

Equalities Impact Assessment: Full Assessment

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

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

Summary of proposal

Name of proposal	Decision to implement the Southgate Road C27 Crossing scheme
Reference number (if applicable)	
Service Area	Climate Change and Transport
Date assessment completed	14 November 2023

Before completing the EQIA please read the guidance and FAQs. For further help and advice please contact equalities@islington.gov.uk.

1. Please provide a summary of the proposal.

Please provide:

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

The crossing of Southgate Road is on the very popular C27 (Walthamstow to Bloomsbury) cycle route and is historically and currently a dangerous and intimidating crossing experience.

Over the past five years, there have been a number of police recorded collisions highlighting the need for action:

- 2 serious collisions
- 17 people injured (10 people cycling, 4 pedestrians)

The proposals will emphasise the priority and safety for people walking and cycling.

The existing mini-roundabout will be removed and replaced with a new cycle crossing on Southgate Road across to Northchurch Road. The existing zebra crossing will be moved south to a more active pedestrian desire line providing an improved connection for people crossing the road between the shops and amenities on either side of Southgate Road.

Widened footways benefiting pedestrians, including those with buggies and wheelchairs, will help create a more pleasant and more accessible place to be in.

The plans also create more space for cycle parking and low level planting and help meet our strategic objectives of:

- providing a quality cycle route and crossings connecting people across the borough, making it easier to cycle as a first choice
- and will contribute to the council's objectives of achieving a zero carbon future (Islington's Transport Strategy and Vision 2030: Net Zero Carbon Strategy, adopted in November 2020), the reduction in use of private vehicles within the borough, reduce barriers to walking and cycling and increasing cycling levels.

Having considered the monitoring results from June 2023 and the consultation results from March 2023 we are now planning on implementing the scheme in early 2024.

Greening will be implemented on Southgate Road and on Northchurch Road, this will create a green gateway into Islington benefiting local residents and visitors to the area. New greenery will boost biodiversity.

There will be the relocation of some vehicle parking from Northchurch Road on to Southgate Road and an additional loading bay for deliveries for businesses. There will also be new cycle parking stands. The positive result will be convenience for customers and businesses.

Please provide:

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

Beneficiaries of this scheme are people cycling, people walking, and local residents and businesses. It is possible that the scheme could have a negative impact on some people with protected characteristics and this is explored in more detail later in the assessment.

There will be no significant impact on savings or income generation.

2. What impact will this change have on different groups of people?

Please consider:

- **Whether the impact will predominantly be external or internal, or both?**
- **Who will be impacted – residents, service users, local communities, staff, or others?**
- **Broadly what will the impact be – reduced access to facilities or disruptions to journeys for example?**

The impact of implementing this scheme as outlined in the January 2024 delegated decision report will be external and will impact on people who live along the route, people using the businesses and anyone using Cycleway 27 or the junction area at Northchurch Road and Southgate Road.

This EQIA identifies the general impacts of the installation of the parallel crossing and environmental improvements for protected groups and details the specific positive and negative impacts of the scheme.

This assessment considers both positive and negative impacts of the scheme. In some instances, a balanced view is taken between positive and negative impacts, in particular where the impacts are considered to have both a positive and negative impact on one group with protected characteristics, especially where there is variation between the requirements of different individuals within such a group. For example, while some disabled people may predominantly rely on cars for mobility there are also many disabled people who use other

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modes and therefore for most groups the impacts will be a mix of positive and negative depending on the particular mode of travel generally used.

Islington has one of the lowest proportions of car ownership per household in the country, with 71% of households having no access to a car. (Source: [Streetspace funding guidance - Appendix 7 2021](#)). TfL has analysed that two thirds of car journeys in London can be walked or cycled¹ - this proportion is likely to be even greater in an inner London borough such as Islington. The implication of these figures is that there is great potential for a large number of trips in Islington to be made by modes other than private car, and even that many existing car journeys could be shifted to active travel modes, with public health and air quality benefits for all Islington residents.

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

Northchurch Road is part of Cycleway 27 and has already delivered positive impacts in terms of supporting public health, improved air quality, and accommodating and enabling active travel. Recent monitoring showed that just under 3000 people a day cycle through the junction of Northchurch Road and Southgate Road on the C27 route. The route contributes to creating a Fairer Islington by: supporting local shops and businesses; making it easier and safer for people to travel on foot, by cycle and public transport; supporting people to live healthier lives; and enabling residents to remain socially active and connected to their community.

The Southgate Road crossing scheme reduces road danger for people cycling and contributes to the council's target of eliminating all deaths and serious injuries on Islington's streets and reduces the number of all traffic collisions. The scheme aims to make it easier and safer to

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

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

3. <https://tfl.gov.uk/info-for/boroughs-and-communities/streetspace-funding>

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

Please consider:

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walk and cycle as a first choice for local travel. Only 29%³ of Islington households have access to a car and 36%⁴ of journeys taken in London are short, between 600m and 1.5km.

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

Generally positive impacts

The successful implementation of the Southgate Road crossing scheme will:

- Improve safety for people cycling
- Increase footway space for people walking
- Reduce crossing distances for people walking and provide a more active walking desire line
- Reduce road danger on Northchurch Road at the junction with Southgate Road by introducing a traffic filter removing motor vehicles movements.
- Improve servicing for the pub and other local businesses.
- Increase in parking provision on Southgate Road will benefit people visiting local residents and businesses
- Introduction of the filter will reduce volumes of motor vehicles on Northchurch Road
- Improve public realm with greening
- Reduce flood risk by installing Sustainable Drainage Systems(SuDS) on Northchurch Road

The above impacts will significantly improve cycling conditions at this key Cycleway 27 cycle route connector.

The scheme will help to deliver improvements in line with the following Healthy Streets indicators:

- “People choose to walk and cycle”: as a result of new traffic restrictions people with protected characteristics will be empowered to cycle, as a big obstacle to cycling for many people is fear of traffic.

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- “People feel safe”: motor vehicles are a source of danger to pedestrians and cyclists traveling on the roads. The protection from motor vehicles can make people feel safer when cycling thereby empowering people to do so. The introduction of the traffic restrictions will lead to an increase in levels of cycling.

Generally negative impacts

- Introduction of the filter will potentially disadvantage people who need to use their car by extending the route taken by motor vehicle by a maximum 800 metres
- Introduction of the filter may increase volumes of motor vehicles on Crowland Terrace because of the alternative route that some people driving might have to take to get to Cleveland Road or Northchurch Road.
- Introduction of the filter may increase volumes of motor vehicles on Oakley Road and Englefield Road because of the alternative route that some people driving might have to take to get to Cleveland Road or Northchurch Road.
- Potentially negative impacts by requiring people at Northchurch Road to cross a two-way cycle lane
- Removal of parking might potentially disadvantage people who need to use their car.

The purpose of the Southgate Road crossing scheme is to create a safer crossing on C27 between boroughs and between Low Traffic Neighbourhoods for people cycling on this key connecting route for people from all walks of life.

However, this must be balanced with facilitating the travel requirements for vulnerable residents including those with disabilities and mobility impairments who may rely on cars to travel.

Following the implementation of the Southgate Road crossing scheme the whole area will be fully accessible to all vehicles traveling into the area.

Specific negative impacts

Some specific impacts have been identified for protected characteristic groups (corresponding to the above general impacts).

Vehicle access is maintained to every street and address therefore the changes will not limit the ability of those who rely on cars to travel. Some routes will need to be changed, these

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changes may result in increased inconvenience for motorists and could result in longer journey times with an increased cost if private vehicle hire or taxis are relied on. It should be acknowledged that longer routes are more likely to inconvenience some older or disabled residents more than others and the specific impacts on those groups is broken out below.

Protected Characteristic: **Age** C1: Although access to all addresses is maintained as part of the scheme, older people 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.

Protected Characteristic: **Disability** C1: Although access to all addresses is maintained as part of the scheme, 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. 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 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 will offset some of the increase in costs resulting from slightly longer routes as a result of the scheme.

C2: A slight increase in road danger i.e risk of collisions between people driving and people walking or cycling on Crowland Terrace, Northchurch Road, Oakley Road and Englefield Road through a potential change in motor traffic volumes.

Protected Characteristic: **Age** C2: A potentially minimal increase in volumes of motor traffic on Crowland Terrace, Northchurch Road, Oakley Road and Englefield Road could impact young children and older people due to a potential increased risk of collisions between people driving and people walking or cycling.

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?**

Protected Characteristic: **Age** C2: A potentially minimal increase in volumes of motor traffic on Crowland Terrace, Northchurch Road, Oakley Road and Englefield Road could impact people with disabilities due to a potential increased risk of collisions between people driving and people walking or cycling.

C3: A potential increase in cycle volumes at the junction of Northchurch Road and Southgate Road could increase the risk of collisions between people walking and people cycling.

Protected Characteristic: **Age** C3: Older people could be disproportionately disadvantaged by the potential increase in people cycling and resulting increased risk of conflict between pedestrians and cyclists if cycle infrastructure is not designed properly.

Protected Characteristic: **Disabled people** C3: People with disabilities could be disproportionately disadvantaged by the potential increase in people cycling and resulting increased risk of conflict between pedestrians and cyclists if cycle infrastructure is not designed properly.

C4: Removal of parking may negatively impact some protected characteristic groups.

Protected Characteristic: **Age** C4: Older people could be negatively impacted by the overall reduction in resident and shared use parking.

Protected Characteristic: **Disability** C4: Disabled people C4: could be negatively impacted by the overall reduction in resident and shared use parking.

Protected Characteristic: **Maternity or Pregnant** C4: People who are pregnant or with young children may be negatively impacted by the overall reduction in resident and shared use parking.

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 Southgate Road C27 Crossing scheme is located in the Canonbury Ward. Table 1 provides a demographic breakdown of the Canonbury ward, compared to Islington and London as a whole.

There are more people who identify themselves as having a disability in the Canonbury Wards (and in Islington) than the London average. The larger percentage of Islington people who have a disability is particularly significant for this EqIA and is referred to in the assessment of equalities impacts.

Socio economic

The project area covers the Canonbury ward. Socio-economic and disability data indicates that. Canonbury ranks 13th most deprived in Islington.

Disability

On average, 16% of the population of Islington identifies as disabled. The proportion is slightly higher in Canonbury (17%).

Ethnicity

There is a slightly lower proportion of people from a Black, Asian and Minority Ethnic background in Canonbury (28.2%) when compared to the Islington average (32%)

Table 1 - demographics of London, Islington and Canonbury ward

Please provide:

- Details of the evidence used to assess impacts on people with protected characteristics and from disadvantaged groups (see guidance for help)
- A breakdown of service user demographics where possible
- Brief interpretation of findings

Categories		London	Islington	Canonbury Ward (2022 ward)
		Total: 8,799,723	Total: 206,125 in 2011 (244,372 in 2021)	Total: 9,431
Gender	Female	51%	51%	53%
	Male	49%	49%	47%
Age	Under 16	190%	16%	16%
	16-24	11%	14%	9%
	25-44	34%	42%	42%
	45-64	24%	19%	23%
	65+	12%	9%	10%
Disability	Disabled	13%	16%	17%
Ethnic group	Black Asian and Minority Ethnic	46%	32%	32%
	White	54%	68%	68%
Religion or belief	Christian	41%	40%	38%
	Muslim	15%	9%	9%
	Other	10%	4%	4%
	No religion	27%	30%	41%
	Religion not stated	7%	17%	8%

Source: 2021 Census data available at:

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

Travel modes

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

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week are walking (81%), bus 58%, car as passenger (42%) and car as driver (24%). [Source: Travel in London: Understanding our diverse communities 2019, (TfL, 2019)].

Table 2 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).

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

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

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

Car ownership/ travel

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. (Source: www.ons.gov.uk/census/maps/choropleth/housing/number-of-cars-or-vans/number-of-cars-3a/no-cars-or-vans-in-household?geoLock=lad&lad=E09000019). Transport for London

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

(TfL) has analysed that two thirds of car journeys in London can be walked or cycled - this proportion is likely to be even greater in an inner London borough like Islington. The implication of these figures is that there is great potential for a large number of trips in Islington to be made by modes other than private car, and even that many existing car journeys could be shifted to active travel modes, with public health and air quality benefits for all Islington residents.

Road safety/danger

There is also a disparity in the road danger present on minor and main roads. In the UK, the most common non-natural cause of death amongst children aged 5 – 14 is being hit by a vehicle (www.sd-commission.org.uk/data/files/publications/fairness_car_dependant.pdf), with a mile driven on a minor road, compared to a mile driven on a main road, twice as likely to kill or seriously injure a child pedestrian, and three times more likely to kill a child cyclist. (www.icevirtuallibrary.com/doi/pdf/10.1680/jmuen.16.00068)

Disabled people are five times more likely to be injured as a pedestrian than non-disabled people. (<https://roadsafetygb.org.uk/news/disabled-and-low-income-pedestrians-at-higher-risk-of-road-injury/>)

Ethnicity

Black, Asian and Minority Ethnic groups, women, people from more deprived neighbourhoods, those with disabilities and older people are typically under-represented in cycling and need to be encouraged to do so. Source: [Barriers to cycling for ethnic minorities and deprived groups \(tfl.gov.uk\)](http://barriers-to-cycling-for-ethnic-minorities-and-deprived-groups.tfl.gov.uk). Reducing road danger at this junction, with a new cycle crossing should lead to an increase in cycling trips, therefore, improving air quality for children, older people and people with lung and heart conditions and for those most impacted by air pollution. <https://urbanhealth.org.uk/our-work/health-effects-of-air-pollution>

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

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

Please use the following definitions as a guide:

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

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

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

Characteristic or group	Positive / Neutral / Negative	What are the positive and/or negative impacts?	How will potential benefits be enhanced, or negative impacts be eliminated or reduced?
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Age	Positive and negative	<p>Positive</p> <p>Providing safer cycling conditions can increase the propensity of children and older people to cycle, thereby improving their mental and physical health, independent mobility, social inclusion and improved access to opportunities. An increase in activity, including walking and cycling, benefits children in terms of reducing childhood obesity.</p> <p>The Fair Futures Commission found that some of the barriers to children and young people travelling independently revolved around concerns for personal safety. Reduced road danger will facilitate independent travel for children and young people, which is crucial to healthy child development.</p> <p>The new cycle crossing will improve conditions for cycling, including benefitting those older or younger residents with less balance who may want to choose adapted cycles away from traffic.</p> <p>Air pollution from motor vehicles has a significant impact on younger people who are closer to the car exhaust level and who have lungs that are still developing. A growing body of research demonstrates that this impact can result in significant health complications later in life impacting on their life</p>	<p>Positive</p> <p>The council can promote walking and cycling through its Active Travel programme.</p> <ul style="list-style-type: none"> • by providing free cycle skills sessions to adults and children; • through the STARS programme which works with schools to enable healthier school travel; • by working with TfL and private companies to provide cycle hire; • through Try Before You Bike, an affordable bike purchase scheme for adult bikes, child bikes and cargo bikes, including an option for businesses to purchase e-cargo bikes at a discount. <p>The council funds Pedal Power sessions for all ability cycling at the Emirates and Finsbury Park, enabling older people (and younger people with disabilities or reduced mobility) to experience safe cycling</p>
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	<p>expectancy and quality of life. Older adults are also known to be particularly sensitive to air pollution.</p> <p>Older adults are considered one of the most at-risk populations for adverse health impacts from air pollution. Age-related physiological declines may increase susceptibility to toxin exposure, like exposure to air pollutants, and chronic conditions that are more prevalent at older ages, such as cardiovascular disease, increase the risk air pollutants pose to health. Older adults are more likely to have pre-existing conditions and greater frailty, which increases their risk from pollutant exposure. In addition, older adults may also have had longer periods of exposure to pollution, leading to an accumulation of pollution-related health damages that puts them at greater risk of the adverse impacts of poor air quality. (Source:https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7799383/).</p> <p>Older people, who have higher instances of disabling conditions such as mobility impairment, deafness or blindness will benefit from reduced traffic and road danger because of the mitigation of higher volumes of cars as a result of the scheme. In addition, older people are also more likely to live with dementia and will benefit from reduced noise pollution. Those older people who are able to increase their active travel will see benefits to their mobility and health. The</p>	
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		<p>measures also contribute to the council's response to climate change by reducing emissions, adapting our streets to be more resilient to urban heat through greening, which can benefit older people who are more at risk.</p> <p>Negative</p> <p>C:1 Although access to all addresses is maintained as part of the scheme, older people may rely on private cars, private vehicles for hire, or taxis more for their local trips and so may be inconvenienced by longer journeys. Longer journeys may also involve higher costs.</p> <p>C2: A potentially minimal increase in volumes of motor traffic on Crowland Terrace, Northchurch Road, Oakley Road and Englefield Road could impact young children and older people due to a potential increased risk of collisions between people driving and people walking or cycling.</p>	<p>C1: Access for residents has been maintained, the maximum diversion is approximately 800 metres, approximately 2 minutes extra driving at 15mph. The London Taxicard Scheme offers subsidised travel in licenced taxis and private hire vehicles to London residents with serious mobility impairments or who are severely sight impaired. This could offset some of the increase in costs resulting from slightly longer routes as a result of the scheme. The council will work to promote uptake of this scheme amongst potentially affected groups.</p> <p>C2: Monitoring of traffic volumes on Crowland Terrace, Oakley Road, Englefield Road and Northchurch Road from June 2023 has shown that levels of motor vehicle trips should not exceed 1000 vehicles per day. As such the council believes this is an acceptable level of motor traffic and would be</p>
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		<p>C3: Older people could be disproportionately disadvantaged by the increase in cycling and increased risk of conflict between pedestrians and cyclists if cycle infrastructure is not designed properly.</p> <p>C4: Older people who may rely on private cars may be negatively impacted by the reduction in resident and shared use parking on Northchurch Road.</p>	<p>unlikely to significantly change the experience of using these streets.</p> <p>C3: The design for the scheme is designed to the relevant and current standards. As is standard for highway schemes, the design was subject to an independent Road Safety Audit. A Road Safety Audit (RSA) is a mandatory process that is undertaken prior to and after implementation. Once the RSA has been written it is then reviewed internally before being sent back to the independent auditor who carried out the RSA. Statutory consultees have a chance to input into the design and schemes are also reviewed internally by all the relevant departments within the council prior to implementation.</p> <p>C4: Parking occupancy surveys indicate that alternate parking spaces can be easily found nearby. We are also introducing 5 new parking spaces on Southgate Road that residents can use as well as a loading bay that residents can use outside of loading restriction times.</p>
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<p>Disability (includes carers)</p>	<p>Positive and negative</p>	<p>Positive: Compared to the London average, the proportion of people that identify themselves as being disabled is slightly higher in Islington (London 14%, Islington 16%).</p> <p>Research has shown that one of the main reasons that disabled people do not cycle more is due to inaccessible infrastructure, even though 75% of disabled cyclists report that they find cycling easier than walking. (https://wheelsforwellbeing.org.uk/).</p> <p>The scheme will enable easier or more pleasant journeys for disabled people: an increase in independence, a decrease in traffic danger and benefits to physical and mental health.</p> <p>Some disabled people may feel more comfortable accessing the businesses in the area, due to the mitigation of increased traffic as a result of the scheme. The scheme aims to greatly improve conditions for disabled cyclists by reducing road danger without the need for further traffic calming measures.</p> <p>Negative</p> <p>C1: Although access to all addresses is maintained as part of the scheme, 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.</p>	<p>Positive:</p> <p>The council funds Pedal Power sessions for all-ability cycling, enabling people with a range of disabilities to experience safe cycling at the Emirates and Finsbury Park.</p> <p>Negative</p> <p>C1: Access for residents has been maintained, the maximum diversion is approximately 800 metres, approximately 2 minutes extra driving at 15mph. 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</p>
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		<p>C2: A potentially minimal increase in volumes of motor traffic on Crowland Terrace, Northchurch Road, Oakley Road and Englefield Road could impact people with disabilities due to a potential increased risk of collisions between people driving and people walking or cycling.</p> <p>C3: People with disabilities could be disproportionately disadvantaged by the potential increase in cycling and increased risk of conflict between pedestrians and cyclists if cycle infrastructure is not designed properly.</p> <p>C4: People with disabilities who may rely on private cars may be negatively impacted by the reduction in resident and shared use parking.</p>	<p>increase in costs resulting from slightly longer routes as a result of the scheme. The council will work to promote uptake of this scheme amongst potentially affected groups.</p> <p>C2: Monitoring of traffic volumes on Crowland Terrace, Oakley Road, Englefield Road and Northchurch Road from June 2023 has shown that levels of motor vehicle trips should not exceed 1000 vehicles per day. As such the council believes this is an acceptable level of motor traffic and would be unlikely to significantly change the experience of using these streets.</p> <p>C3: The design for the scheme is designed to the relevant and current standards.</p> <p>C4: Parking occupancy surveys indicate that alternate parking spaces can be easily found nearby. We are also introducing 5 new parking spaces on Southgate Road that residents can use as well as a loading bay</p>
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			that residents can use outside of loading restriction times.
Race or ethnicity	Positive	<p>Positive:</p> <p>As the Islington Transport Strategy notes, “Children from black and minority ethnic backgrounds are one and a half times more likely to be killed or seriously injured in a road collision than children from other backgrounds”. The relocation of the zebra crossing will provide an improved connection between the shops and amenities on either side of Southgate Road.</p>	<p>Positive:</p> <p>The council can promote walking and cycling through its Active Travel programme.</p> <ul style="list-style-type: none"> • by providing free cycle skills sessions to adults and children; • through the STARS programme which works with schools to enable healthier school travel; • by working with TfL and private companies to provide cycle hire; <p>through Try Before You Bike, an affordable bike purchase scheme for adult bikes, child bikes and cargo bikes, including an option for businesses to purchase e-cargo bikes at a discount.</p>
Religion or belief (include no faith)	Neutral	No specific impacts identified	N/A

<p>Gender and gender reassignment (male, female, or non-binary)</p>	<p>Positive</p>	<p>Positive:</p> <p>Women - who are more likely than men to be moving through public space with pushchairs and prams, and expectant mothers and mothers with young children - may also particularly benefit from improved walking and cycling conditions and reduced traffic levels. This includes the improvements made by widening the pavement, relocating the zebra crossing and new greenery will improve air quality.</p> <p>In London, women are less represented than men in cycling, and lack of safe cycle infrastructure disproportionately impacts women, attributable in part to a more risk averse attitude to mixing with traffic. Safer and improved cycle infrastructure will benefit and empower more women to cycle.</p>	
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<p>Maternity or pregnancy</p>	<p>Positive and negative</p>	<p>Positive:</p> <p>Mitigation of increased volumes of traffic and speeds will create a less stressful environment, supporting a healthy pregnancy.</p> <p>Parents and carers with prams will benefit from a better and more accessible walking environment and reduced traffic flows when crossing roads.</p> <p>Parents or carers who use cycles or cargo cycles for family mobility will benefit from traffic filtering and reduced volumes of traffic. It is anticipated that increased safety for people who are cycling will help to empower more parents and carers to use cargo cycles for family mobility.</p> <p>Pregnant people and unborn children in particular may be adversely impacted by air pollution. The scheme is expected to reduce traffic volumes and congestion on Islington roads, which is expected to contribute to improved air quality on these streets.</p> <p>Negative</p> <p>C1: Although access to all addresses is maintained as part of the scheme, 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.</p>	<p>Positive:</p> <p>The council can promote walking and cycling through its Active Travel programme.</p> <ul style="list-style-type: none"> • by providing free cycle skills sessions to adults and children; • through the STARS programme which works with schools to enable healthier school travel; • by working with TfL and private companies to provide cycle hire; • Through Try Before You Bike, an affordable bike purchase scheme for adult bikes, child bikes and cargo bikes, including an option for businesses to purchase e-cargo bikes at a discount. <p>Negative</p> <p>C1: Access for residents has been maintained, the maximum diversion is approximately 800 metres, approximately 2 minutes extra driving at 15mph. 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</p>
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		<p>C4: Pregnant people or people with young children may be negatively impacted by the overall reduction in resident and shared use parking.</p>	<p>as a result of the scheme. The council will work to promote uptake of this scheme amongst potentially affected groups.</p> <p>C4: Parking occupancy surveys indicate that alternate parking spaces can be easily found nearby. We are also introducing 5 new parking spaces on Southgate Road that residents can use as well as a loading bay that residents can use outside of loading restriction times.</p>
Sex and sexual orientation	Positive	<p>Women currently make just 27% of cycle trips in London, and research shows that women have a stronger desire for protected cycling infrastructure and direct routes. In countries where cycle infrastructure offers a high degree of protection from traffic, levels of cycling are higher among women. For example, in Holland, Germany and Denmark women cycle as often as men.</p> <p>Providing safer cycling conditions will increase the propensity of women (as well as less confident males) to cycle, thereby improving their mental and physical health and access to services and employment. This will help readdress the existing imbalance whereby more men tend to cycle than women.</p>	<p>The council can promote walking and cycling through its Active Travel programme, providing both universal and targeted support:</p> <ul style="list-style-type: none"> • by providing free cycle skills sessions to adults and children; • through the STARS programme which works with schools to enable healthier school travel; • by working with TfL and private companies to provide cycle hire; • through Try Before You Bike, an affordable bike purchase scheme for adult bikes, child bikes and cargo bikes, including an option for businesses to purchase e-cargo bikes at a discount.

Marriage or civil partnership	Neutral	No specific impacts identified	N/a
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<p>Other (e.g. people living in poverty, looked after children, people who are homeless or refugees)</p>	<p>Positive</p>	<p>Positive:</p> <p>Busier roads can, in some areas of London, dominate more deprived communities. Walking and cycling improvements will benefit those living near busy roads and collision hot spots when they are moving around their local area. Islington is an extremely diverse borough and the index of deprivation across the borough shows that deprivation does not strictly follow main roads.</p> <p>Generally, car ownership correlates to household income in London. Therefore, less affluent households are less likely to own a car – and be reliant on walking, cycling and public transport. The PFS programme aims to benefit people who do not own cars by making it easier for them to travel by other modes.</p> <p>Additionally, with the cost-of-living crisis and the rise in petrol prices, there is a benefit to those who are economically disadvantaged if the scheme reduces this cost burden, by removing the perceived need for a motor vehicle once other options become more attractive.</p>	<p>Positive:</p> <p>The council can promote walking and cycling through its Active Travel programme.</p> <ul style="list-style-type: none"> • by providing free cycle skills sessions to adults and children; • through the STARS programme which works with schools to enable healthier school travel; • by working with TfL and private companies to provide cycle hire; • through Try Before You Bike, an affordable bike purchase scheme for adult bikes, child bikes and cargo bikes, including an option for businesses to purchase e-cargo bikes at a discount.
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		Finally, the greater connectivity via new cycling and walking routes should support the development of a green economy whilst increasing opportunities to walk and cycle to create a healthier living and travelling environment for all borough residents.	
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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>Longer and more costly trips if taxis or private hire vehicles are relied on for some people falling into protected characteristics groups such as age, disability and parental status.</p>	<p>To mitigate against this access for residents has been maintained, the maximum diversion is approximately 800 metres, approximately 2 minutes extra driving at 15mph. The London Taxicard Scheme offers subsidised travel in licenced taxis and private hire vehicles to London residents with serious mobility impairments or who are severely sight impaired. This could offset some of the increase in costs resulting from slightly longer routes as a result of the scheme. The council will work to promote uptake of this scheme amongst potentially affected groups.</p>	<p>Low impact on protected characteristic groups as a result of the introduction of the scheme, as diversions are considered to be tolerable.</p>	<p>Transport Projects and people-friendly streets team</p>
<p>A potentially minimal increase in volumes of motor traffic on</p>	<p>Monitoring of traffic volumes on Crowland Terrace, Oakley Road, Englefield Road and</p>	<p>Low impact on protected characteristic</p>	<p>Transport Projects and people-</p>

Please provide:

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

<p>Crowland Terrace, Northchurch Road, Oakley Road and Englefield Road could impact young children and older people and people with disabilities due to a potential increased risk of collisions between people driving and people walking or cycling</p>	<p>Northchurch Road from June 2023 has shown that levels of motor vehicle trips should not exceed 1000 vehicles per day. As such the council believes this is an acceptable level of motor traffic and would be unlikely to significantly change the experience of using these streets.</p> <p>The design for the scheme is designed to the relevant and current standards.</p>	<p>groups as a result of the introduction of the scheme, as diversions are considered to be tolerable.</p>	<p>friendly streets team</p>
<p>People with disabilities could be disproportionately disadvantaged by the potential increase in cycling and layout at the junction of Northchurch Road and Southgate Road and as such there could be an increased risk of conflict between pedestrians and cyclists if cycle infrastructure is not designed properly.</p>	<p>The design for the scheme is designed to the relevant and current standards.</p> <p>Further pedestrian safety measures will be explored at the detailed design stage.</p>	<p>Correspondingly the proposed layout removes motor vehicle traffic from turning in and out of Northchurch Road so reduces risk of collision with motor vehicles and likely impact of collisions. Low overall impact on protected characteristic groups.</p>	<p>Traffic and streetlighting service</p>

Please provide:

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

<p>People with disabilities or who are pregnant or with young children may be negatively impacted by the reduction in resident and shared use parking on Northchurch Road.</p>	<p>Parking occupancy surveys indicate that alternate parking spaces can be easily found nearby. We are also introducing 5 new parking spaces on Southgate Road that residents can use as well as a loading bay that residents can use outside of loading restriction times.</p>	<p>Alternative parking spaces to be found close by. No extra parking stress predicted.</p>	<p>Transport Projects and people-friendly streets team</p>
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5. Please provide details of your consultation and/or engagement plans.

Please provide:

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

A [public consultation](#) ran on the scheme from 28 March – 25 April 2023. During the consultation period, individuals could view the plans and submit responses to the survey on the Islington website.

2300 leaflets were delivered to the area around Northchurch Road and Southgate Road junction including a section in Hackney. An online meeting was held to present the scheme followed by a Question and Answer session.

Two on street engagement events at the junction of Northchurch Road and Southgate Road to publicise the consultation.

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)

Business engagement was done regularly throughout the consultation period and afterwards and included a visit accompanied with the LBI inclusive design team.

A [parking consultation](#) was held on changes to parking that were different to the changes to parking in the public consultation between 25 October – 8 November, all comments have been considered.

Public consultation page:- <https://www.islington.gov.uk/consultations/2023/northchurch-road-and-southgate-road-junction-proposals>

Parking consultation:- <https://www.letstalk.islington.gov.uk/northchurch-road-southgate-road-parking>

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
Check for feedback received through environment email inbox, call centre and Councillors	Transport projects and people-friendly streets team.	Ongoing

Action	Responsible team or officer	Deadline

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	Redacted	Redacted	14/11/2023
Fairness and Equality Team	Redacted	Redacted	20/11/2023
Director or Head of Service	Redacted	Redacted	26/11/2023