

Equalities Impact Assessment: Full Assessment

Summary of proposal

Name of proposal	Furlong Road and Digswell Street banned turns scheme (made permanent)
Reference number (if applicable)	
Service Area	Transport Projects and people-friendly streets
Date assessment completed	23 January 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 Furlong Road and Digswell Street banned turns scheme is part of the council's people-friendly streets (PFS) programme that was agreed by the council's Executive on 18 June 2020. The decision to introduce the banned turns scheme as an 18-month trial was taken by the Corporate Director of Environment and Regeneration in consultation with the Executive Member for Environment and Transport on 22 July 2021. The scheme was implemented through an Experimental Traffic Order (ETO) that came into force on 6 August 2021.

This report addresses Equality impacts regarding the proposal to make permanent the banned turns scheme at Furlong Road and Digswell Street. Data collected prior to implementation showed that on the group of streets referred to here as "the Furlong Road cluster" or "the cluster" (Furlong Road, Orlestone Road, Crane Grove and Digswell Street), volumes of traffic had increased incrementally over a number of years. A number of schemes had been implemented in the wider area, reducing the number of through routes and leaving these streets more vulnerable to through-traffic.

Between October 2019 and April 2021 there was a significant increase in traffic volumes recorded on Furlong Road. In early 2021 a marked increase in congestion and queueing was observed on the Furlong Road cluster streets. A significant number of residents of the cluster reported increased traffic volumes, severe traffic congestion and queueing, unsafe traffic movements including vehicles mounting the pavement, noise from traffic and aggressive drivers, aggressive incidents, and air pollution.

Pre implementation monitoring commissioned by the council in April 2021 recorded a significant volume of vehicles using the cluster streets to travel eastbound from Liverpool Road and turning right onto Holloway Road towards Highbury Corner. The monitoring also showed a significant number of accompanying road danger issues, including vehicles travelling on the wrong side of the road around corners with restricted visibility at the junction of Furlong Road, Orlestone Road and Crane Grove to bypass queues; and near-misses between vehicles and other road users.

The increase in through-traffic on the Furlong Road cluster prior to the scheme's implementation may have been exacerbated by satellite navigation technology directing traffic to use the cluster as a short-cut between Liverpool Road and Highbury Corner.

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

In making the scheme permanent there are no changes or amendments proposed to the scheme. The scheme comprises banned right-turns from Furlong Road and Digswell Street onto Holloway Road. The scheme has been evidenced to remove the majority of through-traffic using the cluster by preventing eastbound traffic from turning right, previously the predominant movement. This evidence is shown in Appendix 2 of the Delegated Decision Report to which this Equalities Impact Assessment (EqIA) is also appended.

It is considered vital to make this scheme permanent for the same reason as it was implemented, namely, to address the significant road danger issues for people walking, cycling and driving along the cluster streets, who include both residents and non-local road users passing through, that arose prior to the banned turns scheme being in place. In line with the overall PFS programme aims, this scheme has made the streets quieter, safer and healthier as a trial, and it is expected to continue to do so as a permanent scheme.

The council engaged with key stakeholders including the emergency services and Transport for London prior to the implementation of the trial scheme and has carried out statutory consultation ahead of the scheme being made permanent.

In proposing to make the scheme permanent, the council has considered monitoring data and feedback from local people. An online trial feedback survey ran throughout the trial, and a dedicated email address was set up to receive residents' correspondence. The survey was announced on the council's social media and webpages and announced in the resident leaflet. Results of the survey are summarised in the Delegated Decision Report, to which this EqIA is appended.

The implementation of a borough-wide programme of PFS supports the council's objective of achieving net zero carbon emissions in Islington by 2030. It will also contribute to the delivery of a Fairer Islington by making it easier and safer for people to travel on foot, by cycle and public transport; supporting people to live healthier lives; supporting local shops, markets and businesses; and enabling residents to remain socially active and connected to their community.

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?

Overview

The council has a responsibility to its residents to ensure that the Equality Act (2010) is upheld in all its work and projects. As no changes are proposed to be made to the Furlong Road and Digswell Street banned turns, the effect of making them permanent will be to carry over the impacts of the trial scheme.

The assessment of impacts on different protected characteristics was considered in a Resident Impact Assessment dated 19 July 2021 prior to the implementation of the trial scheme. Note that in July 2021 all Equalities Impact Assessments in Islington were referred to as Resident Impact Assessments (RIAs); as of November 2021, the council has reverted to using the term Equalities Impact Assessments. The original assessment has been updated where appropriate for this EqIA concerning making the scheme permanent. The tables in 3B discuss the specific impacts on people with protected characteristics and from disadvantaged groups.

Who will be impacted?

The Furlong Road and Digswell Street banned turns scheme has primarily impacted residents of the "Furlong Road Cluster" in Laycock ward Islington. Other local roads surrounding the cluster may also be impacted by the scheme.

Note that as of May 2022, the ward boundaries in Islington were changed. Prior to May 2022, Furlong Road and Digswell Street were located in St. Mary's Ward. As a result of the boundary change, they are now located in Laycock ward. With no ward demographic data available for Laycock ward at this time, the data for St. Mary's ward has been used instead.

	London	Islington	St Mary's
	Total: 8,173,941	Total: 206,125	Total: 11,533
Gender: Female	51%	51%	51%
Gender: Male	49%	49%	49%
Age: Under 16	20%	16%	14%
Age: 16-24	12%	14%	12%
Age: 25-44	36%	42%	46%
Age: 45-64	21%	19%	19%
Age: 65+	11%	9%	9%
Disabled	14%	16%	15%
Ethnic group: Black and Minority Ethnic	40%	32%	25%
Ethnic group: White	60%	68%	75%
Religion or belief: Christian	49%	40%	40%
Religion or belief: Muslim	12%	9%	6%
Religion or belief: Other	10%	4%	4%
Religion or belief: No religion	21%	51%	33%
Religion not stated	9%	49%	17%

Table 1 - Demographics of London, Islington, St. Mary's ward

Source: 2011 Census data available at: <https://www.nomisweb.co.uk> (Ward level data gathered as part of the 2021 census was not available at the time of writing this Equalities Impact Assessment)

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

This Equalities Impact Assessment identifies general positive and negative impacts for groups with protected characteristics and details the specific positive and negative impacts of making the Furlong Road banned turns scheme permanent.

Please note as outlined in Section 2 above, this report refers to St Mary's Ward rather than the Laycock Ward in which the scheme is now located following the ward boundary change in May 2022. At the time of compiling this report, 2021 Census data was not available, therefore 2011 census data for St Mary's Ward is used.

Service user demographics

A breakdown of St. Mary's ward demographics compared to London and Islington wide data is provided in Section 2 in the 'Who will be impacted?' sub-section.

16% of people living in Islington identify themselves as having a disability compared to the London average of 14%.

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%).¹

Analysis of the London Travel Demand Survey (LTDS) during the period 2016-19 shows the breakdown of all trips by mode shown in Table 2

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

St Mary's has fewer people under the age of 25 (26%) than the averages for Islington (30%) and London (32%). The ward has the same proportion of people aged 65+ as the Islington average (9%), which is lower than the London average (11%). St Mary's has a higher proportion of people aged 25-44 (46%) than both the averages for Islington (42%) and London (36%).

¹ [Travel in London: Understanding our diverse communities 2019 \(tfl.gov.uk\)](https://www.tfl.gov.uk/road-users/travel-in-london/understanding-our-diverse-communities-2019)

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St Mary's has a lower proportion of Black, Asian and minority ethnic people (25%) than the averages for Islington (32%) and London (40%).

Socio-economic data indicates that St Mary's ward is ranked as the 12th out of 16 wards on a scale of deprivation in Islington, where 1 is the most deprived and 16 is the least deprived of the 16 wards.²

7% of St Mary's ward residents are listed as claiming out of work benefits compared to 7.7% in Islington.³ St Mary's has an Index of Multiple Deprivation (IMD) score of 25.64, 15.3 points lower than the Islington average of 36. For reference, London's average IMD score is 24.

Generally positive impacts

Successful implementation of the Furlong Road and Digswell Street banned turns scheme has reduced the amount of traffic driving along the streets of the Furlong Road cluster. This has had an impact of creating streets that are safer for people from all walks of life and represent a fairer balance of different modes of travel.

In making the scheme permanent, the banned turns and resultant reduction in traffic congestion and dangerous vehicle movements reduces the risk of injuries from road traffic collisions and exposure to aggressive incidents, which prior to implementation were an issue in the Furlong Road cluster due to the congestion on these streets. By substantially reducing instances of vehicles mounting the pavement and reducing risk of collision to those walking or wheeling the scheme provides benefits to all residents with protected characteristics. The measures also reduce other negative impacts of traffic, including reducing noise pollution, improving air quality and reducing community severance. The reliability of vehicular access for residents to their homes has also improved.

The design of the scheme was developed with the aim to improve the Furlong Road cluster streets in alignment with the healthy streets indicators:

- Pedestrians from all walks of life: As a result of this scheme all people walking, using wheelchairs or other mobility aids benefit from a reduction in road danger as a result of the reduction in vehicles traveling along the cluster streets and alleviation from the dangerous movements of vehicles travelling on the wrong side of the road that occurred prior to implementation.

² [Deprivation | Islington Council](#)

³ [Labour Market Profile - Nomis - Official Census and Labour Market Statistics \(nomisweb.co.uk\)](#)

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- **Easy to cross:** the scheme has contributed to a reduction in traffic on the cluster streets. This has given residents more opportunities to cross informally and formal crossings are safer for people who are walking.
 - **Not too noisy:** the reduction in traffic volumes, traffic queuing, car horn use and aggressive incidents resulting from the measures have contributed to a reduction in noise pollution.
 - **People choose to walk and cycle:** the reduction in vehicle traffic on the Furlong Road cluster streets may have helped to empower people with protected characteristics to cycle as a big obstacle to cycling for many people is fear of traffic. The streets link directly to protected cycle lanes which the council has implemented on Liverpool Road and which form part of a strategic cycling route from Farringdon to Finsbury Park. Moreover, an increase in walking and cycling due to reduced levels of traffic may heighten natural surveillance, improving the sense of safety for those passing through the area.
 - **Clean air:** cars and other motor vehicles are a major source of air pollution. The reduction of traffic, and reduced engine idling from the reduction in queuing motor vehicles on the cluster streets may have contributed towards a reduction in air pollution in and around these residential streets.
 - **People feel safe:** motor vehicles are a source of danger to people walking and cycling on the roads. The reduction in motor vehicles may make people feel safer when walking and cycling, thereby empowering people to do so.

General negative impacts

As has been outlined above the Furlong Road and Digswell Street banned turns scheme trial has delivered many positive benefits for residents and businesses, and specifically for those with protected characteristics. Ahead of the scheme being made permanent, it is the purpose of this Equalities Impact Assessment to also examine any negative impacts on residents, particularly those with protected characteristics to ensure that a robust mitigation plan is in place and so that these negative impacts can be taken into account in decision making on the continuation of the scheme on a permanent basis

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Two key negative impacts of making the Furlong Road and Digswell Street banned turns scheme permanent have been identified and considered below:

Impact on those who rely on car usage

The Furlong Road and Digswell Street banned turns scheme was implemented to address road danger issues resulting from high levels of traffic congestion on the Furlong Road cluster streets. Making the scheme permanent achieves the benefit of creating a safer environment for all road users, including encouraging walking and cycling 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.

As is the case under the current trial, once the scheme is made permanent vehicles travelling to these streets will still be able to access all properties in the area. The banned turn measures will not stop people (including residents, businesses, visitors or delivery drivers) from driving to and from the area. Access routes to properties on these streets will remain the same as before the scheme.

However, due to the banned right turns, egress *from* properties on these streets towards Highbury Corner (which could be made by turning right onto Holloway Road prior to the implementation of the banned turns trial scheme) need to be made by taking alternative routes such as driving via Liverpool Road.

Although the scheme maintains vehicle access to the area and to all properties, the banned turns may contribute to increased inconvenience for motorists and could result in longer journey times with an increased cost for individuals who rely on private vehicle hire or taxis. However, prior to implementation the traffic conditions in the Furlong Road cluster meant that drivers waiting to turn right onto Holloway Road were often held up by severe congestion in any case.

The diversions required are also relatively short (for example, a journey from the junction of Liverpool Road and Furlong Road to St Paul's Road would be approximately 550m longer under the shortest diversion route than by turning right from Furlong Road to Holloway Road).

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Re-routing of journeys could potentially lead to an increase in traffic levels and potentially congestion on other streets and consequent increased journey times for people with protected characteristics who rely on motor transport to travel and who use those streets for their journeys. Monitoring of the impact of the scheme at locations in the surrounding area, including various sites along Liverpool Road (set out in Section 5 and Appendix 2 of the Delegated Decision Report) generally shows that there has been a decrease or no significant increase at these sites, suggesting that the impact of the scheme on traffic displacement in the local area has been limited.

At a site in Barnsbury Street eastbound towards Upper Street, traffic volumes are shown to have increased after six months into the scheme (although they had decreased after 12 weeks). The scheme may have been a contributing factor leading to this increase. However, more recent data in 2022 shows that this movement has since significantly decreased following the introduction of the St Mary's Church people-friendly streets scheme which removed relevant east-west through routes between Upper Street and Essex Road.

The monitoring also shows that there has been a significant increase in vehicles turning right from Liverpool Road to Holloway Road. This may lead to congestion or safety issues for people who need to drive making this traffic movement which is a more challenging junction for vehicles due to the layout of the junction. This needs to be balanced against the severity of the previous road danger issues on the Furlong Road cluster which the trial scheme has successfully addressed; the Furlong Road cluster is prone to particular impacts of road danger on all road users and residents when traffic congestion is high, especially for some people with protected characteristics. In addition, the junction of Liverpool Road with Holloway Road is expected to be remodelled in 2023 under TfL's Safer Junctions programme, including signalling the junction and removing the right turn and permitting right turns at the signalised junction with Palmer Place to the south, providing safer and more suitable routes for eastbound vehicles accessing Holloway Road.

Longer routes which some drivers may have to take as a result of the scheme are more likely to inconvenience some older or disabled residents more than others and these specific impacts on those groups is set out below.

These inconveniences and impacts should be considered on balance with the positive impacts of making the scheme permanent for those groups and the wider population as is outlined above, including the significant reduction in traffic congestion and road danger on the cluster streets that has resulted from the scheme.

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The impact on residents of other local roads surrounding the Furlong Road cluster, which may see an increase in traffic volumes

The banned turns scheme restricts the through-route from Liverpool Road to Holloway Road via the Furlong Road cluster. Pre-implementation monitoring data showed that the dominant flow of traffic along the cluster streets prior to introducing the scheme was from west to east, turning right onto Holloway Road towards Highbury Corner. The banned right turns scheme was introduced following a significant increase in vehicles making this movement, to resolve safety issues that resulted from severe congestion within the particular layout of the Furlong Road cluster streets.

The July 2021 RIA noted that while the scheme may help create modal shift and a consequent reduction in traffic overall by encouraging more people to consider walking and cycling, in the short term motorists who previously took this route through the area were likely to choose alternative driving routes. Any such displacement may have a negative impact on residents of those streets due to potential increases in traffic congestion, noise, air pollution and road danger.

As outlined above in this section, traffic monitoring of the trial scheme shows that displacement of traffic to other local streets in the area during the trial period appears to be limited. An increase in traffic volumes on Barnsbury Street during the monitoring period has been negated by a significant decrease shown there in more recent traffic data.

Notwithstanding, it should be noted that other streets in the area which could currently be used as alternative routes for eastbound traffic may be better suited to carrying larger volumes of traffic than the Furlong Road cluster streets.

For example, Islington Park Street (the next alternative east-west route to the south of the Furlong Road cluster) has traffic signals at both ends, reducing road danger for people walking, using wheelchairs or mobility scooters who are crossing the road. Islington Park Street also has very limited on-street parking. (NB. Traffic monitoring data does not suggest there has been an increase in traffic using Islington Park Street as a result of the scheme).

As noted above, Liverpool Road and Palmer Place at their junctions with Holloway Road are expected to be remodelled, with full signalisation and improved pedestrian crossing facilities, when TfL introduces its Safer Junction scheme which is expected to commence in 2023. These streets are expected to become safer and more suitable routes for eastbound vehicles accessing Holloway Road.

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By contrast, the Furlong Road cluster streets are mostly narrow, with parking along most of their length, and the particular layout of the junctions between the cluster streets contributed significantly to dangerous vehicle movements to avoid traffic queues prior to the implementation of the banned turns trial scheme. This means that the Furlong Road cluster is prone to particular impacts of road danger on all road users and residents when traffic congestion is high, especially for some people with protected characteristics as outlined above. Therefore, any impact of potential increases in traffic on other streets locally should be assessed on balance with the severity of the road danger issues on the Furlong Road cluster which the scheme was introduced to address.

In 2023, the council will continue to engage with the public on the development of a [liveable neighbourhood](#) in the wider area between Holloway Road/Upper Street and Caledonian Road. there will be further monitoring of traffic levels on local streets as part of the liveable neighbourhood project. The implementation of a liveable neighbourhood and traffic calming measures in the area will have the benefit of lowering traffic volumes and speeds on streets in the area, in addition to improved walking and cycling infrastructure helping people to travel actively and safely around the area.

Some specific impacts that have been identified for protected characteristic groups (corresponding to the above general impacts) and are outlined in Section 3B below.

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

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

Please use the following definitions as a guide:

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

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

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

Characteristic or group	Positive / Neutral / Negative	What are the positive and/or negative impacts?	How will potential benefits be enhanced or negative impacts be eliminated or reduced?
Age	Positive and Negative	<p>Positive:</p> <p><u>Young people</u></p> <p>An increase in activity, including walking and cycling, benefits children in terms of reducing childhood obesity.</p> <p>The Fair Futures Commission found that some of the barriers to children and young people travelling independently revolved around concerns for personal safety, due to the threats from road danger. Reduced road danger should facilitate independent travel for children and young people, which is crucial to healthy child development.</p> <p>Air pollution from motor vehicles has a significant impact on younger people who are closer to the car exhaust level and who have lungs that are still developing. A growing body of research demonstrates that this impact can result in significant health complications later in life impacting on their life expectancy and quality of life.</p> <p><u>Older people</u></p> <p>Older adults are also known to be particularly sensitive to air pollution. Older people, who have higher instances of disabling conditions such as mobility impairment, deafness or blindness benefit from reduced traffic and road danger because of the lower volumes of cars travelling through the Furlong Road cluster. In addition, older people are also more likely to live with dementia and will benefit from reduced noise pollution as those who suffer from dementia are more sensitive to sounds and</p>	

Characteristic or group	Positive / Neutral / Negative	What are the positive and/or negative impacts?	How will potential benefits be enhanced or negative impacts be eliminated or reduced?
		<p>sounds from traffic may become overwhelming. Those older people who are able to increase their active travel will see benefits to their mobility and health as a result of the scheme being made permanent.</p> <p><u>Both age groups</u></p> <p>Older and younger people benefit from safer crossings in particular because they can take longer to cross the road than the average-aged person.</p> <p>Negative:</p> <p>Although it remains possible to access all addresses with the scheme in place, older people may rely more on private cars, private vehicles for hire, or taxis more for their local trips than the general population and so may be inconvenienced by longer journeys as a result of not being able to turn right on to Holloway Road. Longer journeys may also involve higher costs.</p>	<p>The London Taxicard Scheme offers subsidised travel in licenced taxis and private hire vehicles to London residents with serious mobility impairments or who are severely sight impaired. This could offset some of the increase in costs resulting from slightly longer routes as a result of the people-</p>

Characteristic or group	Positive / Neutral / Negative	What are the positive and/or negative impacts?	How will potential benefits be enhanced or negative impacts be eliminated or reduced?
			<p>friendly streets schemes. The council will work to promote uptake of this scheme amongst potentially affected groups by liaising with representative groups. The council continues to engage with groups representing people with mobility and sight impairments as part of the wider people-friendly streets programme. In May 2022 the council established the Islington Transport Accessibility Advisory Group which gathers council officers and representatives of disability and mobility</p>

Characteristic or group	Positive / Neutral / Negative	What are the positive and/or negative impacts?	How will potential benefits be enhanced or negative impacts be eliminated or reduced?
		<p>Older people may have reduced mobility, take longer to cross the road, be more vulnerable to traffic collisions and/or be more reliant on car transport, therefore they may be particularly impacted if the scheme results in increased traffic and congestion on streets they live on. Young people and older adults may be particularly impacted by poorer air quality which may result from increased traffic and congestion on their streets. However, monitoring of the trial scheme that is being made permanent shows that any effects of traffic displacement as a result of the banned turns scheme are limited.</p> <p>Cycle volumes were not monitored as part of the scheme. Older people could be disproportionately disadvantaged if there is an increase in cycling and increased risk of conflict between people walking and cycling. However, this needs to be balanced against the greater risk of conflict with motor vehicles which the scheme addresses within the Furlong Road cluster.</p>	<p>groups to discuss transport-related topics.</p>

Disability	Positive and Negative	<p>Positive:</p> <p>Compared to the London average, a slightly higher proportion of people in St Mary's Ward identify themselves as being disabled (London 14%, St Mary's 15%). For reference the average Islington percentage is 16%.</p> <p>Journey times for some trips by vehicle for disabled people who may be reliant on motor transport may have improved as a result of the scheme due to the reduction in traffic congestion which currently leads to increased journey times for many trips.</p> <p>The reduction in traffic as a result of the banned turns scheme is of particular benefit to people with a disability in terms of navigating an urban environment, including but not limited to those using walking aids, wheelchairs or mobility scooters.</p> <p>A reduction in traffic also helps disabled people in crossing the road safely, as they may be likely to have reduced mobility and take longer to cross the road.</p> <p>People with asthma, which is classed as a disability, are known to be particularly adversely impacted by air pollution. The trial scheme has achieved the objective of reducing traffic volumes and congestion on the Furlong Road cluster streets, which is expected to have contributed to improved air quality on these streets.</p> <p>Those with cognitive disabilities benefit from reduced levels of noise pollution, as a result of the removal of through-traffic.</p> <p>People with a disability may feel more comfortable accessing the businesses on Holloway Road adjacent to Furlong Road and Digswell Street in Highbury due to the schemes demonstrated reduction in traffic.</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. The banned turns scheme has</p>	
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		<p>improved conditions for disabled cyclists by reducing road danger without the need for further traffic calming measures.</p> <p>In this way, better conditions for cycling can empower more disabled people to cycle, particularly those with less balance who may want to choose adapted cycles on streets with reduced traffic.</p> <p>Negative:</p> <p>Although it is possible to access all addresses in the Furlong Road cluster and the surrounding area, disabled residents or visitors may rely more on travelling in private cars, private vehicles for hire, or taxis for their local trips than the general population and so may be inconvenienced by longer journeys.</p> <p>Longer journeys may also involve higher costs. However, it must be noted that private cars are just one means of travel for disabled residents and therefore should be considered on balance with the benefits.</p> <p>The design of this scheme, which is not being amended as part of being made permanent, ensures that access to every address is maintained. The resulting increase in inconvenience does not outweigh the many benefits to all people from a decrease in through traffic in the area. As during the trial, once the scheme is made permanent, Penalty Charge Notices (PCNs) will apply to any unauthorised vehicle passing through the restrictions.</p>	<p>The London Taxicard Scheme offers subsidised travel in licenced taxis and private hire vehicles to London residents with serious mobility impairments or who are severely sight impaired. This could offset some of the increase in costs that may result from longer routes as a result of the banned turns scheme. The council will work to promote uptake of this scheme amongst potentially affected groups by liaising with representative groups. The council continues</p>
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		<p>Disabled people may have reduced mobility, take longer to cross the road, be more vulnerable to traffic collisions and/or be more reliant on car transport, therefore they may be particularly impacted if the scheme resulted in increased traffic and congestion on streets they live on or use. Monitoring of the scheme has shown that any effects of traffic displacement in the area as a result of the banned turns scheme are limited.</p>	<p>to engage with groups representing people with mobility and sight impairments as part of the wider people-friendly streets programme. In May 2022 the council established the Islington Transport Accessibility Advisory Group which gathers council officers and representatives of disability and mobility groups to discuss transport-related topics</p> <p>The council intends to develop a liveable neighbourhood in the wider area between Holloway Road/Upper Street and Caledonian Road, which includes the Furlong Road cluster. A liveable neighbourhood will</p>
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Characteristic or group	Positive / Neutral / Negative	What are the positive and/or negative impacts?	How will potential benefits be enhanced or negative impacts be eliminated or reduced?
		<p>Other: Cycle volumes were not monitored as part of this scheme. Disabled people could be disproportionately disadvantaged if there is an increase in cycling and increased risk of conflict between people walking and cycling. However, this needs to be balanced against the greater risk of conflict with motor vehicles which the scheme addresses.</p>	<p>include traffic calming measures, and wider public realm enhancements including improvements to the pavements as part of the people-friendly pavements programme, alongside greening measures. The liveable neighbourhood will deliver the positive impacts of traffic management outlined above, as well as other environmental improvements.</p>

Characteristic or group	Positive / Neutral / Negative	What are the positive and/or negative impacts?	How will potential benefits be enhanced or negative impacts be eliminated or reduced?
Race or ethnicity	Positive	<p>Positive:</p> <p>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 that has taken place in the Furlong Road cluster streets should make cycling a more accessible transport mode among ethnically diverse people who are under-represented among people who cycle for transport and for exercise.</p>	

Characteristic or group	Positive / Neutral / Negative	What are the positive and/or negative impacts?	How will potential benefits be enhanced or negative impacts be eliminated or reduced?
Religion or belief (include no faith)	Neutral	No specific impacts identified.	
Gender and gender reassignment (male, female, or non-binary)	Neutral	No specific impacts identified.	

<p>Maternity or pregnancy</p>	<p>Positive and Negative</p>	<p>Positive:</p> <p>Reduced volumes of traffic and a reduction in traffic noise and aggressive incidents relating to traffic are likely to have create a less stressful environment, which can contribute to supporting a healthy pregnancy. Pregnant people and unborn children may be particularly adversely impacted by air pollution. The trial scheme that is being made permanent has reduced traffic volumes and congestion on the Furlong Road cluster streets, which is expected have contributed to improved air quality on these streets.</p> <p>Parents and carers with prams or pushchairs are likely to have benefitted from a better walking environment due to reduced traffic flows and vehicles no longer mounting the pavement as they were prior to the trial scheme that is to be made permanent.</p> <p>Parents who use cycles or cargo cycles for family mobility continue to benefit from reduced volumes of traffic. It is also anticipated that the traffic reduction caused by the scheme will lead to increased safety for people who are cycling and will help empower parents to use cargo bikes who don't currently use them.</p> <p>Negative:</p> <p>Although access to all addresses is maintained as part of the scheme, pregnant women and those with young children may rely more on private cars, private vehicles for hire, or taxis more for their local trips than the general population and so may be inconvenienced by longer journeys. Longer journeys may also involve higher costs.</p>	
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Characteristic or group	Positive / Neutral / Negative	What are the positive and/or negative impacts?	How will potential benefits be enhanced or negative impacts be eliminated or reduced?
		<p>Pregnant women or parents/carers with young children may have reduced mobility, take longer to cross the road, be more vulnerable to traffic collisions and/or be more reliant on car transport, therefore they may be particularly impacted if the scheme contributes to increased traffic and congestion on streets they live on. Pregnant people and unborn children may be particularly impacted by poorer air quality which may result from increased traffic and congestion on their streets. However, monitoring of the trial scheme has shown that any effects of traffic displacement caused by the banned turns are limited.</p> <p>Other: Cycle volumes were not monitored as part of this scheme. Pregnant women or parents/carers with young children could be disproportionately disadvantaged if there is an increase in cycling and increased risk of conflict between people walking and cycling. However, this needs to be balanced against the greater risk of conflict with motor vehicles which the scheme aims to address.</p>	

Characteristic or group	Positive / Neutral / Negative	What are the positive and/or negative impacts?	How will potential benefits be enhanced or negative impacts be eliminated or reduced?
Sex and sexual orientation	Neutral	<p>Positive:</p> <p>Women - who are more likely than men to be moving through public space with baby prams or pushchairs, and expectant mothers and mothers with young children - particularly benefit from improved walking and cycling conditions and reduced traffic levels⁵</p> <p>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 traffic⁶. Reduced traffic and the resultant improved link to nearby cycle infrastructure (on Liverpool Road) is expected to have benefitted and empowered more women to cycle.</p>	

⁵ [220322-inclusivewalking-textonly_v3.docx \(live.com\)](#) (Sustrans, Walking for everyone)

⁶ [Full article: Cycling provision separated from motor traffic: a systematic review exploring whether stated preferences vary by gender and age \(tandfonline.com\)](#)

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?
Marriage or civil partnership	Neutral	No specific impacts identified.	n/a
Other Age (e.g. elderly) (e.g. people living in poverty, looked after children, people who are homeless or refugees)	Neutral	No specific impacts identified.	n/a

Characteristic or group	Positive / Neutral / Negative	What are the positive and/or negative impacts?	How will potential benefits be enhanced or negative impacts be eliminated or reduced?
Socio-economic status (To be treated as a Protected Characteristic under section 1 of The Equality Act 2010)	Positive	<p>Positive:</p> <p>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 banned turns scheme has reduced motor traffic on the Furlong Road cluster streets, thereby benefitting people who do not own cars and making it easier for them to travel by other modes.</p> <p>A greater connectivity to cycling and walking routes nearby should provide better healthy access to places of employment.</p>	

4. How do you plan to mitigate negative impacts?

Please provide:

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

Negative impact	Action	Expected outcome	Governance and funding
<p>More inconvenient car trips - longer and/or more costly trips if private cars, taxis or private hire vehicles are relied on for some people falling into protected characteristics groups such as age, disability and parental status</p>	<p>The London Taxicard Scheme offers subsidised travel in licensed 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 people-friendly streets schemes. The council will work to promote uptake of this scheme amongst potentially affected groups by liaising with representative groups. The council continues to engage</p>	<p>Increased use of scheme amongst target participants</p>	<p>Transport projects and people-friendly streets programme</p>

	<p>with groups representing people with mobility and sight impairments as part of the wider people-friendly streets programme. In May 2022 the council established the Islington Transport Accessibility Advisory Group which gathers council officers and representatives of disability and mobility groups to discuss transport-related topics.</p>		
<p>Impact on other roads potentially leading to possible increase in air pollution and road danger on other local streets as a result of any traffic displacement which would impact disproportionately on residents living on those streets.</p> <p>Monitoring of the trial which is to be made permanent has generally shown that effects of traffic displacement as a result of the scheme are limited. There</p>	<p>Remodelling of the junctions of Liverpool Road with Holloway Road and Palmer Place with Holloway Road in 2023.</p> <p>Development of liveable neighbourhood proposals for the wider area between Holloway Road/Upper Street and Caledonian Road, which includes the Furlong Road cluster.</p>	<p>A safer and more suitable route for eastbound vehicles accessing Holloway Road.</p> <p>Overall reduction in traffic travelling through the wider area (traffic evaporation) and filtering to stop traffic cutting through local streets between within liveable neighbourhood boundaries.</p>	<p>TfL – Safer Junctions programme</p> <p>Transport projects and people-friendly streets</p>

has been a significant increase in vehicles turning right from Liverpool Road to Holloway Road.	Annual council-wide air quality monitoring.	Annual air quality monitoring results to help keep abreast of issues and to help inform measures to be implemented in the area as appropriate.	Environmental Health
Older and young people could be disproportionately disadvantaged if there is an increase in cycling and increased risk of conflict between people walking and cycling	Development of liveable neighbourhood proposals for the wider area between Holloway Road/Upper Street and Caledonian Road, which includes the Furlong Road cluster.	Improved public realm, with more people able to access and use footways and other spaces, and introduction of cycling measures reducing risk of conflict between people walking and cycling.	Transport projects and people-friendly 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)

The Furlong Road and Digswell Street banned turns scheme was introduced as a trial to address the impacts of traffic congestion on narrow residential streets and immediate safety concerns in the area. Following a social media announcement by the council and a press

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)

release on 29 July 2021, a leaflet was delivered on 30 July 2021 to all addresses in the Furlong Road cluster and properties in the wider area between Upper Street/ Holloway Road and Caledonian Road stretching south of Highbury Corner to Barnsbury Street and north to Eden Grove that could potentially have been affected by the scheme. In line with prevailing regulations the full Experimental Traffic Order and details of how to raise a formal objection, were also publicised in the local print newspapers. Residents and businesses in the area were invited to share their views on the scheme through a trial feedback survey and a dedicated email inbox monitored by the project manager. Residents could also object to the traffic order within the first six months, submitted to the council as a formal written objection by post or email. No formal objections on the scheme were received.

The following statutory consultees were consulted on the proposal ahead of scheme implementation and were contacted again on 13 January about the council's intention to make the traffic order permanent: London Ambulance Service (LAS), London Fire Brigade (LFB), the Metropolitan Police Service (MPS), the Road Haulage Association, the Freight Transport Association (Logistics UK), TfL Network Management and TfL Buses. The following non-statutory stakeholders were also invited to provide feedback prior to the introduction of the trial: the Islington Clinical Commissioning Group, the NHS Blood and Transplant service, Royal Mail, Emily Thornberry MP (Islington South), Sem Moema AM (Greater London Authority), Highbury Corner Magistrates Court (which is located on Digswell Street).

Properties in the Furlong Road cluster and wider area to which the original leaflet was distributed will be sent a letter to notify them that the scheme is being made permanent.

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 levels in the area will continue to be monitored as part of future people-friendly streets initiatives including the development of liveable neighbourhood proposals for the wider area between Holloway Road/Upper Street and Caledonian Road.	Transport Projects and people-friendly streets team	Ongoing
The council undertakes annual air quality monitoring across the borough.	Environmental Health	Annual requirement

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	██████████ ██████████	██████████ ██████████	23/01/23

Member	Name	Signed	Date
Fairness and Equality Team	[REDACTED]	[REDACTED]	23/01/23
Director or Head of Service	[REDACTED]	[REDACTED]	31/01/23