact on disabled people accessing the bus stop, since they will need to make an extra crossing over a cycle track before they can board the bus. Visually impaired users in particular might find this challenging. One bus route – the 236 from Hackney Wick to Finsbury Park – uses this bus stop. Under the scheme, the bus stop waiting area will be relocated onto a kerbed island in the existing carriageway, which allows the existing waiting area to accommodate a cycle lane bypass away from the main carriageway, while the remaining pavement will provide a sufficient width consistent with the current acceptable level of comfort.</p> <p>The potential negative impact of the bus stop bypass should be balanced against its positive impacts, including on groups with protected characteristics. Without the bus stop bypass facility, Boleyn Road would not be a safe environment for cycling for people of all ages, people cycling with disabilities, and people with less confidence cycling. Additionally, the project</p>	<p>the cycle track, and a series of thermoplastic rumble strips installed on the cycle track, all to slow cyclists on the approach to the zebra crossing</p> <p>In 2021 an on-site evaluation of a similar bus stop bypass facility on York Way was undertaken with Horizon, a group for visually impaired people in Islington. Additionally, a new bus stop bypass was constructed in 2024 on Caledonian Road, using a similar design to the proposed scheme on Boleyn Road.</p> <p>The new implied crossings on King Henry's Walk will have renewed tactile paving, will be raised up from roadway level to pavement level, and will be a short crossing distance (5.1metres), all in contrast with the current zebra crossings. The volume of motor traffic expected to use these crossings is expected to be substantially lower under the scheme than at present. The new crossings are also located in</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?
		delivers a new zebra crossing on Boleyn Road enabling a significantly safer crossing for bus users to reach the northbound and southbound bus stops for this bus route.	better positions for easy walking on the most popular desire lines, making it easier to cross the road where users most want to.

Race or ethnicity	Positive and Negative	<p>Positive:</p> <p>The Islington Transport Strategy (2019-2041) 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”. People from ethnic and racial minorities are also less likely to drive a motor vehicle, more likely be more reliant on walking and public transport, and have less access to green space. In the Newington Green MSOA, 42% of the population identify as non-white.</p> <p>The project will make walking easier and safer, improve access to public transport through improved pedestrian crossings to reach bus stops (and a new bus gate), reduce noise and air pollution, and construct new public spaces and greenery.</p> <p>The project will also create improved conditions for cycling, particularly benefitting those residents and families who are underrepresented among people cycling. People from ethnic minorities will particularly benefit from improved physical and mental health arising improved physical activity which this project enables, since they are disproportionately impacted by poor physical health due to inactivity.</p> <p>The project also delivers safer and more pleasant walking, wheeling and cycling routes to all primary schools in the area. Newington Green Primary School in particular is highly ethnically diverse, and pupils and parents attending this school will benefit enormously from the improved access route, which will be calmer, lower traffic, less polluted, and with more pedestrian space, public space, and greening than the current main school entrance.</p>	<p>Positive:</p> <p>The council will promote walking and cycling through its Active Travel programme, which includes:</p> <ul style="list-style-type: none"> • providing free cycle skills sessions to adults and children, including across all other Equalities groups; • the STARS programme which works with schools to enable healthier school travel; • working with TfL and private companies to provide cycle hire; • 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. • Community Connections, a resource which signposts people to local walking and cycling groups and other facilities including those aiming to provide dedicated support to people with protected characteristics. <p>Negative:</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>The new greenery delivered by the project could also benefit people from ethnic minorities, who are disproportionately likely to lack access to green space in their homes.</p> <p>Negative:</p> <p>People from ethnic minorities are less likely to have access to private cars and tend to be more represented amongst bus passengers. If the project leads to increased motor traffic on bus routes surrounding the area, this could negatively impact bus journey times and therefore could disproportionately impact people from ethnic minorities negatively.</p> <p>If the project leads to an increase in traffic on roads surrounding the project area, this could lead to increased air pollution on these roads, which could have a negative impact on people from ethnic minorities who live and travel on these roads. However, air pollution is routinely monitored across the entire borough, with the results set out in annual reports. The most recent Islington Air Quality Annual Status Report (2022) shows that air quality has generally improved borough-wide since pre-Covid-19 levels. This is reflected in air pollution monitoring in and around areas where LTNs have been implemented, which have seen general reductions in air pollution over the longer term, in line with the borough average. It is difficult to determine the extent to which changes in air pollution are attributable to LTNs and to wider factors. However, a study conducted by Imperial College London, using Islington data, suggested LTNs are having a beneficial impact on internal and boundary roads</p>	<p>Traffic volumes will be closely monitored during the experimental period of the traffic filtering aspect of the project, which will inform a decision on the future of the traffic filtering scheme after its initial trial period, including whether to amend as appropriate to mitigate any negative impacts or increase in traffic level. Monitoring of prior traffic filtering schemes in Islington has found that changes in traffic volumes on boundary roads are on average negligible (between normal daily fluctuation of -10% and +10%) (as noted in the January 2023 Executive report on People-friendly streets).</p> <p>The project will improve safety on boundary roads around the project area, which could potentially see an increase in traffic. Newington Green will benefit from improvements to nine of the twelve existing zebra crossings, and a new zebra crossing will be constructed on Boleyn Road, creating a safe crossing point within a 220</p>

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			<p>metre long stretch of road which currently has no safe crossing points.</p> <p>Air pollution is routinely monitored across the entire borough, with the results set out in annual reports. The most recent Islington Air Quality Annual Status Report (2022) shows that air quality has generally improved borough-wide since pre-Covid-19 levels. This is reflected in air pollution monitoring in and around areas where LTNs have been implemented, which have seen general reductions in air pollution over the longer term, in line with the borough average. It is difficult to determine the extent to which changes in air pollution are attributable to LTNs and to wider factors. However, a study conducted by Imperial College London, using Islington data, suggested LTNs are having a beneficial impact on internal and boundary roads. If required and informed by monitoring data, the council will work with TfL to identify</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?
			<p>schemes to improve local air quality in adversely impacted areas.</p> <p>The council is also undertaking a separate air pollution monitoring project covering Mildmay and Highbury wards, which seeks to further combat air pollution by increasing understanding, raising public awareness, and help the community take action to improve air quality. This includes expanding air pollution monitoring in the area, creating a new public facing platform displaying real-time air quality data, and delivering a series of resident workshops involving local people in air pollution monitoring and data collection.</p> <p>The council's separate programme to install Electric Vehicle Charging Points and invest in cleaner vehicles used by council services, in addition to Transport for London's Ultra-Low Emission Zone (ULEZ) covering Mildmay since October 2021 and funding cleaner buses on polluted transport corridors, will help to off-set</p>

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			any potential negative impacts to air pollution on main roads and bus routes.

<p>Religion or belief (include no faith)</p>	<p>Positive and Negative</p>	<p>Positive:</p> <p>There are a number of places of worship in the project area. People accessing places of worship by walking and cycling will benefit from improved walking routes, wider pavements, improved cycling infrastructure, safer streets with less road danger from motor vehicles, improved air pollution and noise pollution, and safer crossings.</p> <p>The pavements around St Jude & St Paul’s Church on King Henry’s Walk will be repaired and widened, with improved drainage and greening outside the main entrance, further benefitting users of the church and reducing the risk of the church flooding during heavy rains (which has been reported in recent years by the church).</p> <p>Negative:</p> <p>People accessing places of worship within the project area by motor vehicle may need to take a different and potentially longer route to access the venue as a result of traffic filters. This may lead to increased journey times and associated costs.</p> <p>The removal of some residents’ parking bays and shared-use / pay-by-phone parking bays under the project (set out in Section 2). This could have a potentially negative impact on people who rely on a car to access religious events / venues in the area. This could result in some attendees being requiring to park slightly further away from venues. It should be noted however that only 34% of households in the Mildmay ward have access to a motor vehicle. An objective of the overall PFS programme is to reduce the overall number of car trips by enabling their replacement by walking, wheeling or cycling. It is recognised that for some journeys, making driving more inconvenient might encourage those who have access to alternative</p>	<p>Positive:</p> <p>The council will promote walking and cycling through its Active Travel programme, which includes:</p> <ul style="list-style-type: none"> • providing free cycle skills sessions to adults and children; • the STARS programme which works with schools to enable healthier school travel; • working with TfL and private companies to provide cycle hire; • 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. • Community Connections, a resource which signposts people to local walking and cycling groups and other facilities including those aiming to provide dedicated support to people with protected characteristics. <p>Negative:</p> <p>Evidence from the council’s previous LTN schemes suggests that shorter</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>modes of transport to choose a different mode to reach their destination, particularly for shorter trips.</p>	<p>car journeys are the most affected by traffic filtering measures, and whilst delays and higher costs might occur, the schemes also make walking and cycling more attractive for short trips.</p> <p>The times of day when many religious services typically happen at venues in the area (e.g. during the daytime, late evenings, and on Sundays) are also times when the volume of motor traffic is lower than average, leading to minimal risk of increased delays to attendees driving to religious services.</p>

<p>Gender and gender reassignment (male, female, or non-binary)</p>	<p>Positive and Negative</p>	<p>Positive:</p> <p>Women are less likely than men to drive, and are therefore more likely to be reliant on walking, cycling and public transport for make trips and access employment, education and social opportunities. They will therefore benefit from the project reducing the negative impacts of motor traffic in the area, improving pavements and pedestrian crossings, improving access to the 236 bus route, and improving safe cycling conditions.</p> <p>Women – who are more likely to be moving through public space with pushchairs and prams, as well as expectant mothers and mothers with young children – will also benefit from pavement repairs, removing clutter and creating smoother accessible pavements, removing sharp upstands, and improving crossings across busy roads. They will also benefit from being able to more easily walk in the road when the pavement is too narrow, is blocked or otherwise temporarily closed off, since roads will have significantly less traffic.</p> <p>Women are also underrepresented in cycling demographics. Repeated surveys suggest a key cause of this is that women feel unsafe when cycling amongst motor traffic and tend to be more risk averse than average. The project will provide a step change in provision of safe cycle infrastructure and conditions, with reduced motor traffic, quieter roads, and new protected space for cycling.</p> <p>Negative:</p> <p>Some women may feel less safe at night walking than driving if there are lower volumes of traffic travelling through the area.</p>	<p>Positive:</p> <p>The council will promote walking and cycling through its Active Travel programme, which includes:</p> <ul style="list-style-type: none"> • providing free cycle skills sessions to adults and children; • the STARS programme which works with schools to enable healthier school travel; • working with TfL and private companies to provide cycle hire; • 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. • Working with ‘Joyriders’ to deliver women-only led rides and learn to ride sessions. • Community Connections, a resource which signposts people to local walking and cycling groups and other facilities including those aiming to provide dedicated support to people with protected characteristics.
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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?
Maternity or pregnancy	Positive and Negative	<p>Positive:</p> <p>Reduced volumes of motor traffic, motor traffic speeds, air pollution and noise pollution, and improved walking facilities will benefit pregnant people through improved mental and physical health during pregnancy. Pregnant people and unborn children in particular may be adversely impacted by air pollution. The project is expected to reduce traffic volumes and congestion in the area, as well as deter motor traffic from driving into and around the area, both of which are expected to contribute to improved air quality.</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. The two School Street schemes within the project will also support parents travelling to school. Wider pavements, new and improved crossings on busier roads, and repaired and accessible pavements with smoother surfaces and fewer obstructions will ensure walking around the area is easier for people who are pregnant and parents of young children, for example with buggies. These people will also benefit from being able to more easily walk in the road when the pavement is constrained or temporarily closed off for works, since roads will have significantly less traffic.</p> <p>Parents or carers who want to cycle or use a cargo bike for family mobility will benefit from reduced volumes of traffic and safe cycling facilities. Traffic filters and segregated cycle tracks will be designed in a way that is permeable and accessible to larger cycles. It is anticipated that increased</p>	<p>Positive:</p> <p>The council will promote walking and cycling through its Active Travel programme, which includes:</p> <ul style="list-style-type: none"> • providing free cycle skills sessions to adults and children; • the STARS programme which works with schools to enable healthier school travel; • working with TfL and private companies to provide cycle hire; • 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. • Working with Joyriders to deliver women-only led rides and learn to ride sessions. • Community Connections, a resource which signposts people to local walking and

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>safety for people who are cycling will help to empower more parents and carers to use cargo cycles for family mobility.</p> <p>The new public spaces and greenery will create informal play space for children in a low-traffic environment. New seating and informal play space outside Newington Green Primary School will benefit parents and young children and new seating on King Henry's Walk will provide more places for pregnant people to stop and rest.</p> <p>Negative:</p> <p>Although all addresses within the project area that can be accessed by vehicle prior to the project will still be able to be accessed by vehicle once it is implemented, pregnant people and those with young children may be likely to be reliant on private cars, taxis or private hire vehicles for transport. People reliant on cars for mobility may be inconvenienced by longer journeys that may result from traffic filters. Longer journeys may also involve higher financial costs.</p> <p>Additionally, some resident permit parking bays and shared-use / pay-by-phone parking bays will be removed under the project. This could have a potentially negative impact on families and expectant parents who rely on a car. This could result in people being requiring to park further away from shops, homes and other local amenities.</p> <p>Some young parents are reliant on buses for their transport needs. If the project leads to increased motor traffic on bus routes surrounding the area,</p>	<p>cycling groups and other facilities including those aiming to provide dedicated support to people with protected characteristics.</p> <p>Negative:</p> <p>Traffic volumes and air pollution will be closely monitored during the experimental period of the traffic filtering aspect of the project, which will inform a decision on the future of the traffic filtering scheme after its initial trial period, including whether to amend as appropriate to mitigate any negative impacts or increase in traffic level.</p> <p>The council's prior monitoring of previous LTN schemes has shown that overall, traffic on roads surrounding the area on average has reduced slightly, with some of these roads experiencing reductions whilst others have seen increases. The council's annual Air Pollution Status Report 2022 has shown a consistent reduction in air pollution each year at different sites</p>

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		<p>this could negatively impact bus journey times and therefore could disproportionately impact young parents negatively.</p> <p>Pregnant people or parents/carers with young children may have reduced mobility, take longer to cross the road, and be more vulnerable to traffic collisions. They may therefore be impacted if the project leads to an increase in traffic on their street.</p> <p>If the project leads to an increase in traffic on roads surrounding the project area, this could lead to increased air pollution on these roads, which could have a negative impact on pregnant people and parents who live and travel on these roads. The most recent Islington Air Quality Annual Status Report (2022) shows that air quality has generally improved borough-wide since pre-Covid-19 levels. This is reflected in air pollution monitoring in and around areas where LTNs have been implemented, which have seen general reductions in air pollution over the longer term, in line with the borough average. It is difficult to determine the extent to which changes in air pollution are attributable to LTNs and to wider factors. However, a study conducted by Imperial College London, using Islington data, suggested LTNs are having a beneficial impact on internal and boundary roads.</p>	<p>around the borough including in and around LTNs that have been implemented.</p> <p>The project also improves safety on boundary roads around the project area which could potentially see an increase in traffic. Newington Green will benefit from improvements to nine of the twelve existing zebra crossings, and a new zebra crossing will be constructed on Boleyn Road, creating a safe crossing point within a 220 metre long stretch of road which currently has no safe crossing points.</p> <p>The council's separate programme to install Electric Vehicle Charging Points and invest in cleaner vehicles used by council services, in addition to Transport for London's Ultra-Low Emission Zone (ULEZ) covering Mildmay since October 2021 and funding cleaner buses on polluted transport corridors, will help to off-set any potential negative impacts to air pollution on main roads and bus routes.</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?
Sexual orientation	Neutral	No specific impacts identified	n/a
Marriage or civil partnership	Neutral	No specific impacts identified.	n/a

<p>Other) (e.g., people living in poverty, looked after children, people who are homeless or refugees)</p>	<p>Positive and Negative</p>	<p>Positive:</p> <p>People living in poverty could benefit from a safer environment to walk and cycle more of their local journeys, and improved access to public transport through improved pedestrian crossings (and a new bus gate) to reach employment, education and social opportunities. They will also benefit from new public space, new greenery, and improved air pollution and reduced noise.</p> <p>Additionally the project will benefit people living in poverty by enabling more journeys by walking and cycling, rather than by motor vehicle, with the former becoming more appealing and the latter becoming less appealing under the project. Running a car is increasingly expensive, with the high cost of purchase / leasing, petrol, and mandatory insurance. The greater connectivity via new safe cycling routes, safer crossings, improved access to public transport through improved zebra crossings (and a new bus gate) and improved walking routes and pavements enables easier access to employment, social and education opportunities.</p> <p>On average, access to a car increases and household income increases. Therefore, poorer households are significantly less likely to own a car than more affluent households. People living in poverty are more likely to be reliant on walking, cycling and public transport to make trips. The project aims to benefit people who do not own cars by making it easier for them to travel by other modes, and by reducing the negative impacts of motor vehicles such as air pollution, road danger, noise, and road danger.</p> <p>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 existing LTNs is that “Across London as a whole, people in the most deprived quarter of OAs [output areas, administrative</p>	<p>Positive:</p> <p>The council can promote walking and cycling through its Active Travel programme. The following courses are open to all Islington residents, but are offered at no or low cost to encourage uptake from lower income residents such as those who would not be able to pay full price for a bicycle:</p> <ul style="list-style-type: none"> • providing free cycle skills sessions to adults and children; • working with TfL and private companies to provide cycle hire; • 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. • ‘All About the Bike’, a scheme focusing on Pupil Premium students aged 11-16, where students are gifted a refurbished bike with a lock to keep and trained in bike maintenance and to level 3 Bikeability. • Community Connections, a resource which signposts people to local walking and
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	<p>areas containing around 300 residents] were 2.5 times more likely to live in a new LTN, compared to Londoners in the least deprived quarter” (source).</p> <p>Nonetheless walking and cycling improvements and improved crossings will benefit people living near busy roads and collision hot spots when they are moving around their local area.</p> <p>People living in poverty and children in care will also benefit from the new greenery created by the project, since they are more likely to lack access to green space at home.</p> <p>Negative:</p> <p>Some people living in poverty might have no viable alternative to using a private motor vehicle to reach employment or education opportunities. The project could make their journeys longer, with associated higher costs.</p> <p>Lower-income households are less likely to have access to private cars and tend to be more represented amongst bus passengers. If the project leads to increased motor traffic on bus routes surrounding the area, this could negatively impact bus journey times and therefore could disproportionately impact people with lower incomes.</p> <p>Although purchasing and maintaining a cycle is significantly less expensive than for motor vehicles and can be cheaper than public transport, people living in poverty might may be less able to afford the upfront costs and maintenance of owning a cycle than those with more disposable income. This would mean they would not have equal access to the new cycle infrastructure or not benefit so much from the improved cycling environment.</p>	<p>cycling groups and other facilities including those aiming to provide dedicated support to people with protected characteristics.</p> <p>Negative:</p> <p>Traffic volumes will be closely monitored during the experimental period of the traffic filtering aspect of the project, which will inform a decision on the future of the traffic filtering scheme after its initial trial period, including whether to amend as appropriate to mitigate any negative impacts or increase in traffic level.</p> <p>The council’s prior monitoring of previous LTN schemes has shown that overall, traffic on roads surrounding the area has on average reduced slightly, with some of these roads experiencing reductions whilst others have seen increases.</p> <p>The project also improves safety on boundary roads around the project area which could potentially see an increase in traffic. Newington Green will benefit from improvements to nine of the twelve existing zebra crossings, and a new zebra crossing will be constructed on Boleyn Road, creating</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>a safe crossing point within a 220 metre long stretch of road which currently has no safe crossing points.</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>

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>Potential increase in bus journey times, potentially negatively impacting groups with protected characteristics</p>	<p>Monitoring of impacts of the Mildmay LN including on traffic volumes and bus journey times during the trial period of the traffic filtering aspects of the project. Monitoring results used to help inform a decision on the future of the traffic filtering scheme after its initial trial period, including whether to amend as appropriate to mitigate any negative impacts or increase in traffic level.</p> <p>Work with TfL to identify bus priority measures to improve bus journey times and reliability (if required and informed by monitoring data). Any bus priority schemes to be implemented in consultation with TfL.</p>	<p>Robust monitoring information to determine if there are any unacceptable impacts of the scheme on buses and/ or if mitigation measures are required.</p> <p>Any mitigation measures, if required, should lead to improved and more reliable bus journey times.</p>	<p>Transport Projects service to manage any mitigation project with input from the Traffic and Engineering team, and in liaison with Transport for London, if mitigations are required.</p> <p>Funding to be sought from TfL's LIP (Local Implementation Plan) funding stream in the first instance, and from council capital as a second resort.</p>

Please provide:

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

<p>Potential increase in air pollution on roads surrounding the project area, potentially negatively impacting groups with protected characteristics</p>	<p>Continued work on separate air pollution monitoring project covering Mildmay and Highbury wards, identified in Section 3B.</p> <p>Rolling out of additional air quality improvement schemes, identified in Section 3B.</p>	<p>Robust monitoring information to determine if there are any unacceptable impacts of the scheme on air quality, and/ or if mitigation measures are required.</p> <p>Any mitigation measures, if required, should lead to improved air quality on surrounding roads.</p>	<p>Monitoring undertaken and reported on by Air Quality team.</p> <p>Transport Projects, Air Quality, and Traffic and Engineering teams to lead any mitigation projects, in liaison with TfL.</p> <p>Funding to be sourced from TfL in the first instance and from council capital as a second resort.</p> <p>Separate air pollution monitoring project in Highbury and Mildmay wards led by Air Quality team.</p> <p>Transport Strategy team, in liaison with TfL, to lead additional air pollution improvement schemes.</p>
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Please provide:

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

<p>The Blue Badge and Individual exemptions which will apply to designated camera-enforced traffic filters in the LN will not include taxis and private hire vehicles which may be transporting passengers who have an exemption, potentially negatively impacting groups with protected characteristics</p>	<p>Work with other boroughs, TfL and taxi/PHV providers to explore the possibility of a technological and regulatory solution (currently not possible for the council), which would allow specific and time-limited exemptions for taxis/PHVs which are carrying Blue Badge and Individual Exemption holders.</p>	<p>More trips by people with Blue Badge exemptions and Individual exemptions enabled.</p>	<p>Transport Projects service to lead.</p> <p>TfL and London Councils to help explore options.</p> <p>Funding to be sought from TfL and London Councils.</p>
<p>More costly trips for people who rely on taxis or private hire vehicles, potentially negatively impacting groups with protected characteristics</p>	<p>Work to promote uptake of the London Taxicard Scheme which offers subsidised travel in licenced taxis and private hire vehicles to London residents with serious mobility impairments or who are severely sight impaired.</p>	<p>Increased use of London Taxicard Scheme amongst target participants.</p>	<p>Transport Strategy team to lead.</p> <p>London Councils provide funding for the London Taxicard Scheme.</p>
<p>People living in poverty may be less able to afford the upfront</p>	<p>Work to promote active travel programme. Islington's 'Try Before You Bike' and 'All About the Bike' schemes identified in Section 3B to</p>	<p>Promotion of 'Try Before You Bike' and 'All About the Bike'</p>	<p>Active Travel team to lead.</p>

Please provide:

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costs and maintenance of owning a cycle than those with more disposable income	help with the affordability of maintaining and securely storing cycles.	schemes, increasing cycling among people living in poverty.	'Try Before You Bike' is council-funded.
Proposed removal of parking spaces at some locations in the project area could result in people who rely on car transport for their mobility having to park further away from addresses they need to access.	The council conducted parking use surveys which showed ample spare parking capacity on streets in the area, such that nearby parking spaces are expected to be likely to be available. The council will monitor local people's feedback on the scheme after implementation to identify if any issues arise.	Robust monitoring of feedback to determine if there are any unacceptable impacts of the scheme on parking availability for people who rely on car parking in the area.	Transport Projects service to lead, in collaboration with Traffic and Parking services.

5. Please provide details of your consultation and/or engagement plans.

Please provide:

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

Throughout the people-friendly streets programme, the council has actively engaged with residents, businesses and other stakeholders to gather feedback on people-friendly streets schemes that have been introduced.

As part of the [Executive decision on people-friendly streets in January 2023](#), the council reaffirmed the delivery of liveable neighbourhoods, with proposals for each LN area to be developed through in-depth engagement and consultation with residents from an early stage. Mildmay is the first LN to have been progressed through the different engagement and consultation stages and on to implementation.

Engagement and co-design

Early engagement for the Mildmay LN project from February 2021 comprised:

- In February 2021, a ward partnership meeting to introduce the concept of liveable neighbourhoods and the intention to develop one in the Mildmay area.
- In summer and autumn 2022, two further ward partnership meetings, including a presentation and Q&A session followed by a workshop session using paper-based maps, facilitating input from the local community about issues and potential improvements in the area relating to transport, walking, cycling, green space, and air quality.
- In December 2022, a workshop with pupils of Newington Green Primary School, with activities about their experience of journeys to and from school, and their ideas to improve the area around the school.

The co-design phase of engagement in Spring 2023 to obtain feedback on initial proposals for the project, informed by the results of the early engagement, consisted of:

- Distribution of more than 8,000 leaflets to all address within (and in some streets around) the scheme area, including in Islington and Hackney boroughs, with a link and QR code to access further information on the proposals and the engagement activities on the council's people-friendly streets webpages.

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- **Key findings or feedback (if completed)**

- Placement of posters and tri-fold boards with the same information as the leaflets, at various locations in the area.
- Social media communications from the council's comms team.
- Email communications with people who registered an interest in the previous phase of engagement, and with people who previously emailed the project's dedicated email address.
- An online survey inviting comments on initial concept proposals for three locations in the scheme area (King Henry's Walk, Mildmay Road at Wolsey Road, and Mildmay Road at Mildmay Park), potential cycling links across the area, and any other feedback or suggestions. Paper copies were available for collection at the Mildmay Community Centre, the Mildmay Library, and Islington Town Hall. Turkish translations of the survey were made available for collection at two local Turkish community centres (Day-Mer and IMECE Women's Centre).
- In-person and online events, including the following targeted events for groups with protected characteristics:
 - An event targeted at disabled residents at the Mildmay Community Centre.
 - An event targeted at children and families at the King Henry's Walk Adventure Playground.
 - An event targeted at Turkish-speaking residents (which is the largest non-English language spoken in Mildmay ward as a first language) held at the Day-Mer Centre, bordering the project area. Turkish translations of the proposals, leaflet and survey were also left at the venue for collection by attendees in their own time.
 - An event targeted at older and vulnerable people, held at two sheltered housing care home facilities locally.

There were 470 responses to the online engagement survey in spring 2023, and 45 people attended targeted events during this period. Feedback from the stakeholder engagement and online survey informed development of draft final proposals for further public consultation.

For example:

- Following feedback from disabled people and organisations including World of Inclusion, that there should be more focus on addressing barriers to inclusive mobility on pavements and paths around the area, the council has expanded its proposed scope of locations to make accessibility improvements, and accelerated the

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implementation of these ahead of the rest of the project, in order to deliver these improvements sooner.

- The council decided to proceed to consultation with the traffic filtering layout (option 1) that received the most support from respondents and which was supported by responses on which direction people who drive most frequently access the area, in order to have the least impact of traffic filters on local car users.
- Feedback on which routes should be prioritised for developing safe cycle infrastructure informed the decision as to where to develop cycleway plans for consultation.

Consultation

Public consultation on final draft designs for the Mildmay LN, informed by feedback from the previous engagement, ran from 11 September to 8 October 2023, and included:

- Distribution of leaflet to addresses in the same area as in the co-design phases (8,000 distributed in and around the project area).
- Placement of posters and tri-fold boards at different locations on streets in the project area.
- Social media communications from the council's comms team.
- Email communications with people who registered an interest in the previous phases of engagement, and with people who previously emailed the project's dedicated email address.
- Notification emails to individuals and organisations on the Mildmay LN mailing list.
- Project proposals showcased on the Let's Talk Islington [consultation website](#) as well as on exhibition boards at Mildmay Library, and in paper printouts (including a Turkish translation) available for collection at the library, Mildmay Community Centre and Islington Town Hall.
- An online survey inviting comments on the proposals and on how people thought the proposals might impact the area. Paper copies were made available for collection at the Mildmay Community Centre, the Mildmay Library, and Islington Town Hall. Turkish translations of the survey were made available for collection at two local Turkish community centres (Day-Mer and IMECE Women's Centre).
- A series of online and in-person events, including:

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- On 25 September, an online event including presentation of proposals and a Q&A session.
- On 27 September, an in-person workshop-style event.
- Three in-person drop-in sessions in the Mildmay Library over the consultation period.
- Visits to older and vulnerable people at two sheltered housing care home facilities locally.
- A door knocking exercise in the Mayville Estate within the project area to raise awareness of the project, and its proposals related to the estate.
- Consultation with the London Ambulance Service, London Fire Brigade, Metropolitan Police via online meetings and email, Transport for London via online meeting and email, and London Borough of Hackney via regular liaison meetings.

The council received 506 responses to the online and paper survey. The council also received a further 58 emails into the dedicated project email address, and 48 people attended the in-person workshop event.

The self-reported geographic profile of the respondents to the survey was:

- Live in the project area 35%
- Live in neighbouring areas in Islington 25%
- Live in neighbouring areas in Hackney 23%
- Regularly commute to or through the area 27%
- Regularly visit the area 25%
- School pupil or parent/carer of a school pupil in the area 6%

The following table shows the demographic profile of respondents who answered the optional demographic questions in the consultation survey, in comparison to ONS census 2021 data for the Newington Green Middle Super Output Area (MSOA), which entails the entire project area.

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Source: ONS 2021 census data for Newington Green Middle Super Output Area (MSOA)		Respondents to project consultation Autumn 2023	Newington Green MSOA (census 2021)
		Total: 506	Total: 9212
Gender	Female	47%	52%
	Male	41%	48%
	Other	2%	-
	Prefer not to say	10%	-
Age	18 to 24	1%	13%
	25 to 34	15%	25%
	35 to 44	30%	17%
	45 to 54	21%	12%
	55 to 64	15%	9%
	65 to 74	8%	5%
	75+	3%	3%
	Prefer not to say	6%	-
Disability	Disabled	11%	19%
	Not disabled	77%	80%
	Prefer not to say	12%	-
Ethnicity	White	73%	58%
	Black	1%	19%
	Asian	3%	7%
	Mixed or multiple	6%	8%
	Any other ethnic group	2%	8%
	Prefer not to say	15%	-

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- **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)**

Transport	No access to car or van	50%	66%
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Consultation outcome and design changes

The consultation outcome showed respondents were generally supportive of the proposals. The results showed that:

- 59% of respondents agreed or strongly agreed with the statement that the project would *“create a street environment that will help people have good physical health and wellbeing”*
- 60% of respondents agreed or strongly agreed with the statement that the project would *“create a street environment that will help people have good mental health and wellbeing”*
- 53% of respondents agreed or strongly agreed with the statement that the project would *“help make the streets more resilient to climate impacts”*
- 57% of respondents agreed or strongly agreed with the statement that the project would *“make me more likely to spend time in the streets and public spaces in the area”*
- 57% of respondents agreed or strongly agreed with the statement that the project would *“make me more likely to walk or cycle to local shops and businesses”*
- 61% of respondents agreed or strongly agreed with the statement that the project would *“help reduce noise pollution from traffic in this area”*
- 61% of respondents agreed or strongly agreed with the statement that the project would *“help make the air in the area cleaner”*
- 63% of respondents agreed or strongly agreed with the statement that the project would *“make it safer for children to travel to school and/or play outdoors”*
- 63% of respondents agreed or strongly agreed with the statement that the project would *“make the streets safer for people walking, wheeling and cycling”*
- 9% of respondents agreed or strongly agreed with the statement that the project would *“make me more likely to use a car, van, motorcycle, taxi or private hire vehicle to get around”*
- 38% of respondents agreed or strongly agreed with the statement that the project would *“make me more likely to use public transport to get around”*
- 55% of respondents agreed or strongly agreed with the statement that the project would *“make me more likely to cycle to get around”*

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- **Key findings or feedback (if completed)**

- 49% of respondents agreed or strongly agreed with the statement that the project would *“make me more likely to walk or use a wheelchair, mobility scooter or other mobility aid to get around”*

In response to the feedback received in the survey, and by emails sent to the dedicated project mailbox, the council has amended the proposals in the following ways to enhance the positive impacts, and minimise the negative impacts, on groups with protected characteristics:

- Expanded the scope of the pavement repairs and accessibility improvements to a wider array of sites and pavements within the project area, to maximise the walking and wheeling benefits of the scheme for older people, disabled people, and young parents with children.
- Ensuring the design of the Newington Green / Ferntower Road cycle route separates cycles from pedestrians suitably, with cycles given a distinct path throughout the entire scheme extents, the pedestrian spaces and crossings within the scheme fully navigable and safe for disabled pedestrians with refreshed blister tactile paving and distinct marked crossing points, and the cycle path containing bends to slow cyclists whilst remaining fully accessible to disabled cyclists (including for people using adapted tricycles, or other cycling mobility aids).
- New child-friendly features have been added to the design for the Mildmay / Wolsey Road junction to maximise the benefits of the Newington Green Primary School entrance relocation.
- The pedestrian crossings on King Henry’s Walk will be moved to the optimal positions for people to cross the road with minimum diversion, to make walking easier for older people, disabled people, and children.

A full consultation report is provided as an appendix to the Officer Key Decision Report to implement the Mildmay LN.

Additionally, a separate appendix to the Officer Key Decision Report provides detailed responses to the main issues raised by people responding to the Autumn 2023 consultation.

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
<p>Scheme monitoring will include traffic volumes and speeds, cycle volumes, air quality, travel behaviour and footfall. This will evaluate the impacts of the project expected to occur, as detailed in Section 3B.</p> <p>This monitoring will be used to evaluate the success of the scheme, and to help inform whether any future mitigation measures should be considered, as well as informing future decisions on whether the trial elements of the scheme (traffic filtering and School Streets) should be made permanent, amended or removed.</p>	<p>Transport projects service.</p> <p>Transport strategy and air quality team.</p>	Ongoing
<p>The number of Blue Badge exemption and Individual exemption permits issued will be monitored.</p>	<p>Transport strategy and air quality team.</p> <p>Blue Badge team.</p>	Monthly reports

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	Mark Chapman	<i>Mark Chapman</i>	05/06/2024

Member	Name	Signed	Date
Fairness and Equality Team	Hezi Yaacov-Hai	<i>Hezi Yaacov-Hai</i>	21/06/2024
Director or Head of Service	Mathew Bonomi	<i>Mat Bonomi</i>	26/06/2024