

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 on Phase 3 of School Streets programme acceleration
Reference number (if applicable)	
Service Area	Climate Change and Transport
Date assessment completed	08 August 2022

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 proposal relates to changes to an existing School Street in the borough and the introduction of a new School Street as an Experimental Traffic Order (ETO) trial.

- **Hugh Myddelton Primary School** – to extend an existing permanent School Street on Gloucester Way, Myddelton Street, Garnault Place, Whiskin Street and Meredith Street to include Lloyd's Row, and to amend existing permanent pedestrian and cycle zone on Gloucester Way, Myddelton Street, Garnault Place, Whiskin Street, Meredith Street and Lloyd's Row (full length) between 8.30am to 9.30am and 3.00pm to 4.00pm, Monday to Friday during school term only;
- **Highbury Quadrant Primary School** - to introduce a new experimental pedestrian and cycle zone on Highbury New Park (between Beresford Terrace and Collins Road, Highbury Grange (between Balfour Road and Aberdeen Road), and full length of Balfour Road and Stradbroke Road between 8.30am to 9.30am and 3.15pm to 4.15pm, Monday to Friday during school term only;

The School Streets programme forms part of Islington's commitment set out in the draft Transport Strategy (2019 – 2041) to create a healthy, fair, accessible and enjoyable transport environment for all. It also forms part of the council's Air Quality Strategy 2013 – 2023 which aims to improve the air quality across Islington. Implementing School Streets at all schools in the borough is identified as an action in the Council's Net Zero Carbon Action Plan, Vision 2030.

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

- Making Islington a welcoming and attractive borough and creating a healthier environment for all.
- Improve air quality across the borough and install air quality monitors at every school
- Health and independence - Ensuring our residents can lead healthy and independent lives and we can help encourage this by helping to reduce emissions
- Reduce traffic volumes in line with the Mayor's Transport Strategy
- Encourage modal shift towards walking and cycling

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

- Achieving net zero carbon emissions in Islington by 2030
- Supporting Islington's transport strategy by making Islington's transport healthy, fair and enjoyable, where the vast majority of trips are made by active travel means

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

The main benefits of the School Streets programme are to encourage a healthier lifestyle for Islington residents and schools due to the temporary road closures around school locations. The project encourages walking, cycling and the use of public transport, which are key policies outlined in the Islington Transport Strategy.

It should be noted that TfL bus services are granted automatic exemptions from the School Streets restrictions.

A Resident Impact Assessment (now superseded by the Equalities Impact Assessment) has been completed for the continuation of the people-friendly streets and School Streets programme in October 2021 and is a key reference in this EqIA.

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?

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

The School Streets programme is expected to improve the lives of residents in a number of ways and welcome people from all walks of life and represent a fairer balance of active travel modes.

Achieving greater levels of active travel to school is integral to sustainable transport as well as public health. WHO recommends at least 150 minutes of moderate-intensity physical activity per week for adults, and children should be active on average for at least one hour per day (World Health Organization, 2020a). Research has also shown that walking to school has been associated with positive cognitive development in school children (Ruiz-Hermosa et al, 2019).

Residents who live within the scheme boundaries will not be affected by any changes. It should be noted that some residents who live outside the boundaries of the School Streets zones, would not qualify for an exemption, meaning that they would have to use alternative routes to get to their destination. If there is no other option but to travel through the zone to reach their destination (such as their property) then they would qualify for an exemption.

The measures should also reduce negative impacts of traffic directly outside the school such as emissions from motor vehicles and road danger. In addition, they promote active travel for children, parents/carers, influencing an increase of physical activity, aiding the development of healthy brain activity, which leads to proven improved learning and academic outcomes.

General positive impacts:

- Adults and children will be safer on School Streets because they will have less contact with vehicles during pick-up/drop off times. This particularly applies to our younger children in the community and older residents who are less able to walk. There will also be more opportunities to cross informally and formal crossings will be safer for people walking.

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?

- People who cycle to school or who use School Street Zones will also be safer due to less traffic. All the protected characteristics groups who benefit from cycling will therefore also benefit by being able to travel on these streets and potentially overcome the fear of traffic.
- Moreover, residents within School Street Zones will be positively impacted by the changes through the reduction of noise and air pollution caused by through-traffic.
- In addition, specifically those with cognitive disabilities will benefit further from the reduction in noise pollution, heavily supported by the neighbourhood walking and cycling improvements through the removal of traffic.
- Pedestrian enhancements will positively benefit disabled people, including but not limited to those using walking aids, wheelchair or mobility scooters.

As outlined above, the School Streets measures will have many positive benefits for children, parents/carers, residents, businesses and specifically for those with protected characteristics as it has been broken down in section 3B of this EqlA. General negative impacts on residents, children, parents/carers, businesses are also considered as part of this assessment. This is to ensure that a robust mitigation plan is in place, so that these negative impacts can be taken into account in decision making on the implementation of the scheme.

The School Streets could have negative impacts on those who live or travel on main roads and local roads outside the zone as there is a possibility of traffic displacement to surrounding streets.

Below is a list of potential negative impacts:

- Traffic displacement to surrounding residential roads, which may increase traffic volumes, congestion, noise and air pollution.
- Restrictions to small and medium freight delivery companies.
- Restrictions on private hire vehicles during the scheme's operational hours.
- A potential increase of traffic on the main roads in the borough, leading to subsequent increases in air and noise pollution. Increases in congestion, community severance and worse air quality would impact residents living on the main road network. Increased bus journey times would have a greater impact on certain groups with protected characteristics who are more likely to use bus services, and on those who would have the most difficulty dealing with the impacts of a reduced service.

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?

- Parking restrictions on people who have an off-road parking space and who might be missed out from the exemptions list, resulting in PCNs being issued.
- Access restrictions for people who can access their parking space from the School Street zone with an alternative access beyond the zone and who would therefore not benefit from exemptions.
- Access to the GP practice located on Highbury New Park will be limited during the hours of operation of the School Street for Highbury Quadrant for people who rely on motor vehicles.
- Disabled drivers/pregnant women who need to access the street.
- Disabled residents who rely on private vehicles for hire may be inconvenienced by longer journeys. Longer journeys may incur higher costs, which may impact their daily spending and influence adverse mental health conditions.

3. What impact will this change have on people with protected characteristics and/or from disadvantaged groups?

This section of the assessment looks in detail at the likely impacts of the proposed changes on different sections of our diverse community.

3A. What data have you used to assess impacts?

Please provide:

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

The School Streets programme is a borough-wide initiative.

Table 1 below provides a demographic breakdown of Islington, compared to London as a whole.

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

	London	Islington
	Total: 8,173,941	Total: 206,125
Gender: Female	51%	51%
Gender: Male	49%	49%
Age: Under 16	20%	16%
Age: 16-24	12%	14%
Age: 25-44	36%	42%
Age: 45-64	21%	19%
Age: 65+	11%	9%
Disabled	14%	16%
Ethnic group: Black, Asian and Minority Ethnicities	40%	32%
Ethnic group: White	60%	68%
Religion or belief: Christian	89%	40%
Religion or belief: Muslim	12%	9%
Religion or belief: Other	10%	4%
Religion or belief: No religion	21%	30%
Religion not stated	9%	17%

Table 1 - demographics of London and Islington

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

There are more people who identify themselves as having a disability in Islington than the London average. The larger percentage of Islington people who have a disability is particularly significant for this assessment.

Whilst private cars, taxis, and private hire vehicles can be an important means of transport for disabled people, the main means of transport used by disabled Londoners at least once a week are walking (81%), bus (58%), car as passenger (42%) and car as driver (24%). (Source: Travel in London: Understanding our diverse communities 2019, (TfL, 2019). Table 2 below 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).

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

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

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

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

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

Please use the following definitions as a guide:

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

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

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

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	<p>Positive and Negative</p>	<p>Positive</p> <p>An increase in walking and cycling benefits children in terms of reducing childhood obesity. The reduction of road danger will also reduce the likelihood of collisions involving children, which is currently the greatest cause of non-natural death in England for children aged between aged 5 to 14.</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 should facilitate independent travel for children and young people, which is crucial to healthy child development.</p> <p>Older people, who have higher instance of disabling conditions such as mobility impairment, deafness or blindness will benefit from reduced traffic and road danger because of the lower volumes of motor vehicles traveling through the area. In addition, older people are also more likely to live with dementia and will benefit from reduced noise pollution.</p> <p>The School Streets will particularly benefit those older or younger residents with less</p>	<p>Negative</p> <p>The restrictions apply to private hire vehicles and we would advise residents to arrange their pick-ups outside of the restricted zones if they need to arrange a journey during the restricted hours. Individual assessments are carried out for the vulnerable or mobility impaired who need to use these services. Whenever specific taxi or private hire vehicles are used on regular basis, we will consider the exemption on case by case basis.</p> <p>The scheme exemption policy will allow GP practice on Highbury New Park staff to be exempted if they require vehicular access to the site. Exemptions will also be provided to disabled drivers who own a blue badge, if they require access to the area during restriction times. In addition, all vehicles already parked within the zone prior to the start of the school street closure will be permitted to stay in the parking bay and leave the zone without being penalised. School Street at Highbury Quadrant Primary will operate for 60 minutes at morning and afternoon times, Monday to Friday, term times only. As this is a time limited closure of the road for</p>
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		<p>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 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>Older and younger people will benefit from safer crossings in particular because they can take longer to cross the road than the average aged person.</p> <p>Negative</p> <p>Older people may rely on private cars, private vehicles for hire or taxis more for their local trips and may be inconvenienced by longer journeys. This can also impact access to the GP practice located on Highbury New Park.</p> <p>Older and young people could be disproportionately disadvantaged by any increase in people cycling and potential increased risk of conflict between people walking and cycling.</p>	<p>motor vehicles, the council considers that existing exemption policy will be sufficient and the scheme will not have substantial negative impacts on the GP surgery or its visitors.</p> <p>The conflict between pedestrian and cyclists is mitigated by the fact that no shared use areas are created by the School Streets zones.</p>
Disability	Positive and Negative	Positive	Positive

<p>(include carers)</p>		<p>Pedestrian enhancements could be of particular benefit to people with a disability in terms navigating an urban environment, including but not limited to those using walking aids, wheelchair or mobility scooter.</p> <p>In residential areas, those with cognitive disabilities could benefit from reduced levels of noise pollution, supported by the neighbourhood walking and cycling improvements and the removal of through-traffic.</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 School Streets will greatly improve conditions for disabled cyclists by reducing road danger during the hours of operation without the need for further traffic calming measures.</p> <p>In this way, providing better conditions for cycling can empower more disabled people to cycle, particularly those with less balance who may want to choose adapted cycles away from traffic.</p> <p>Negative</p>	<p>Exemptions for Blue Badge holders without an on-street parking permit will be granted if the person is required to enter a School Street zone to access their destination. Applicants will be required to provide evidence of their Blue Badge.</p> <p>Negative</p> <p>The London Taxicard Scheme offers subsidised travel in licenced taxis and private hire vehicles to London residents with serious mobility impairments or who are severely sight impaired. This could offset some of the increase in costs resulting from slightly longer routes as a result of the School Streets restrictions.</p> <p>The existing exemptions for some Blue Badge holders partly mitigates this identified impact on shorter journeys for some disabled people.</p> <p>Similarly, accessible community transport such as buses, Plus Bus or Dial a Ride have exemptions to access School Streets during hours of operation. Other school transports that provide services to disabled pupils can be considered for exemptions.</p>
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Characteristic or group	Positive/Neutral/Negative	What are the positive and/or negative impacts?	How will potential benefits be enhanced or negative impacts be eliminated or reduced?
		<p>Disabled 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 during the school street times. Longer journeys may also involve higher costs, which could increase their weekly spending and influence adverse psychological health. This can also impact access to the GP practice located on Highbury New Park.</p> <p>An increase in traffic on the main road could lead to bus delays which would disproportionately impact disabled residents who rely on the bus journeys for mobility.</p>	<p>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.</p> <p>Blue Badge holders' reasons for requiring exemptions will be individually assessed and all people living within the School Streets zone with parking permits will be automatically exempt from the scheme. This means that Parking Control Notice tickets will only affect non-exempt vehicles going through the restrictions.</p> <p>The council will work with other boroughs, TfL and taxi/PHV providers to explore the possibility of a technological and regulatory solution, which would allow specific and time-limited exemptions for taxis/PHVs which are carrying Blue Badge holders who are Islington residents.</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>As the Islington Transport Strategy notes, “Children from black and minority ethnic backgrounds are one and a half times more likely to be killed or seriously injured in a road collision than children from other backgrounds”. The reduction of traffic volumes and road danger in the School Street at specific times should make cycling a more accessible transport mode among Black Asian and Minority Ethnic people who are underrepresented among people who cycle for transport and for exercise.</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.

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	<p>Neutral</p> <p>There is a church on Highbury New Park, St Augustine's Highbury. However, as per their website, they only meet on Sundays for their service and the School Street hours would not impact on their access to the building. We have also had email correspondence with the Reverend who raised no concerns about parishioners accessing the church during weekdays for any other activities.</p>	n/a

<p>Gender and gender reassignment (male, female, or non-binary)</p>	<p>Neutral-Positive and Negative</p>	<p>Positive</p> <p>Women - who are more likely than men to be moving through public space with baby prams, and expectant mothers and mothers with young children - may also particularly benefit from improved walking and cycling conditions and reduced traffic levels.</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 traffic. Reduced traffic during the school run will therefore benefit and empower more women to cycle.</p> <p>Negative</p> <p>Although all people living with in the School Streets zone with parking permits will be automatically exempt from the scheme, pregnant women and those with young children may rely on private cars, private vehicles for hire, or taxis more for their local trips and so may be inconvenienced by longer journeys. Longer journeys may also involve higher costs and impact on their weekly spend which may influence adverse psychological health. The School Street restrictions might impact women with childcare duties who drive to School,</p>	<p>Negative</p> <p>Parents currently driving to school will need to either switch to active travel or park outside the School Street zone to walk to School. Any person with mobility impairments currently driving would need to demonstrate they are Blue Badge holders to be considered for an exemption.</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?
		requiring them to parking further away from the School.	

<p>Maternity or pregnancy</p>	<p>Positive and Negative</p>	<p>Positive</p> <p>Reduced 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 walking environment and reduced traffic flows when crossing roads near to schools.</p> <p>Parents who use cycles or cargo bikes for family mobility will benefit from lower volumes of traffic. The School Street road closures should encourage more parents and carers to cycle. It is also anticipated that increased safety for people cycling will empower parents to use cargo bikes if they don't currently.</p> <p>Negative</p> <p>Although all people living with in the School Streets zone with parking permits will be automatically exempt from the scheme, pregnant women and those with young children may rely on private cars, private vehicles for hire, or taxis more for their local trips and so may be inconvenienced by longer journeys. Longer journeys may also involve higher costs and impact on their weekly spend which may influence adverse psychological health. The School Street restrictions might impact women with</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>Parents currently driving to school will need to either switch to active travel or park outside the School Street zone to walk to School. Any person with mobility impairments currently driving would need to demonstrate they are Blue Badge holders to be considered for an exemption.</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?
		childcare duties who drive to School, requiring them to parking further away from the School.	
Sexual orientation	Neutral	n/a	n/a
Marriage or civil partnership	Neutral	No specific impacts identified.	n/a

<p>Other Age (e.g. elderly) (e.g. people living in poverty, looked after children, people who are homeless or refugees)</p>	<p>Positive and Negative</p>	<p>Positive</p> <p>Car ownership is generally correlated to household income in London. Therefore, less affluent households are less likely to own a car – and be reliant on walking, cycling and public transport. The School Street programme aims to benefit anyone travelling to school by active or sustainable means.</p> <p>The greater connectivity via new cycle and walking routes should support social distancing whilst providing better healthy access to employment.</p> <p>Negative</p> <p>Purchasing and maintaining a cycle is significantly less expensive than the comparable costs for motor vehicles, and can be cheaper than public transport fares.</p> <p>Nonetheless, people with less disposable income may be less able to own a cycle than those with more disposable income. This in turn would mean they would not have equal access to taking advantage of the School Street Programme.</p> <p>Lower income households are more likely to use public transport and more specifically buses, which could be impacted by the displacement of traffic to main roads. Should any traffic displacement</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>The council has a robust and comprehensive monitoring strategy to gather data on the displacement impacts on main roads including air quality data where possible. This data will be one of the factors to be considered carefully and introduction mitigating measures will be considered where needed.</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>occur, it could have a disproportionately negative impact on more deprived communities, with consequences in terms of congestion, severance and air quality.</p> <p>Certain School Street zones may include or be adjacent to the estates, where more vulnerable people may reside. As School Streets may limit access to the estate parking, or on street parking on nearby roads for a short period of time, disadvantaging those living in the estates.</p>	<p>Exemptions will be considered for estate residents who cannot access their parking spaces without entering the School Street zone.</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

1. Traffic displacement to surrounding residential and main roads, including impact on bus journey times where School Street zone is extended at Lloyd's Row and on Highbury New Park.

Action: Traffic monitoring – The council is continuing to proceed with a monitoring strategy to ensure that the displacement impacts are considered at both schools. Baseline counts will be collected prior implementation early September 2022.

2. Longer journeys

Action: The School Streets operate for 45-60 minutes in the morning and afternoon pick-up times, Monday to Friday, term time only. The restrictions are time limited, and the impact on journey duration is anticipated only during these times. The council will continue to monitor the traffic and engage with local people to ensure that impacts on journey times are considered, and review the hours of restrictions with the schools if needed. Feedback from the public will be monitored. There is a specific email inbox set up for any concerns, feedback or questions about the School Streets. This email address has been included in our leaflets and is also found on the council website. Officers respond to emails to address concerns that are raised. Additionally, there are formal consultation requirements embedded into the process of implementing a new traffic order. For instance, the Experimental Traffic Order allows for Formal Objections to be submitted during a 6-month period, which must be considered as part of the final decision-making. All Formal Objections are logged by Public Realm and will be included in the final Decision Report. In a similar manner, for a permanent Traffic Order, there is a 21-day objection period and all objections raised will also be recorded and considered as part of the final decision report.

3. Restrictions on private hire vehicles during the scheme's operational hours.

Action: The restrictions would still apply to private hire vehicles. We would advise residents to arrange their pick-ups outside of the restricted zones if they need to arrange a journey during the restricted hours. Individual assessments are carried out for the vulnerable or mobility impaired who need to use these services. Whenever a specific taxi

Please provide:

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

or a specific company is used by a disabled individual on regular basis, we will consider their exemption on case-by-case basis.

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

4. Blue Badge holders from outside the area who require access to the streets during the School Street hours.

Action: Exemptions can be provided to disabled drivers who own a Blue Badge. Further individual assessments will be undertaken for those without Blue Badges who have mobility issues.

Those with mobility issues or another health-related reason, but no Blue Badge, would be able to contact the team at the dedicated email address (schoolstreets@islington.gov.uk).

5. Cost of purchasing bicycle

Action: The council has a programme to help with the affordability of maintaining and securely storing cycles. Islington's 'Try before you bike' scheme helps people purchase a new cycle with monthly payments (£20 for an adult cycle, £10 for children), with the option of returning the cycle and stopping payments if they choose to.

6. Potential conflict between walking and cycling people

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

7. Estate resident parking made inaccessible by the School Street zones

Action: Exemptions will be considered for estate residents who cannot access their parking spaces without entering the School Street zones.

8. Resident off-street parking missed out from exemptions lists resulting in PCNs

Action: Resident letters will be sent prior implementation to all addresses comprised in the School Street zones with contact details to register cars parked DVLA registered at off street parking addresses. Consultation respondents who have raised this issue will also be contacted for exemptions.

9. Access to the GP Practice on Highbury New Park which will be located in the Highbury Quadrant School Street zone

Please provide:

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

Action: The scheme exemption policy will allow the GP practice on Highbury New Park staff to be exempted if they require vehicular access to the site. Exemptions will also be provided to disabled drivers who own a blue badge, if they require access to the area during restriction times. In addition, all vehicles already parked within the zone prior to the start of the school street closure will be permitted to stay in the parking bay and leave the zone without being penalised. The School Street at Highbury Quadrant Primary will operate for 60 minutes at morning and afternoon times, Monday to Friday, term times only. As this is a time limited closure of the road for motor vehicles, the council considers that the existing exemption policy will be sufficient and the scheme will not have substantial negative impacts on the GP surgery or its visitors. Any Blue Badge holders who require access to the GP surgery will be exempt.

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 four-week public consultation exercise was undertaken between 4 and 31 July 2022 at the three Schools included in the Phase 3 School Streets acceleration. However, this EQIA is only for two of the three schools, namely Highbury Quadrant Primary School and Hugh Myddelton Primary School. The consultation gauged support for School Streets principles and proposals at each location. The proposals would introduce temporary closures of streets outside each school during key school entry / exit times of the day, and during school term times only.

Leaflets specific to each scheme were distributed to all properties in the corresponding affected streets, along with a number of neighbouring properties. Parents and carers of children attending all schools were also informed about the consultation via the School staff. In addition, on-site consultation events took place at of the schools' entrances within the School Streets zones during the consultation period to encourage participation. An additional children's workshop took place at Highbury Quadrant to understand children's views on the proposed School Street.

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

Following this public consultation exercise, it was found that the majority of respondents at Hugh Myddelton supported the extension of the School Street zone. Support was more split between support and concerns at Highbury Quadrant which in part explains why the implementation of this School Street is proposed as a new trial instead of as a permanent scheme. Further analysis of consultation responses and site-specific results are available in the consultation report.

Summary of concerns raised about School Street at Hugh Myddelton with officer responses

Theme	Detailed comments	Commentary
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Exemptions	<ul style="list-style-type: none"> • Access to Lloyd's Row for Spa Green Estate and Wells House residents. • Access for disabled people and taxis. 	<p>Residents with estate parking on Spa Green Estate will be granted an exemption.</p> <p>Taxis are currently not exempt – however should a regular taxi be used by a Blue Badge holder, exemptions can be considered on a case-by-case basis.</p> <p>Though there will be some administrative implications for people requiring exemptions from the School Street the council is confident that the exemptions in place will provide adequate provision for those who have highlighted a genuine need for exemptions as part of the consultation.</p>
Business access	<ul style="list-style-type: none"> • Access for deliveries. 	<p>Deliveries need to access the area outside of School Street hours, or park outside the zone during operational hours.</p> <p>While business deliveries will need to be rerouted as a result of the School Streets, it must be considered that it is only for a limited time period and only during school terms and weekdays.</p>
Existing road danger, parking and traffic issues	<ul style="list-style-type: none"> • Current road danger at Lloyd's Row due to vehicles speeding and making three-point turns. 	<p>This issue is addressed by the proposals.</p>
Accessibility	<ul style="list-style-type: none"> • Pavement and carriageway poor condition at Lloyd's Row. 	<p>Officers will raise this issue with Highways and consider improvements as part of the carriageways and footways maintenance programme.</p>

Summary of concerns raised about School Street at Highbury Quadrant Primary School with officer responses

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Theme	Detailed comments	Commentary
Impacts on businesses	<ul style="list-style-type: none"> • The inclusion of Balfour Road in the School Street might disconnect the Highbury Grange area with possible impacts on businesses. • Concerns around access for deliveries and tradespeople. 	<p>The restrictions are limited in time, only up to an hour in the morning and up to an hour in the afternoon. Business visits took place in Highbury Grange and St Paul's Road to discuss potential impacts of the scheme and alternative delivery routes. Overall, the feedback received during these visits indicated that businesses understood that while the schemes may cause some initial confusion and disruption to deliveries there was on balance support for the objectives of the scheme.</p> <p>While some business deliveries will need to be rerouted as a result of the School Street, it is worth noting that the restrictions are only in place for a limited time period and only during school terms and weekdays.</p>
The interventions are not needed	<ul style="list-style-type: none"> • The roads are already quiet and feature traffic calming measures. • The area is currently used by Driving Schools as quiet roads – the proposals would jeopardise this. • Some residents reported that traffic levels in the area are historically low and therefore the area does not require a traffic reduction scheme. 	<p>Pre-implementation traffic data indicates that traffic volumes have recently increased and traffic speeds are above the posted speed limit. This in turn increases road danger, especially disadvantaging more vulnerable road users, such as children, their caregivers and the elderly. The School Street at Highbury Quadrant Primary School would aim to improve walking and cycling conditions and reduce road danger in the area.</p> <p>The School Street hours restrict traffic for short periods of time (a maximum of two hours a day) on weekdays, during term time. Roads will still be available for Driving School practice at all other hours of the day and at all times at weekends and non-term times. The Driving School located in the</p>

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		<p>School Street area would however be considered for exemptions if its vehicles are registered within the zone.</p> <p>The data collected in March 2022 highlights that currently at PM and AM peak Highbury New Park does not present the hourly traffic volumes that would allow people to cycle safely to school and for people walking to cross the street in an uncontrolled way.</p> <p>Considering daily averages, the data collected in March 2022 at Highbury New Park (north) shows that on average 5,708 vehicles a day use the road, with a HGV proportion of 12%. The LTN 1/20 Cycle infrastructure design highlights that most people, especially with younger children, will not feel comfortable on-carriageways with more than 2,500 vehicles per day – which evidence that the current traffic levels on Highbury New Park are not conducive to boost active travel around the school.</p>
<p>Support for the proposals and traffic reduction measures</p>	<ul style="list-style-type: none"> • The area should benefit from a Low Traffic Neighbourhood to deal with traffic speeds and volumes. • Some residents called for the zone to be wider and extending to Highbury Grove and the whole of Highbury New Park. 	<p>Those comments are supportive of the proposals and can be reviewed at a later stage once monitoring has taken place.</p>
<p>Traffic displacement</p>	<ul style="list-style-type: none"> • The proposals might result in an increase in traffic on Highbury Grove, Green Lanes and Petherton Road by displacing traffic. 	<p>The council will continue to monitor the traffic within the School Street zone and on the nearby roads including Highbury Grove, Green Lanes and Petherton Road throughout the trial to evaluate the impacts the scheme may have on traffic volumes on</p>

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	<ul style="list-style-type: none"> • Concern about displaced traffic on Kelross, Sotheby and Northholme roads. 	<p>the wider area. This will form part of the evidence for the final decision at the end of the trial.</p> <p>Kelross, Sotheby and Northholme Roads are already no through east-west routes and therefore could not be used as alternatives to Highbury Grange during the hours of operation of the School Street.</p> <p>The risk of displacement will be carefully monitored and the present volumes have been considered in the context of other local traffic volumes (See paragraph 4.6.2) and officers are of the view that the surrounding road network can maintain resilience with the School Street in place. On balance the benefits of the schemes are considered to justify its implementation.</p>
Existing road danger, parking and traffic issues	<ul style="list-style-type: none"> • The existing white lines, parking and mini roundabout create an unsafe environment for people walking and cycling. • Existing lack of parking enforcement on double yellow lines is an issue outside the school with associated idling. • Need for more traffic speeding enforcement. • More crossing points needed on Highbury New Park. • Some parents and resident suggest enforcing the zebra crossing with a 	<p>These comments demonstrate a need for traffic reduction in the area. As set out in table 1, previous School Streets have decreased traffic by up to 63% and speeding by up to 8%. This indicates the School Street should address the road safety issues that have been identified by residents.</p> <p>Traffic reduction should also limit the use for controlled and zebra crossings and for the presence of enforcement.</p>

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	school crossing patrol to improve road safety.	
Exemptions	<ul style="list-style-type: none"> • Bus services (393) should be exempt on Highbury New Park. • Exemptions should cover Motability cars. • The proposals might make it harder to attend doctor's appointments for people driving for the practice located on Highbury New Park. • People with off street parking in the area might be missed out from automatic residents' exemptions. • Access for disabled people using taxis. 	<p>TfL bus services are exempt from the School Street restrictions.</p> <p>Case-by-case exemptions can be granted to Motability Cars.</p> <p>Residents' exemptions are granted to those living in the School Street.</p> <p>Blue Badge holders are exempt if they need to access the area.</p> <p>The GP Practice staff can benefit from exemptions and regular GP visitors who are Blue Badge holders can also be provided an exemption.</p> <p>People with off-street parking will be contacted with a letter to register their vehicles for an exemption.</p> <p>Disabled people using regular taxis can apply for an exemption on a case-by-case basis.</p> <p>Though there will be some administrative implications for people requiring exemptions from the School Street the council is confident that the exemptions in place will provide adequate provision for those who have highlighted a genuine need for exemptions as part of the consultation.</p>
Accessibility	<ul style="list-style-type: none"> • Uneven footway surface on Highbury New Park create accessibility issues. • Road surfaces on Stradbroke and Balfour Road create hazards for 	<p>Those points can be addressed as the scheme beds in as part of the council's regular highways maintenance programme.</p>

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	people cycling due to its poor condition.	
Public realm improvements	<ul style="list-style-type: none"> • More bins and benches needed. • Remove the black fence on pavement outside school and replace with a planted green build out like outside Ambler school. 	<p>The council welcomes the input of residents and wishes to make all streets in the borough more people-friendly which will involve the provision of benches, bins, and review of guard rail, and greening opportunities.</p> <p>This consultation was about the implementation of a School Street, however the council has considered these comments.</p>

6. Once the proposal has been implemented, how will impacts be monitored and reviewed?

Please provide details in the table below.


Action	Responsible team or officer	Deadline
Traffic Monitoring – The council is continuing to proceed with a monitoring strategy to ensure that the displacement impacts are considered.	Transport projects and people-friendly streets team	Monitoring baseline will be collected in September 2022 for all three locations. Further monitoring will take place approximately 12 months later.

Action	Responsible team or officer	Deadline
Individual assessments are carried out for the vulnerable or mobility impaired who need to use taxi or PHV services.	Transport projects and people-friendly streets team	Ongoing
For Blue Badge holders from outside the area who require access to the streets during the School Street hours, exemptions can be provided. Those without Blue Badges with mobility issues can be considered for exemptions with further individual assessments.	Transport projects and people-friendly streets team	Ongoing
Feedback from the public will be monitored.	Transport projects and people-friendly streets team	Ongoing
Affordability of bicycles -The council has a programme to help with the affordability of maintaining and securely storing cycles. Islington's 'Try before you bike' scheme helps people purchase a new cycle with monthly payments (£20 for an adult cycle, £10 for children), with the option of returning the cycle and stopping payments if they choose to.	Active Travel Team	Ongoing
Mitigating risks of pedestrian – cyclist conflicts - potential conflict to be minimised through the assessment of locations for measures to minimise and/or eliminate risks for conflicts between walking and cycling people.	Transport projects and people-friendly streets team	Ongoing
For Estate resident parking made inaccessible by the School Street zones, exemptions will be considered for estate residents who cannot access their parking spaces without entering the School Street zones.	Transport projects and people-friendly streets team Parking team	September / October 2022

Action	Responsible team or officer	Deadline
Resident letters will be sent prior implementation to all addresses comprised in the School Street zones with contact details to register cars parked DVLA registered at off street parking addresses. Consultation respondents who have raised this issue will also be contacted for exemptions.	Transport projects and people-friendly streets team Parking team	September / October 2022
Access to the GP Practice located on Highbury New Park. The scheme exemption policy will allow GP practice on Highbury New Park staff to be exempted if they require vehicular access to the site. Exemptions will also be provided to disabled drivers who own a Blue Badge, if they require access to the area during restriction times. In addition, all vehicles already parked within the zone prior to the start of the school street closure will be permitted to stay in the parking bay and leave the zone without being penalised. School Street at Highbury Quadrant Primary will operate for 60 minutes at morning and afternoon times, Monday to Friday, term times only. As this is a time limited closure of the road for motor vehicles, the council considers that existing exemption policy will be sufficient and the scheme will not have substantial negative impacts on the GP surgery or its visitors. For Blue Badge holders from outside the area who require access to the GP surgery during the School Street hours, exemptions can be provided.	Transport projects and people-friendly streets team Parking team	Ongoing

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]	12 August 2022
Fairness and Equality Team	[REDACTED]	[REDACTED]	25 th August 2022
Director or Head of Service	Martijn Cooijmans		6 th September 2022