

# Equalities Impact Assessment: Full Assessment

Before completing this form, you should have completed an Equalities Screening Tool and had sign off from your Head of Service and the Fairness and Equality Team.

This Equality Impact Assessment should be completed where the Screening Tool identifies a potentially negative impact on one or more specific groups but it can also be used to highlight positive impacts.

## Summary of proposal

Name: Sacred Heart Catholic Primary School Street

Reference number (if applicable): N/A

Service Area: Climate Change and Transport

Date assessment completed: 28 February 2023

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

# 1. Please provide a summary of the proposal.

Please provide:

- Context on how the service currently operates (if relevant) and the scope of suggested changes
- The intended beneficiaries and outcomes of the proposal
- Reference to any savings or income generation

## Response to 'Please provide a summary of the proposal'.

The proposal relates to the introduction of a new School Street in the vicinity of Sacred Heart Catholic Primary School.

### Strategic Context

Since the people-friendly streets (PFS) programme started in June 2020 it has contributed to the long-term plan to transform the borough and progress against wider council ambitions related to public health, road danger reduction, clean air, climate change, social justice, greening, creating safe walking and cycling networks across neighbouring boroughs and place-making as set out in the Islington Transport Strategy (2020) and Islington's Vision 2030 (Net Zero Carbon) Strategy (2020). Both of these strategies included policies and programmes to introduce School Streets borough-wide, and both were adopted by the council's Executive in November 2020.

On 18 June 2020 the council's Executive took the decision to accelerate the delivery of School Streets, alongside low traffic neighbourhoods (LTNs), pop-up cycle lanes and a lorry control scheme, as part of its PFS programme.

Furthermore, the council's Executive, at its meeting on 14 October 2021, delegated authority to the Corporate Director of Environment, in consultation with the Executive Member for Environment and Transport, to continue the implementation of the PFS programme through specific schemes, including the School Streets programme.

On 12 January 2023, the council's Executive reiterated their support for the PFS programme. The report states that 'It is the council's ambition to expand the School Streets scheme to include secondary schools in the borough. This means that measures to reduce road danger for children and other road users, improve air quality around schools and promote active travel to and from schools will be implemented at primary schools on local and main roads as well as at secondary schools.'

Typically, a School Street Scheme is where a road with a school closes to become a pedestrian and cycle zone during the school's opening and closing times – however due to unique site constraints at Georges Road it is proposed to deliver this School Street with a traffic filter alongside environmental improvements outside the school gate. The school will enjoy the benefits of the School Street which include: improved air quality around the school and local community, reduction in road danger outside of the school and encouraging active travel during the school run. To date the council has implemented 35 School Streets across the borough, covering 36 schools and 31 of those schemes have been made permanent.

Our aim is to deliver School Streets, or similar interventions, at all schools in the borough, which will continue to improve air quality and reduce road danger outside our schools' gates whilst encouraging healthier lifestyles. This will contribute towards achieving the following council policies:

- Making Islington a welcoming and attractive borough and creating a healthier environment for all.
- Improve air quality across the borough and install air quality monitors at every school.
- Health and independence - Ensuring our residents can lead healthy and independent lives and we can help encourage this by helping to reduce emissions.

- Reduce traffic volumes in line with the Mayor's Transport Strategy
- Encourage modal shift towards walking and cycling.
- Achieving net zero carbon emissions in Islington by 2030
- Supporting Islington's transport strategy by making Islington's transport healthy, fair and enjoyable, where the vast majority of trips are made by active travel means.

The implementation of the School Streets programme delivers positive impacts overall in terms of supporting public health, improving air quality in the area, reducing air pollution and noise pollution, decreasing road danger on local roads and encouraging active travel for students, parents/carers and members of the community. Ultimately, the implementation of each School Street will make it easier and safer for people to travel on foot and encourage more people to cycle, supporting a healthier lifestyle and enabling residents to stay socially connected to their community.

An Equalities Impact Assessment has been completed for the continuation of the PFS and School Streets programme in January 2023 and is a key reference in this EqIA.

### **Scheme-specific background to the project**

There have been discussions about the implementation of a School Street outside Sacred Heart Catholic School on Georges Road since the beginning of 2020. The need for a School Street was further amplified due to a collision in the autumn of 2020 where a 4-year-old was hit by someone driving a vehicle outside the school. Additionally, the upcoming Transport for London (TfL) works on the junction with Holloway Road (the A1) could lead to some traffic displacement on Georges Road, worsening road danger outside the school.

In 2020, plans for the School Street were put on hold due to a formal objection from DMP Autos, an MOT garage at the entrance of Georges Road near the junction with Holloway Road. They raised concerns about customers being able to access their business during the hours of operation of a School Street as Georges Road is a one-way road which would have meant that customers would have received a fine when entering their business.

In summer 2022, the council held further conversations with the MOT garage as well as TfL to explore possible solutions. However, none of the proposed solutions would resolve the issues satisfactorily.

As a result, we developed another option for the School Street: rather than Georges Road becoming a camera-enforced timed School Street, it could be made a filtered road with a traffic restriction, as with traffic filters in LTNs, only allowing cycles, emergency services and other exempt vehicles through. This restriction would apply 24 hours a day and 7 days a week and bring significant benefits to walking and cycling, as well as reducing road danger in the area. The traffic filter would be implemented at the junction of Georges Road with Eden Grove. This means that vehicles would still be able to access Georges Road from Holloway Road and can exit back onto Holloway Road via Eden Grove. Vehicles (except for local Blue Badge holders) would not be able to use Georges Road as a cut-through to access MacKenzie Road or Caledonian Road via Lough Road or Piper Close. All addresses on the School Street will remain accessible by vehicle following the implementation of the traffic filter at all times.

Blue Badge holders living north of Mackenzie Road to Caledonian Road to the west and Holloway Road to the east, and Hornsey Street to the north will be granted an exemption to the filter.

### **Proposals**

The School Street proposal consists of three key elements:

1. Environmental Improvements: Removal of 2 parking bays outside the school gate and extension of the pavement as well as other environmental improvements such as cycle parking, seating, rain garden etc. subject to consultation and local resident input. The removal of the parking bay will take place by use of a permanent TMO.

2. A Traffic filter: Introduction of a camera-enforced traffic filter at the junction of Georges Road with Eden Grove. The filter will be camera-enforced and will not affect emergency services. Local Blue Badge holders will receive an exemption. This would be implemented with an Experimental Traffic Order as an 18- month trial.
3. People-friendly pavements: Improvements to pavements in the area as part of the people-friendly pavement programme

You can see a plan of this proposed traffic filter, environmental improvements and a traffic flow diagram which show the principle of the scheme below.

## **Precedent**

Filtered School Streets are not a unique idea and have been implemented in the London Borough of Southwark as part of Guys & St Thomas Hospital NHS Trust's projects surrounding schools in Peckham / Walworth / Camberwell, to improve air quality and reduce road danger specifically around the schools.

## **Monitoring**

To measure the effectiveness of the programme, all School Streets falling under the people-friendly streets programme undergo thorough monitoring. Monitoring gathers data on traffic volumes, traffic speeds, air quality and cycling volumes.

Monitoring is based on the data gathered prior to the implementation of each scheme (baseline data) and the data collected around 6 and then 12 months after the implementation of each scheme.

Baseline data was collected for the Sacred Heart School Street in December 2022.

This showed that volumes of traffic on Lough Road and on Eden Grove are significantly higher than on Georges Road, suggesting that this is a popular cut-through route to travel from Caledonian Road to Holloway Road via MacKenzie Road and Eden Grove.

Further details of the monitoring have been included in the DDR.

The introduction of a traffic filter at the proposed location would remove the high volumes of cut-through traffic, creating a safer environment in the area around the school as well as improving air quality.

## **Road Danger**

The narrow streets around the school have seen a high number of collisions in recent years. More frequent and severe collisions are seen at the entrance of the proposed filtered area at the junctions of Lough Road / MacKenzie Road and Eden Grove / Holloway Road.

## **The proposals aim to:**

- Address the road danger caused as a result of a large volume of traffic using Lough Road, Eden Grove and Georges Road which are narrow streets, increasing the risk of collision.
- Create safer local streets which form part of the walking journey for many parents, carers and guardians and pupils to school.
- Create safer environments at the school's multiple entrances beyond Georges Road.
- Improve air quality at the school which will benefit from lower traffic volumes.
- Ensure business and resident access at all times of day as a timed, camera-enforced School Street had to be discounted due to these reasons.

**Potential negative impacts include:**

- Longer journey times as a result of the traffic filter. However, the diversion for car drivers is under 0.5 miles and represents a minimal extra journey.
- Increased parking pressure due to the suspension of two parking bays to enable the environmental improvements outside the school. However, the proposal only involves the suspension of two out of 151 parking bays which will not have significant impact on parking pressure while greatly improving the safety of pupils and parents right by the school gate.



Figure 1: Map of the area with proposed filter location and traffic flows



Figure 2: Image of proposed traffic filter

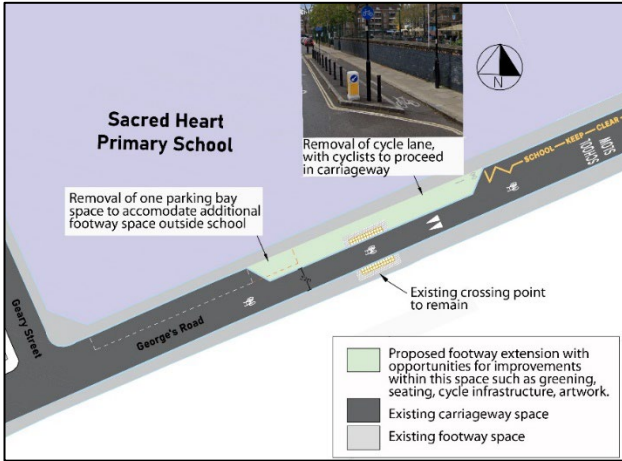


Figure 3: Pavement buildout proposal

## 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?

### Response to ‘What impact will this change have on different groups of people?’

This assessment considers the overall external impacts the proposed School Street scheme will have on local residents, school communities, people that work or study in the area, but also those who travel through the space.

Achieving greater levels of active travel to school is integral to sustainable transport as well as public health. WHO recommends at least 150-300 minutes of moderate-intensity physical activity per week for adults, and primary school age children should be active on average for at least one hour per day ([World Health Organisation, 2022](#)). Research has also shown that walking to school has been associated with positive cognitive development in school children ([Ruiz-Hermosa et al, 2019](#)).

The measures should also reduce the negative impacts of traffic directly outside the school such as emissions from motor vehicles and road danger throughout the day as through-traffic will be removed, given that the traffic filter will effectively make the roads around the primary school access-only. In addition, they promote active travel for children, parents/carers, influencing an increase of physical activity, aiding the development of healthy brain activity, which leads to proven improved learning and academic outcomes.

#### **General positive impacts:**

- Adults and children will be safer on Georges Road, Eden Grove and Geary Street because they will have less contact with vehicles throughout the day. This particularly applies to younger children in the community and older residents who are less able to walk. Removing through-traffic will reduce the volumes of traffic on local streets and create more pleasant and safer walking routes.
- People who cycle to school or who use the local roads will also be safer due to less traffic. All the protected characteristics groups who benefit from cycling will therefore also benefit by being able to travel on these streets and potentially overcome the fear of traffic.
- Moreover, residents within the area covered by these proposals will be positively impacted by the changes through the reduction of noise and air pollution caused by through-traffic.
- In addition, specifically those with cognitive disabilities will benefit further from the reduction in noise pollution, heavily supported by the neighbourhood walking and cycling improvements through the removal of traffic.
- Pedestrian enhancements will positively benefit disabled people, including but not limited to those using walking aids, wheelchairs or mobility scooters.

As outlined above, the scheme measures will have many positive benefits for children, parents/carers, residents, businesses and specifically for those with protected characteristics as it has been broken

down in section 3B of this EQIA. General negative impacts on residents, children, parents/carers, businesses are also considered as part of this assessment. This is to ensure that a robust mitigation plan is in place, so that these negative impacts can be taken into account in decision making on the implementation of the scheme.

The School Streets could have negative impacts on those who live or travel on main roads and local roads outside the School Street as there is a possibility of traffic displacement to surrounding streets which will be monitored throughout the experiment.

**Potential negative impacts:**

- Traffic displacement to surrounding residential roads, which may increase traffic volumes, congestion, noise and air pollution.
- A potential increase of traffic on the main roads in the borough, leading to subsequent increases in air and noise pollution. Increases in congestion, community severance and worse air quality would impact residents living on the main road network. Increased bus journey times would have a greater impact on certain groups with protected characteristics who are more likely to use bus services, and on those who would have the most difficulty dealing with the impacts of a reduced service.
- Disabled residents who rely on private vehicles for hire may be inconvenienced by longer journeys. Longer journeys may incur higher costs, which may impact their daily spending and influence adverse mental health conditions.

### 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
- A brief interpretation of findings

**Response to ‘What data have you used to assess impacts?’**

Table 1 provides a demographic breakdown of Islington, compared to London as a whole. Please note that Laycock is a new ward since May 2022 and therefore certain demographic data is not yet available from the 2021 Census (shown as n/a in Table 1).

	London	Islington	Laycock ward
	Total: 8,799,723	Total: 216,612	Total: 12,446
Gender: Female	51%	52%	50%



	<b>London</b> Total: 8,799,723	<b>Islington</b> Total: 216,612	<b>Laycock ward</b> Total: 12,446
Gender: Male	49%	48%	50%
Age: Under 16	19%	15%	15%
Age: 16-24	11%	13%	14%
Age: 25-44	34%	41%	40%
Age: 45-64	24%	21%	21%
Age: 65+	12%	9%	10%
Disabled	13%	16%	20%
Non-disabled	87%	84%	80%
LGBT+	4%	8%	n/a
Heterosexual/straight	86%	82%	n/a
Not answered	10%	10%	n/a
Ethnic group: Black, Asian and Minority Ethnicities	46%	38%	39%
Ethnic group: White	54%	62%	61%
Religion or belief: Christian	41%	35%	n/a
Religion or belief: Muslim	15%	12%	n/a
Religion or belief: Other	10%	5%	n/a
Religion or belief: No religion	27%	41%	n/a
Religion not stated	7%	8%	n/a

Table 1 - Demographics of London and Islington

Interpretation of data in Table 1:

Compared to the Islington average, it should be noted that there is a greater proportion of disabled people in Laycock, with 20% versus 16% in the rest of Islington, and 13% in London.

Source: 2021 Census data available at

<https://www.ons.gov.uk/census/aboutcensus/censusproducts/topicssummaries>

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

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

Interpretation of data in Table 2:

The LTDS analyses a sample of over 18 million trips every year, and as such it provides a comprehensive picture of travel patterns. It is worth noting that when focusing on trips undertaken by disabled Islington residents the size of the sample is only a small proportion of the overall sample. However, this is considered the best data source available which links travel patterns such as journey lengths and trip purpose to relevant demographic characteristics (disability).

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

### 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

**Response to ‘Assess the impacts on people with protected characteristics and from disadvantaged groups in the table below.’**

Characteristic or group: Age

Impact

Positive and Negative

What are the positive and/or negative impacts?

#### Positive

An increase in walking and cycling benefits children in terms of reducing childhood obesity. The reduction of road danger will also reduce the likelihood of collisions involving children, which is currently the greatest cause of non-natural death in England for children aged between aged 5 to 14.

Additionally, from a representative sample of the school's pupils, 70% already use active travel means to get to school.

The Fair Futures Commission found that some of the barriers to children and young people travelling independently revolved around concerns for personal safety. Reduced road danger should facilitate independent travel for children and young people, which is crucial to healthy child development.

Older people, who have higher instance of disabling conditions such as mobility impairment, deafness or blindness will benefit from reduced traffic and road danger because of the lower volumes of motor vehicles traveling through the area. In addition, older people are also more likely to live with dementia and will benefit from reduced noise pollution.

The School Street will particularly benefit those older or younger residents with less balance who may want to choose adapted cycles away from traffic.

Air pollution from motor vehicles has a significant impact on younger people who are closer to the exhaust level and who have lungs that are still developing, a growing body of research demonstrates that this impact can result in significant health complications later in life impacting on their life expectancy and quality of life.

Older and younger people will benefit from safer crossings in particular because they can take longer to cross the road than people of median age.

#### Negative

Older people may rely on private cars, private vehicles for hire or taxis more for their local trips and may be inconvenienced by longer journeys.

Older and young people could be disproportionately disadvantaged by any increase in people cycling and potential increased risk of conflict between people walking and cycling due to lower mobility and for children, less awareness of traffic.

How will potential benefits be enhanced or negative impacts be eliminated or reduced?

#### Positive

The lower volumes of traffic and wider pavements will benefit and enhance journeys made by walking and cycling.

#### Negative

The traffic filter will remove through-traffic travelling from Holloway Road to Lough Road and avoiding MacKenzie Road. It will also prevent vehicles from cutting through Eden Grove when traveling from Caledonian Road to Holloway Road. This means that some journeys which previously took this cut-through may take longer.

However, the diversion created by the traffic filter is low (less than 0.5 mile). As a result, the negative impact expected is also low.

Additionally, all addresses will remain accessible at all times to residents, businesses and deliveries.

Exemptions will be provided to local disabled drivers who own a Blue Badge to pass through the filter.

Reducing cut-through traffic will create a calmer and safer environment around the school.

Reduced volumes of traffic will reduce the risk of speeding and collisions, especially considering the narrow width of many of the local streets and the fact that they form part of many parents' and children's walking journeys to school.

The conflict between people walking and cycling is mitigated by the fact that no shared use areas are created by the School Street, and by the fact that the proposals create a wider and longer pavement extension along the school entrances, providing a safe pedestrian environment.

The risk of an impact is therefore considered low.

### Characteristic or group: Disability

#### Impact

#### Positive and Negative

What are the positive and/or negative impacts?

#### Positive

Pedestrian enhancements could be of particular benefit to people with a disability in terms of navigating an urban environment, including but not limited to those using walking aids, wheelchair or mobility scooters.

In residential areas, those with cognitive disabilities could benefit from reduced levels of noise pollution, supported by the neighbourhood walking and cycling improvements and the removal of through-traffic.

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 (<https://wheelsforwellbeing.org.uk/wp-content/uploads/2019/04/Survey-report-FINAL.pdf>) The School Street will greatly improve conditions for disabled cyclists by reducing traffic volumes.

In this way, providing better conditions for cycling can empower more disabled people to cycle, particularly those with less balance who may want to choose adapted cycles away from traffic.

#### Negative

Disabled residents or visitors may rely on private cars, private vehicles for hire, or taxis more for their local trips and so may be inconvenienced by longer journeys. Longer journeys may also involve higher costs, which could increase their weekly spending and influence adverse psychological health.

An increase in traffic on the main road could lead to bus delays which would disproportionately impact disabled residents who rely on the bus journeys for mobility.

There may be some short-term impacts from the works needed for the implementation of the traffic filter and the environmental buildouts.

How will potential benefits be enhanced or negative impacts be eliminated or reduced?

#### Positive

Blue Badge holders living north of Mackenzie Road to Caledonian Road to the west and Holloway Road to the east, and Hornsey Street to the north will be granted an exemption to the filter. Those Blue Badge holders would be able to nominate a single vehicle for the exemption which could belong to a family member or carer.

Addresses would remain accessible at all times. As a result, residents who are disabled but do not possess a Blue Badge, would not be significantly more negatively impacted by the proposals as the diversion created by the filter is less than 0.5 mile.

Further individual assessments will be undertaken for those without Blue Badges who have mobility issues.

#### Negative

The London Taxicard Scheme offers subsidised travel in licenced taxis and private hire vehicles to London residents with serious mobility impairments or who are severely sight impaired. This could offset some of the increase in costs resulting from slightly longer routes as a result of the School Street restrictions.

The existing exemptions for some Blue Badge holders partly mitigate this identified impact on shorter journeys for some disabled people.

Similarly, accessible community transport such as buses or Dial a Ride would be granted an exemption to the filter. Other school transports that provide services to disabled pupils can be considered for exemptions.

As referenced in the resident profile section data indicates that private cars are just one means of travel for disabled residents and therefore should be considered on balance with the benefits.

The additional journey distance as a result of the traffic filter is considered to be quite low as the diversion created by the filter would be less than 0.5 mile.

The council will work with other boroughs, TfL and taxi/PHV providers to explore the possibility of a technological and regulatory solution, which would allow specific and time-limited exemptions for taxis/PHVs which are carrying Blue Badge holders who are Islington residents.

The length of the works will be kept to a minimum and diversion routes clearly sign-posted. Contractors will be informed of the need to ensure that all addresses remain accessible during the works and that pavements are also accessible.

Characteristic or group: Race/Ethnicity

Impact

#### Positive

What are the positive and/or negative impacts?

#### Positive

As the Islington Transport Strategy notes, "Children from black and minority ethnic backgrounds are one and a half times more likely to be killed or seriously injured in a road collision than children from other backgrounds". The reduction of traffic volumes and road danger in the School Street at specific times should make cycling a more accessible transport mode among Black Asian and Minority Ethnic people who are underrepresented among people who cycle for transport and for exercise.

How will potential benefits be enhanced or negative impacts be eliminated or reduced?

Positive

The council can promote walking and cycling through its Active Travel programme:

- by providing free cycle skills sessions to adults and children;
- through the STARS programme which works with schools to enable healthier school travel;
- by working with TfL and private companies to provide cycle hire;
- through Try Before You Bike, an affordable bike purchase scheme for adult bikes, child bikes and cargo bikes, including an option for businesses;
- to purchase e-cargo bikes at a discount.

Characteristic or group: Religion or belief (include no faith)

Impact

Negative

What are the positive and/or negative impacts?

Negative

There is a church located on Eden Grove. Parishioners who require access by car via Lough Road and Eden Grove will have to change their travel route to access the church via Holloway Road and Georges Road.

How will potential benefits be enhanced or negative impacts be eliminated or reduced?

Negative

The diversion created by the traffic filter is less than 0.5 miles.

The church has been contacted for additional comments and concerns and questions clarified. Further engagement will take place to ensure the church and congregation are properly informed about the changes.

The council could explore an additional Blue Badge on-street parking bay in the vicinity of the church to support disabled parishioners.

Characteristic or group: Gender and gender reassignment (male, female, or non-binary)

Impact

Positive and Negative

What are the positive and/or negative impacts?

Positive

Women - who are more likely than men to be moving through public space with baby prams, and expectant mothers and mothers with young children - may also particularly benefit from improved walking, wheeling and cycling conditions and reduced traffic levels.

In London, women are less represented than men in cycling, and lack of cycle infrastructure disproportionately impacts women, attributable in part to a more risk averse attitude to mixing with traffic. Reduced traffic during the school run will therefore benefit and empower more women to cycle.

## Negative

Pregnant women and those with young children may rely on private cars, private vehicles for hire, or taxis more for their local trips and so may be inconvenienced by longer journeys. Longer journeys may also involve higher costs and impact on their weekly spend which may influence adverse psychological health.

How will potential benefits be enhanced or negative impacts be eliminated or reduced?

## Positive

The council can promote walking and cycling through its Active Travel programme:

- by providing free cycle skills sessions to adults and children;
- through the STARS programme which works with schools to enable healthier school travel;
- by working with TfL and private companies to provide cycle hire;
- through Try Before You Bike, an affordable bike purchase scheme for adult bikes, child bikes and cargo bikes, including an option for businesses;
- to purchase e-cargo bikes at a discount.

## Negative

Parents currently driving to school will be encouraged to either switch to active travel or will need to modify their journey after having dropped their children at the school.

The diversion created is minimal. As a result, increases in prices to hire vehicles should not be significant.

Characteristic or group:      **Maternity or pregnancy**

## Impact

### Positive and Negative

What are the positive and/or negative impacts?

## Positive

Reduced volumes of traffic and speeds will create a less stressful environment, supporting a healthy pregnancy.

Parents and carers with prams will benefit from a better walking environment and reduced traffic flows.

Parents who use cycles or cargo bikes for family mobility will benefit from lower volumes of traffic. This should encourage more parents and carers to cycle. It is also anticipated that increased safety for people cycling will empower parents to use cargo bikes if they don't currently.

## Negative

Pregnant women and those with young children may rely on private cars, private vehicles for hire, or taxis more for their local trips and so may be inconvenienced by longer journeys. Longer journeys may also involve higher costs and impact on their weekly spend which may influence adverse psychological health.

How will potential benefits be enhanced or negative impacts be eliminated or reduced?

Positive

The pavement improvements will make walking routes to school more comfortable, with benefits for parents.

The council can promote walking and cycling through its Active Travel programme.

- by providing free cycle skills sessions to adults and children;
- through the STARS programme which works with schools to enable healthier school travel;
- by working with TfL and private companies to provide cycle hire;
- through Try Before You Bike, an affordable bike purchase scheme for adult bikes, child bikes and cargo bikes, including an option for businesses;
- to purchase e-cargo bikes at a discount.

Negative

Parents currently driving to school will be encouraged to either switch to active travel or need to adjust their journey after having dropped their children at school.

The diversion created is minimal. As a result, increases in prices to hire vehicles should not be significant.

Blue Badge holders living in the area would be granted an exemption to the filter.

Characteristic or group: Sexual orientation

Impact

Neutral

What are the positive and/or negative impacts?

No specific impacts identified.

How will potential benefits be enhanced or negative impacts be eliminated or reduced?

N/A

Characteristic or group: Marriage or civil partnership

Impact

Neutral

What are the positive and/or negative impacts?

No specific impacts identified.

How will potential benefits be enhanced or negative impacts be eliminated or reduced?

N/A



Characteristic or group: Other (e.g. elderly, people living in poverty, looked after children, people who are homeless or refugees)

Impact

Positive and Negative

What are the positive and/or negative impacts?

Positive

Car ownership is generally correlated to household income in London. Therefore, less affluent households are less likely to own a car – and be reliant on walking, cycling and public transport. The School Street programme aims to benefit anyone travelling to school by active or sustainable means.

The greater connectivity via new cycle and walking routes should support social distancing whilst providing better healthy access to employment.

Negative

Purchasing and maintaining a cycle is significantly less expensive than the comparable costs for motor vehicles, and can be cheaper than public transport fares.

Nonetheless, people with less disposable income may be less able to own a cycle than those with more disposable income. This in turn would mean they would not have equal access to taking advantage of the School Street Programme.

Lower income households are more likely to use public transport and more specifically buses, which could be impacted by the displacement of traffic to main roads. Should any traffic displacement occur, it could have a disproportionately negative impact on more deprived communities, with consequences in terms of congestion, severance and air quality.

How will potential benefits be enhanced or negative impacts be eliminated or reduced?

Positive

The council can promote walking and cycling through its Active Travel programme.

- by providing free cycle skills sessions to adults and children;
- through the STARS programme which works with schools to enable healthier school travel;
- by working with TfL and private companies to provide cycle hire;
- through Try Before You Bike, an affordable bike purchase scheme for adult bikes, child bikes and cargo bikes, including an option for businesses
- to purchase e-cargo bikes at a discount.

Negative

The council has a robust and comprehensive monitoring strategy to gather data on the displacement impacts on main roads including air quality data where possible. This data will be one of the factors to be considered carefully and introduction mitigating measures will be considered where needed.

The council is also working with TfL to improve bus reliability across the borough.

## 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

## Response to ‘How do you plan to mitigate negative impacts?’

### **Impact 1: Traffic displacement to surrounding residential roads.**

Action: Traffic monitoring – The council is continuing to proceed with a monitoring strategy to ensure that the displacement impacts are considered. Baseline counts have been collected in December 2022 prior to implementation and will be collected again at 6 months and 11-12 months.

### **Impact 2: Longer car journeys**

Action: The traffic filter will restrict cut-through traffic and force traffic to remain on Holloway Road and travel along MacKenzie Road. This may impact on journey duration. However, this impact will be minimal.

The council will continue to monitor the traffic and engage with local people to ensure that impacts on journey times are considered. Feedback from the public will be monitored. There is a specific email inbox set up for any concerns, feedback or questions about the School Streets. This email address has been included in our leaflets and is also found on the council website. Officers will respond to emails to address concerns that are raised. Additionally, there are formal consultation requirements embedded into the process of implementing a new traffic order. For instance, the Experimental Traffic Order allows for Formal Objections to be submitted during a 6-month period, which must be considered as part of the final decision-making. All Formal Objections are logged by the council and will be included in the final Decision Report.

### **Impact 3: Blue Badge holders from outside the area who require access to the street.**

Action: Blue Badge holders living north of Mackenzie Road to Caledonian Road to the west and Holloway Road to the east, and Hornsey Street to the north will be granted an exemption to the filter.

Further individual assessments will be undertaken for those without Blue Badges who have mobility issues. However, as all addresses remain accessible at all times, there is expected to be low demand for further exemptions related to mobility issues.

### **Impact 4: Cost of purchasing a cycle**

Action: 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.

### **Impact 5: Potential conflict between people walking and people cycling**

Action: Potential conflict to be minimised through the assessment of locations for measures to minimise and/or eliminate risks for conflicts between walking and cycling people. No shared spaces are proposed as part of the School Streets

## 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)

## Response to ‘Please provide details of your consultation and/or engagement plans.’

### Consultation activities

A four-week public consultation exercise was undertaken between 3 and 31 January 2023.

The consultation gauged support for the scheme principles and proposals.

Leaflets were distributed to all properties in the corresponding affected streets, along with a number of neighbouring properties. Parents and carers of children attending all schools were also informed about the consultation via the school newsletter. In addition, two leafletting sessions took place at the school’s entrance during the consultation period to encourage participation.

Two further consultation events were held – a co-design workshop at Ringcross Community Centre and an online information session via Zoom.

A children’s questionnaire as well as a children’s workshop was organised to gather feedback, understand journeys to school and reimagine the space outside of the school gate on Georges Road.

Additionally, 19 business visits were undertaken.

The leaflets themselves contained details of the proposals and how to access the survey which included specific questions about them, and also a comment section for any additional views / feedback which consultation participants wished to provide. The leaflets also provided a postal address for questionnaire paper copies and a web link and QR code to an online version of the same questionnaire.

### Key Findings:

The response rate was high at 362 respondents.

69% of respondents were from residents, 20% from parents of children at the school and 4% from visitors to the area. 3% identified as ‘other’ and 3% were from businesses. 1% were from staff of the school. 49% of respondents are car owners while 51% are car-free, and 12% of respondents said that they were disabled.

A survey was developed to capture people’s views on the existing layout and any concerns in the area before gathering insights into perceptions of the impact of the proposals.

The survey was divided into four parts: Introduction & Current concerns in the area, Part 1: Environmental improvements, Part 2: Traffic Filter and Part 3: People-friendly pavements.

The questions at the beginning of the survey asked respondents about the existing situation in the area. Although the results were split, a narrow majority of respondents did not report issues relating to traffic.

The second set of questions were more specific to the proposals, where respondents were asked to agree, disagree or neither agree nor disagree with a set of statements about the proposals. Although split, a narrow majority agreed that the proposals would have positive impacts.

Overall, while there was support for the environmental improvements outside the school, there were concerns about the removal of the parking bay that is needed to do so.

The traffic filter proposal raised concerns around access. However, all addresses would remain accessible at all times and exemptions would be granted to Blue Badge holders living on identified streets north of MacKenzie Road to Caledonian Road to the west and Holloway Road to the east, and Hornsey Street to the north will be granted an exemption to the traffic filter. Additionally, all emergency services would be able to pass through the filter.

Comments and suggestions were received for areas for pavement improvements.

In response to questions concerning the impact of the proposal, parents and carers of the children at the school responded more negatively than residents. This is unusual compared to other School Street consultations, where parents and carers have tended to be more supportive of the proposals. However, in this instance, there was a significant overlap with those respondents who were parents/carers and those who are drivers. 66% of the parents/carers who responded were also car drivers which may explain the more negative responses to the proposals.

Respondents who were car-owners and those that were car-free were almost equal (49% and 51% respectively). Car-free households are under-represented in comparison to the Islington average. Car-free respondents were generally more positive about the proposals.

The questionnaire included free text boxes for participants to enter comments. These have been grouped into themes and summarised in Appendix 3, with council officers' comments in response. 839 statements were coded in total.

The consultation report and delegated decision report will be made publicly available.

## 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
Traffic Monitoring – The council is continuing to proceed with a monitoring strategy to ensure that the displacement impacts are considered.	Transport projects and people-friendly streets team	Monitoring baseline has been collected in December 2022. Further monitoring will take place approximately 6 and 12 months later.
Blue Badge holders living north of Mackenzie Road to Caledonian Road to the west and Holloway Road to the east, and Hornsey Street to the north will be granted an exemption to the filter.	Transport projects and people-friendly streets team	Ongoing

Action	Responsible team or officer	Deadline
Feedback from the public will be monitored.	Transport projects and people-friendly streets team	Ongoing
Affordability of bicycles -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.	Active Travel Team	Ongoing
Parking availability for people with reduced mobility will be monitored, and the team might explore providing additional Blue Badge parking bays on street if required.	Transport projects and Parking team	Ongoing
Before implementation, resident letters will be sent to all addresses within the School Street.	Transport projects and people-friendly streets team Parking team	July 2023

## 7. Next steps

Please send the completed EQIA to [equalities@islington.gov.uk](mailto:equalities@islington.gov.uk) for quality checking by the Fairness and Equality Team. All Equality Impact Assessments must be attached with any report to a decision-making board and should be made publicly available on request.

This Equality Impact Assessment has been completed in accordance with the guidance and using appropriate evidence.

Member	Name	Signed	Date
Staff member completing this form	██████████	██████████	28 February 2023
Fairness and Equality Team	██████████	██████████	6 March 2023

Member	Name	Signed	Date
Director or Head of Service	[REDACTED]	[REDACTED]	30 June 2023