

# Equalities Impact Assessment:

## Full Assessment

### Summary of proposal

<b>Name of proposal</b>	Making permanent the Amwell low traffic neighbourhood trial scheme
<b>Reference number (if applicable)</b>	N/A
<b>Service Area</b>	Climate Change and Transport
<b>Date assessment completed</b>	September 2023

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

## 1. Please provide a summary of 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 Amwell Low Traffic Neighbourhood (LTN) 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 Amwell LTN as an 18-month trial was taken by then Corporate Director of Environment and Regeneration in consultation with the Executive Member for Environment and Transport on 23 September 2021. The scheme was implemented through an Experimental Traffic Order (ETO) that came into force on 2 October 2020 and the scheme became operational on 23 November 2020. This ETO was superseded by a new ETO which came into force when the Margery Street traffic filter was activated on 24 September 2021. Having considered the results of the monitoring and the consultation which took place from 15 December 2021 to 31 January 2022, the council now intends to implement the Amwell LTN with a permanent traffic order, which will mean that the LTN is no longer a trial, but a permanent scheme.

The Amwell LTN was implemented with three traffic filters at Great Percy Street, Lloyd Square (north side) and Lloyd Square (south side). A fourth filter, on Margery Street west of Wilmington Street was activated in September 2021. The Margery Street filter allows residents and visitors to access properties and parking west of the filter that is located just west of the junction with Wilmington Street, as Margery Street is a one-way street which could not otherwise be accessed. (A map of the scheme area is available in Appendix 1 of the Delegated Decision Report (DDR) that this EqlA accompanies and on the scheme webpage: [www.islington.gov.uk/roads/people-friendly-streets/amwell](http://www.islington.gov.uk/roads/people-friendly-streets/amwell)).

As outlined in the March 2022 delegated decision report for Amwell, a new ETO was introduced from 8 April 2022 for the Amwell LTN to reflect a policy change adopted in the people-friendly streets Executive Report of 14 October 2021. The 'Home' LTN Blue Badge exemptions introduced granted a permit for eligible Blue Badge holders who live in or on the LTN-side of boundary roads to pass through the four designated camera enforced filters in the Amwell LTN without receiving a penalty charge notice (PCN). The aim of this exemption is to help disabled people who rely on their vehicle to make short local journeys, allowing entry and exit to and from the LTN from any of the boundary roads and take the shortest journey to and from the boundary road to their home (or any other location inside the LTN). This included the Lloyd Square (north side) filter which had to date been a physical traffic filter featuring a lockable bollard which was intended to be replaced with camera enforcement from April 2022.

At the time of writing, there are 82 Blue Badge holder permits issued in the Amwell LTN. The council's Blue Badge exemption policy was amended in May 2022 to allow Blue Badge holders to register a car which might not be Driver and Vehicle Licensing Agency (DLVA) registered at their home address, such as the car of a carer or family member.

In January 2023, the council introduced the Individual Exemption policy to complement the existing Blue Badge LTN policy. This permit provides people who may or may not live in a LTN the opportunity to apply for an exemption to designated filters in people-friendly streets LTNs borough wide, including Amwell. The Individual exemption permit is intended to make a reasonable adjustment for people who have no other option than using a car and who are severely affected by longer journeys or re-routing of trips. Applications for an Individual Exemption are considered on a case-by-case basis and must be supported by relevant evidence. Details on the Individual Exemption policy can be found on the council's website at: <https://www.islington.gov.uk/roads/people-friendly-streets/individual-exemption-faqs>

Beyond emergency vehicles and some council service vehicles, there are no exemptions for residents who do not meet the eligibility criteria for the Home LTN or an Individual Exemption permit. The council's rationale to not provide exemptions is based on three reasons:

- Access to all addresses is maintained within LTNs, but routes may need to change.
- To create a safer environment for people to walk, wheel and cycle by significantly reducing motorised traffic on local streets.
- To reduce congestion and air pollution on the main roads. The aim of the people-friendly streets programme is to reduce the overall number of trips, by supporting a change of transport away from private cars.

Table 1 below shows some overall results from the monitoring of the Amwell LTN based on comparison of baseline traffic volume data (7-day daily average of all motorised vehicles) from 14 - 21 September 2020 with interim data collected in May 2021, pre-consultation data from October 2021 and final data collected in May/June 2023. Full scheme monitoring results and an explanation of the traffic count methodology including the normalisation methodology are available in the respective reports on the council's website at: <https://www.islington.gov.uk/roads/people-friendly-streets/Amwell>). The latest monitoring report is appended to the decision report that this EqIA accompanies.

**Table 1 Comparison of data from interim, pre-consultation and final counts compared to the baseline**

% change against September 2020 baseline	Interim (4-10 May 2021)	Pre consultation (2-10 October 2021)	Final (May/ June 2023)
Traffic volumes (normalised) on internal roads	-44%	-48%	-39%
Average speeds on internal roads (mph)	-3%	-7%	-14%
Cycling volumes on internal roads	-31%	+65%	+76%
Traffic volumes (normalised) on boundary roads*	+6%	+5%	+29%

\*Boundary road sites includes Farringdon Road, Pentonville Road and Rosebery Avenue (southern site). Amwell Street and Claremont Square excluded due to impact on pre-consultation counts from emergency road works. Increases on Farringdon Road are likely partially attributable to a significant decrease in traffic on parallel north/south route Gray's Inn Road, where traffic flows were impacted by the implementation of cycle track improvements.

In Table 1, “normalised” refers to the figures having been adjusted to account for the impacts of COVID. Full details on the normalisation methodology can be found in the Amwell Final Decision Monitoring Report which is provided at (Appendix 4A) of this EqIA, and provided on the council’s website at: [Amwell | Islington Council](#).

The final monitoring report of August 2023 compared pre-consultation data with final data collected in May 2023, and with baseline data from September 2020, and showed that whilst the scheme continues to operate effectively against most of its objectives when compared to the baseline scenario as shown in Table 1, there have been increased motorised traffic volumes on internal and boundary roads during the latest assessed period.

Between pre-consultation and final monitoring counts, normalised volumes on internal roads have increased by 17% overall. This equates to a daily average of 364 additional vehicles travelling on local streets. It is likely that this increase is partially due to a lack of enforcement at the Lloyd Square (north side) filter. Boundary roads have also seen an increase of 29% between pre-consultation and final monitoring counts, equating to a daily average of 15,297 additional vehicles. However, it is considered that the exemptions granted to Blue Badge holders living within the LTN have not had a significant impact on vehicle volumes, due to the relatively low number of 82 Blue Badge holders living within the Amwell LTN. It is also not considered that boundary road increases are caused by the Amwell LTN, given that overall traffic has increased on both internal and boundary roads and the increase in volumes on the boundary roads are significantly higher than the volumes of traffic previously circulating within the LTN.

Cycling volumes have increased negligibly on internal roads (+7%) since the pre-consultation period. Cycling volumes on boundary roads dropped by 40% between survey periods, however this is likely due to the fact that during the final check counts, cyclists were using a range of new cycling routes that have been developed through or nearby the Amwell LTN. Compared to the baseline scenario, cycling volumes on internal roads have increased by 76% as shown in Table 1.

Level of speeding decreased negligibly (-1%) between the pre-consultation and final survey periods while speeds on boundary roads decreased by 20%, an overall decrease of 4.2 mph in average speeds from the pre-consultation data. As shown in Table 1, average speeds on internal roads have decreased by 14% since the baseline.

Other monitoring set out in the final report shows that between the two periods assessed (January 2021-December 2021, and January 2022- December 2022) overall, changes in levels of NO<sub>2</sub> in Amwell are on par with averages across the wider borough, with changes between assessed periods being negligible. These results generally suggest that the scheme itself has not had a significant impact on air quality to-date.

Throughout the scheme, all monitoring reports assessed the impact of the LTN on air quality, where data showed that overall changes in levels of NO<sub>2</sub> in Amwell were broadly in line or slightly better than borough trends where comparable data was available from 2019. It should also be noted that average NO<sub>2</sub> levels in Amwell have all been well within the annual objective of 40µg/m<sup>3</sup>.

As a result of the monitoring from May 2023 and feedback from the public consultation (held December 2021 - January 2022), it is proposed that the current ETO is replaced with a Traffic Management Order (TMO) for the Amwell LTN, which will mean that the LTN is no longer a trial,

but a permanent scheme. This EqIA is required to support the decision to make the scheme permanent, in its current form. Once a permanent Traffic Management Order (TMO) is in place for the Amwell LTN, the council intends to explore changing back to a physical filter on the northern side of Lloyd Square after it has not been possible to install a camera at this filter due to physical constraints as was intended when the trial was continued under the current ETO In April 2022. This is considered to have contributed to an increase in traffic on some internal roads between the latest assessed periods and the baseline scenario. The potential reinstatement of a physical filter will be the subject of a separate decision and a new TMO if implemented, following engagement with emergency services. Note that the reinstating of a bollard at this location will mean that drivers with a Blue Badge exemption will be required to drive through the Lloyd Square (south side) filter instead of the north side, a small diversion of approximately 70 metres. The council will notify Blue Badge holders in the area in advance of any change being made at the traffic filter.

In the council's Executive decision of 12 January 2023, the council renewed its commitment to the people-friendly streets programme and the delivery of liveable neighbourhoods. Liveable neighbourhoods function on principles of decreasing traffic volumes, reducing traffic danger, improving air quality, promoting active forms of travel, enhancing public realm and greening neighbourhoods.

Works currently being explored include making the passageway, including entrances, between St. Helena Street and Lloyd Square more accessible (easier to negotiate) for people in wheelchairs or with prams or buggies by removing fixtures including the guard rail on St Helena Street and bollards.

In the longer term, the council plans to enhance the LTN and make it a liveable neighbourhood (LN). A liveable neighbourhood functions on the principles of decreasing traffic volumes, reducing traffic danger, improving air quality, promoting active travel, enhancing the public realm and greening neighbourhoods. To achieve this, as well as in response to the consultation, the council will continue to explore more public realm improvements such as improvements to pavements and greening in collaboration with residents. LNs are designed to create more welcoming, greener areas with cleaner air for people to spend time in and walk, cycle or wheel through, harnessing the physical and mental health benefits of active travel. The January 2023 Executive report can be accessed here:

<https://democracy.islington.gov.uk/documents/s31304/Exec%2012%201%2023%20People-friendly%20Streets%20Programme%20Update%20final%20version%20Collins%20Ayanda.pdf>, with a supporting programme-wide Equalities Impact Assessment linked here, the 'General Positive Impacts' section in section 3A includes information on improvements to the LTN scheme, including Amwell.

The council also aims to invest in main road improvements, to improve conditions for walking, cycling and taking buses, as well as exploring any further speed reduction measures. In terms of improving conditions for walking, the council is currently exploring improvements to make the passage between St Helena Street and Lloyd Square easier to access and move through by the removal of obstructions on the passageway. With regards to buses, prior to the implementation of the Amwell LTN Rosebery Avenue had been earmarked for feasibility investigation into a bus priority measures, and TfL has subsequently allocated funding for this.

Subject to funding and future programming, further public realm improvements may include play streets, parklets, sustainable urban drainage systems (SuDS), improvements to footways (delivered borough wide as part of the people-friendly pavements scheme), pedestrian

crossings, freight and home delivery consolidation centres, additional cycle parking and improved signage and wayfinding.

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

### Please consider:

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

Throughout the life of the people-friendly streets programme, the impacts on different groups of people have been considered in Resident Impact Assessments accompanying people-friendly streets Executive papers dated 18 June 2020, 14 October 2021 and an Equalities Impact Assessment (EqIA) dated 12 January 2023. The main impacts that have been considered are upon children and young people, both of which are likely to benefit from quieter roads with less traffic and improved air quality. Some disabled people, including those who use walking aids, wheelchairs, or mobility scooters will benefit from pedestrian enhancements and reduced traffic. People with cognitive disabilities could benefit from reductions in noise pollution. Although all addresses remain accessible by vehicle, disabled people who do not have a Blue Badge exemption or Individual Exemption permit may be negatively impacted by longer journey times if they do not have access to a vehicle. The council is seeking to mitigate this impact by exploring the possibility of specific and timed exemptions for disabled people who take trips by taxi/PHV.

These impacts were first considered in relation to the Amwell LTN in the Resident Impact Assessment (RIA) dated 23 September 2020. Note that the council has since reverted to calling RIAs Equalities Impact Assessments (EqIAs). Potential positive impacts as a result of the implementation of the LTN were identified for all residents, including those with protected characteristics, including older people and people with disabilities who have access to a car. Negative Impacts were identified for people with disabilities who rely on taxis and private hire vehicles (PHVs).

A further EqIA was submitted to assess the impact of the changes introduced in the March 2022 delegated decision report which granted exemptions to Blue Badge holders in the Amwell LTN.

This EqIA is appended to the decision report making the Amwell LTN scheme permanent. The decision proposes to make the LTN permanent in its current iteration, although it does recommend to explore changing back to a physical filter at the Lloyd Square (north side) filter once the scheme is made permanent. The potential reinstatement of a physical filter will be the subject of a separate delegated decision report and a new TMO if implemented, following engagement with emergency services.

Previous EqIAs from September 2020, September 2021 and March 2022 set out any implications related to physical changes made to the Amwell area when the scheme was put in place in October 2020 and modified to allow for eligible Blue Badge holder exemptions in March 2022 (details of the Blue Badge holder exemption are outlined in Section 1 of this EqIA).

As noted above, in January 2023, the council introduced the Individual Exemption policy to complement the existing Blue Badge LTN policy.

Monitoring data from May/June 2023 shows that while there have been some increases on both internal and boundary roads in the scheme area, these increases are likely not due to the small number of Blue Badge exemption holders in the Amwell area.

While Section 3B identifies positive impacts specific to protected characteristics, all residents should benefit from the impacts of reduced road danger and noise reduction associated with overall reduction in traffic in the area and potential improvements in air quality.

As set out in Section 3B, people with disabilities who rely on taxis and private hire vehicles (PHVs), carers who are not eligible for the Blue Badge exemption and medical professionals will not benefit as much from the scheme being made permanent. Table 3 below shows the percentage of different trips by mode made by the 16% of Islington residents who identify as disabled (approximately 1,862 people) – the percentage that make trips by taxi (London black cab and other/minicab) is 3.2%.

The council intends to work with other boroughs, Transport for London (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 eligible for the 'Home LTN' exemption, or Individual Exemption permit holders. The council has participated in preliminary meetings with other North London boroughs and will provide an update when further information is available. However, at present the council does not have the logistical resource and capability implement such exemptions.

### 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

#### General

The Amwell LTN is located predominantly in Clerkenwell Ward. Table 2 provides a demographic breakdown of Clerkenwell Ward compared to Islington and London as a whole.

#### **Table 2 - demographics of London, Islington, and Clerkenwell Ward**

	London Total: 8,799,723	Islington Total: 216,612	Clerkenwell ward Total: 10,952
Gender: Female	51%	52%	52%
Gender: Male	49%	48%	48%
Age: Under 16	19%	15%	13%
Age: 16-24	11%	13%	18%
Age: 25-44	34%	41%	38%
Age: 45-64	24%	21%	22%
Age: 65+	12%	9%	9%
Disabled	13%	16%	17%
Ethnic group: BAME	46%	38%	36%
Ethnic group: White	54%	62%	64%
Religion or belief: Christian	41%	35%	36%
Religion or belief: Muslim	15%	12%	11%
Religion or belief: Other	10%	5%	4%
Religion or belief: No religion	27%	41%	41%
Religion not stated	7%	8%	9%

Source: 2021 Census data available at:

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

## **Disability**

A similar proportion of people identify themselves as having a disability in Clerkenwell (17%) as Islington (16%) which is a few percentage points greater than the proportion of people who identify as disabled in London as a whole (13%).

The higher percentage of Islington residents who have a disability is particularly significant for this EqIA and is referred to in the assessment of equalities impacts.

Disabled people are five times more likely to be injured as a pedestrian than non-disabled people. (<https://roadsafetygb.org.uk/news/disabled-and-low-income-pedestrians-at-higher-risk-of-road-injury/>). Given such a significant percentage of disabled residents walk or wheel (proportionally more than those who drive, use taxis or ride as a passenger), it can be reasonably inferred that reduced traffic volumes and vehicle speeds reduces road danger for disabled residents.

The Blue Badge exemption policy is discussed in paragraphs 3.3.62 to 3.3.68 of the October 2021 people-friendly streets report available at:



<https://democracy.islington.gov.uk/documents/s25999/PFS%20Executive%20Report%20October%202021.pdf>) and pages 7-10 of the RIA. This policy exempts Blue Badge holders from the designated traffic filters of their home LTN for a single vehicle registered at their address, allowing them to drive through the restrictions. This policy has been in place in Amwell since April 2022.

The October 2021 Executive Report was published with an additional appendix, produced by external transport consultancy Steer, called 'Journey Lengths and Times Analysis'. This provides data and analysis of typical motor vehicle journeys in Islington, including journeys within and between low traffic neighbourhoods. The study shows that "the impact of the restrictions on short journeys is significantly higher than the impact on long journeys" (paragraph 5.5), which informed the recommendation that Blue Badge holders should be exempt from filters in their 'Home' LTN.

The Individual Exemption policy is discussed in paragraphs 5.14 to 5.18 of the January 2023 Executive report. This policy allows eligible people who do not immediately meet the criteria for the Blue Badge exemption policy to benefit from access through camera-controlled filters in the borough's low traffic neighbourhoods.

As of September 2023, there are 82 Blue Badge holders with an 'AMW' exemption permit and 57 Individual Exemption permit holders borough wide.

### **Ethnicity**

There is a slightly lower than average percentage of people who identify as from Black, Asian and Minority Ethnic backgrounds (BAME) in Clerkenwell ward (36%) than the Islington average (38%).

### **Travel modes**

Whilst private cars, taxis and private hire vehicles can be an important means of transport for disabled people, the main means of transport used by disabled Londoners at least once a 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 3 shows the percentages of different trips by mode by different users, showing that disabled people in Islington are more likely to be car passengers (16.7% of trips) than non-disabled people (6.2% of trips).

**Table 3 - Percentages of different trips by mode by different users**

<b>Mode</b>	<b>All users in London</b>	<b>Disabled people in Islington</b>
Walk	42.0%	41.2%
Pedal cycle	4.9%	1.2%
Car driver	7.4%	8.9%
Car passenger	6.2%	16.7%
Motorcycle	0.1%	0.0%
Van	0.3%	0.2%
Bus (public)	14.3%	14.4%

Mode	All users in London	Disabled people in Islington
Underground	15.0%	11.4%
National Rail train	4.9%	1.7%
Taxi - London black cab	0.8%	1.7%
Taxi - other/minicab	1.6%	1.5%
London Overground	2.2%	1.1%

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

### **Car ownership/ travel**

Islington has one of the lowest proportions of car/van ownership per household in the country, with 67% of households not having access to a car/van. (Source: [www.ons.gov.uk/census/maps/choropleth/housing/number-of-cars-or-vans/number-of-cars-3a/no-cars-or-vans-in-household?geoLock=lad&lad=E09000019](http://www.ons.gov.uk/census/maps/choropleth/housing/number-of-cars-or-vans/number-of-cars-3a/no-cars-or-vans-in-household?geoLock=lad&lad=E09000019)). Transport for London (TfL) has analysed that two thirds of car journeys in London can be walked or cycled - this proportion is likely to be even greater in an inner London borough like Islington. The implication of these figures is that there is great potential for a large number of trips in Islington to be made by modes other than private car, and even that many existing car journeys could be shifted to active travel modes, with public health and air quality benefits for all Islington residents.

### **Road safety/danger**

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

LTNs installed in London in 2020 have been shown to reduce the number of injuries from road traffic collisions by half, relative to the rest of London, with no evidence of increased injury numbers or risk on LTN boundary roads (<https://findingspress.org/article/25633-impacts-of-2020-low-traffic-neighbourhoods-in-london-on-road-traffic-injuries>). The people-friendly streets programme has therefore improved the safety of local roads without putting excessive burden on boundary roads.

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”, so reducing road danger through implementing LTNs seeks to address this inequality directly.

Given the reasons above, more space needs to be allocated to active travel modes. These modes make a significant contribution to reducing road traffic congestion and improving health. They are also an affordable way of getting around.

### **Socio-economic**

Socio-economic and disability data indicates that Clerkenwell ward, where the Amwell LTN is located, has slightly less deprivation than the Islington average, and is rated as the 11<sup>th</sup> least deprived of the 16 wards in the borough.

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/835115/loD2019\\_Statistical\\_Release.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/835115/loD2019_Statistical_Release.pdf))

Research has found that across London as a whole, people in the most deprived quarter of output areas were 2.5 times more likely to live in a new LTN, compared to Londoners in the least deprived quarter. Micro-level equity is reasonably good, in that there do not seem to be large systemic differences between the demographic profile of those living in output areas entirely within LTNs and those living in nearby areas that touch boundary roads (Source: [www.sciencedirect.com/science/article/pii/S0966692321002477](http://www.sciencedirect.com/science/article/pii/S0966692321002477))

**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><b>Positive:</b></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 (walking, cycling, public transport etc.) revolved around concerns for personal safety, due to the threats from road danger. Reduced road danger as a result of lower traffic volumes could therefore facilitate</p>	<p><b>Positive:</b></p> <p>Older people, who have higher instances of disabling conditions such as mobility impairment, deafness or blindness, may also hold Blue Badges. Permits for the Blue Badge exemption are directly granted to eligible residents (those who are Blue Badge holders, living within the Amwell LTN and also holding a Free Resident Parking Permit (FRP) and/or Dedicated Disabled Bay (DDB)). Granting these permits removes the burden of applying, as their registered vehicle details are already known to the council. For Blue Badge holders without an</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>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>Children who have disabilities or mobility impairments may benefit from the scheme's Blue Badge exemption policy if their parents own a vehicle. The Individual Exemption policy may also benefit children who live in, or regularly travel through Islington's LTNs, including the Amwell LTN area, for example to attend school or appointments in the area.</p> <p><u>Older people</u></p> <p>Older adults are considered one of the most at-risk populations for adverse health impacts from air pollution. Age-related physiological declines may increase susceptibility to toxin exposure, like exposure to air pollutants, and chronic conditions that are more prevalent at older ages, such as cardiovascular disease, increase the risk air pollutants pose to health. Older adults are more likely to have pre-existing conditions and greater frailty, which increases their risk from pollutant exposure. In addition, older adults may also have had longer periods of exposure to pollution, leading to an accumulation of pollution-related health damages that puts them at greater risk of the adverse impacts of poor air quality.</p>	<p>FRP or DDB, a short application will be required to register a vehicle for the exemption.</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>(Source:<a href="https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7799383/">https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7799383/</a>).</p> <p>Older people, who have higher instances of disabling conditions such as mobility impairment, deafness or blindness will benefit from reduced traffic and road danger because of the lower volumes of cars travelling through the LTNs. In addition, older people are also more likely to live with dementia and will benefit from reduced noise pollution. 44% of Amwell LTN consultation survey respondents said there is less noise from traffic since the trial began (compared to 19% who disagreed). Those older people who are able to increase their active travel will see benefits to their mobility and health. The measures also contribute to the council's response to climate change by reducing emissions, adapting our streets to be more resilient to urban heat through greening, which can benefit older people who are more at risk.</p> <p>It is also possible that older people with limited mobility who travel by private car could have Blue Badges and/or meet the Individual Exemption criteria thus benefit from the same policies. The positive impacts of LTNs on local traffic levels, as evidenced by the changes in levels of traffic since the baseline means less congestion for exempt vehicles.</p> <p><u>Both age groups</u></p> <p>The LTNs create improved conditions for cycling, particularly benefitting those older or younger 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?
		<p>with less balance who may want to choose adapted cycles away from traffic.</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><b>Negative:</b></p> <p>Although it is possible to access all addresses within the LTN, for older people who travel by private cars, private hire vehicles (PHVs), or taxis for their local trips, they may be inconvenienced by longer journeys. Longer journeys may also involve higher financial costs.</p> <p>Children and older people who do not drive or have access to a vehicle within their household could be impacted by the expanded exemption policy if local traffic rises. This could make streets more unsafe and create an intimidating environment for people who do not rely on cars for their mobility, ultimately hindering the objectives of the LTNs. However, this impact is likely to be minimal given the limited number of people who will be eligible for an Individual Exemption permit which is intended for people who as a result of a disability or chronic condition are substantially disadvantaged by increased time spent in a vehicle or re-routing of trips due to LTNs. As of the date of this EqlA, 57 individual exemptions had been issued.</p>	<p><b>Negative:</b></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 LTN schemes. The council will work to promote uptake of this scheme amongst potentially affected groups.</p> <p>Exemptions for Blue Badge holders partly mitigates this identified impact on shorter journeys for some disabled people (which may include people of all ages, including older people and children / young people). Additionally, as of May 2022, Blue Badge holders may exempt a vehicle that is not registered to their address such as the vehicle of a family member or carer.</p> <p>The Individual exemption policy, introduced as a trial in January 2023 may also benefit disabled people who do not live in an LTN, by allowing</p>

			<p>permit holders access through all camera enforced LTN/LN filters. The Individual Exemption does not require the permit holder live in Islington and may also benefit disabled people who do not live in an LTN, by allowing access through camera enforced filters. However, the exemption does not address the needs of those who rely on taxis or other private hire vehicles.</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 reside in Islington, or Individual Exemption permit holders.</p> <p>Monitoring analysis following the most recent traffic counts from May/June 2023 shows that whilst there have been some increases in traffic across the surveyed roads between the pre-consultation and final counts, it is generally concluded that there is no discernible impact specifically from the exemptions granted to Blue Badge holders between the pre-consultation and final counts and the policy has not materially impacted the scheme's success. Furthermore, comparisons between the baseline and final counts show a 39% reduction in traffic across internal roads with comparable baseline data.</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?
Disability	Positive and Negative	<p><b>Positive:</b></p> <p>Compared to the London average (13%), there is a slightly higher proportion of people in Islington who identify themselves as being disabled (16%), and in Clerkenwell ward (17%).</p> <p>LTNs can enable easier or more pleasant journeys for disabled people: an increase in independence, a decrease in traffic danger and benefits to physical and mental health.</p> <p>Pedestrian enhancements could be of particular benefit to people with a disability in terms of navigating the urban environment, including but not limited to those using walking aids, a wheelchair, or a mobility scooter. This includes the improvements made through the emerging people-friendly pavements project, which will remove existing barriers, reduce street clutter, and improve footway maintenance. As a first step works are being explored which include making the passageway, including entrances, between St. Helena Street and Lloyd Square more accessible (easier to negotiate) for people in wheelchairs or with prams or buggies by removing fixtures including the guard rail on St Helena Street and bollards on the passageway.</p> <p>An accessibility audit of the Amwell area was commissioned by the council and undertaken by an external consultant with relevant field expertise in</p>	<p><b>Positive:</b></p> <p>Permits for the Amwell Blue Badge exemption were directly granted to eligible residents (those who are Blue Badge holders, living within the LTN and also holding a Free Resident Parking Permit (FRP) and/or Dedicated Disabled Bay (DDB)). Granting these permits automatically to eligible residents removes the burden of applying, as their registered vehicle details are already known to the council. For Blue Badge holders without an FRP or DDB, a short application is required to register a vehicle for the exemption.</p> <p>Additionally, the policy was updated in May 2022 to allow Blue Badge holders who do not have access to a vehicle registered to their address, to nominate another vehicle (belonging to a carer who could be a family member or friend) which is able to pass through the LTN filters without receiving a PCN whilst driving the permit holder.</p> <p>The council funds <a href="#">Pedal Power</a> sessions for all-ability cycling, enabling people with a range of</p>

	<p>February 2022, to identify areas of priority for people-friendly pavements improvements.</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. 44% of consultation survey respondents said there is less noise from traffic since the trial began (compared to 19% who disagreed).</p> <p>Moreover, some disabled people may feel more comfortable accessing the businesses in LTNs, due to the reduction in traffic as a result of the PFS measures.</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 (<a href="https://wheelsforwellbeing.org.uk/">https://wheelsforwellbeing.org.uk/</a>). LTNs aim to greatly improve conditions for disabled cyclists by reducing road danger 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. All traffic filters in the LTNs have been designed in a way that is inclusive and accessible to larger cycles such as tricycles and cargo cycles in line with the London Cycling Design Standards. Cycling on internal roads increased by 76% between the baseline and final surveys. Table 3 shows that 1.2% of journeys undertaken by disabled people are made by cycle (compared to 4.9% by non-disabled people) so this increase may encompass disabled people who travel by cycle, however the cycle count methodology does not identify disabled people who cycle in particular.</p>	<p>disabilities to experience safe cycling at the Emirates and Finsbury Park.</p>
--	--	---

People who are Blue Badge holders who live within an LTN and have access to a vehicle (either their own, or someone else's such as a family member or carer) will also benefit from the proposed exemptions at designated camera-enforced filters in the LTNs where they reside. The Individual Exemption policy that is currently being trialled will also benefit some disabled people who do not live in an LTN, by allowing access through all camera-enforced filters in LTNs for those who meet the criteria. The positive impacts of LTNs on local traffic levels means less congestion for exempt vehicles.

**Negative:**

Although it is possible to access all addresses within the scheme area, disabled residents or visitors who travel in private cars, private hire vehicles (PHVs) or taxis may have to use new routes for their local trips. These routes may be longer and could incur higher fuel costs or fares.

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 identified above. Evidence in section 3A of this EqlA shows that the proportion of trips taken by car, as a driver or passenger, is 25.6% for people with disabilities in Islington and 13.6% for Londoners as a whole. The main means of transport, used by 81% of disabled Londoners at least once a week, is walking.

The council is committed to an ongoing dialogue with disabled residents affected by LTNs and has undertaken pre-consultation engagement with disabled people and groups representing them, and listened to feedback submitted via Commonplace, the trial feedback surveys and general correspondence. This engagement informed both exemption policies used in people-friendly streets

**Negative:**

The London Taxicard Scheme offers subsidised travel in licenced taxis and private hire vehicles to London residents with serious mobility impairments or who are severely sight impaired. This could offset some of the increase in costs resulting from slightly longer routes as a result of the LTN schemes. The council will work to promote uptake of this scheme amongst potentially affected groups.

The exemptions for Blue Badge holders, partly mitigates this identified impact on shorter journeys for some disabled people (which may include people of all ages, including older people and children/ young people). Additionally, as of May 2022, Blue Badge holders are able to exempt a vehicle that is not registered to their address, such as the vehicle of a family member or carer.

It is acknowledged that the reinstatement of a bollard at Lloyd Square (north side), if implemented under a separate TMO, will reduce the number of

	<p>schemes. The Individual Exemption policy also involved discussions with the Islington Travel Accessibility Advisory Group (ITAAG).</p> <p>From April 2022, exemptions have been in place for Blue Badge holders who live within (or on the boundary of) the Amwell LTN from local camera-enforced filters. Blue Badge holders are able to register a single private vehicle for these exemptions, which should improve journey times for local trips. The delegated decision report to which this EQIA is attached includes a recommendation to explore changing the Lloyd Square (north side) traffic filter to a physical traffic filter, subject to engagement with emergency services. This recommendation has been made after a number of potential locations for a camera were found to be infeasible, and the lack of enforcement at the filter during the final check counts is likely to have contributed to increased traffic on some internal road sites.</p> <p>The Individual Exemption (introduced from January 2023) provides a reasonable adjustment for individuals who rely on vehicle travel and as a result of disability or a chronic health condition, are substantially disadvantaged by increased time spent in a vehicle or re-routing of trips due to LTNs.</p> <p>As discussed in the 'Overview' paragraphs at the start of section 3 of the programme-wide RIA which accompanied the October 2021 Executive paper, the council seeks to balance exemptions with the benefits of reducing local traffic for all residents, including those with protected characteristics who have benefitted from the LTNs as they currently exist.</p> <p>At time of this EqIA, it is not possible to implement an exemption for Blue Badge holders or Individual Exemption permit holders using taxis or PHVs, as</p>	<p>filters in the Amwell LTN that exempt permit holders may pass through from four to three. However, given the limited diversion (in terms of time and distance) from the filter on the north side of Lloyd Square to that on the south side, the material impact on exemption permit holders is considered to be insignificant.</p> <p>The more recent Individual Exemption policy introduced as a trial from January 2023 may also benefit disabled people who do not live in an LTN if they meet the criteria, by allowing eligible people access through all LTNs.</p> <p>However, at present neither exemption addresses the needs of those who rely on taxis or other private hire vehicles.</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 exemption holders.</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>enforcement cameras would not detect whether a Blue Badge holder (who is resident in an Islington LTN) is travelling in a vehicle. To apply the exemption to these Blue Badge holders, the implementable solution in theory would be to exempt all taxis and PHVs that could use Islington's roads, which would have significant impacts in terms of traffic volumes and dilute the benefits of the LTNs. There are 114,900 licenced taxis and PHVs operating in London, as of 2020 (<a href="https://assets.publishing.service.gov.uk/government/">https://assets.publishing.service.gov.uk/government/</a>) which clearly do not solely, or mostly, transport Blue Badge holders or disabled people. This alternative is not considered acceptable. Nor does the council have the logistical resource and capability implement this alternative at present. Therefore, for the purposes of the permanent TMO, Penalty Charge Notices (PCNs) will apply to non-exempt vehicles going through the filters.</p> <p>If a technological solution can be found which allows specific and timed exemptions for only those taxi/PHV trips taken by exemption permit holders who are resident in Islington, compatible with our current use of Automatic Number Plate Recognition (ANPR), then the council will consider exemptions for taxis/PHVs for the purpose of carrying an exemption permit holder. This would be of benefit only to the 3.2% of trips taken by disabled people which are in taxis or PHVs (this data is shown in Section 3).</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><b>Positive:</b></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 decrease in local volumes of traffic could reduce that risk.</p> <p>The reduction of traffic volumes and road danger in the LTN should make cycling a more accessible transport mode among ethnically diverse people who are underrepresented among people who cycle for transport and for exercise.</p> <p>In Clerkenwell ward where the Amwell LTN is located, 36% of the population identify as non-white, meaning that over one third of the residents who are BAME will potentially benefit from a reduction in traffic volumes and speeds that are delivered by the LTN.</p>	<p><b>Positive:</b></p> <p>The council can promote walking and cycling through its Active Travel programme.</p> <ul style="list-style-type: none"> <li>• by providing free <a href="#">cycle skills</a> sessions to adults and children;</li> <li>• through the <a href="#">STARS</a> programme which works with schools to enable healthier school travel;</li> <li>• by working with TfL and private companies to provide <a href="#">cycle hire</a>;</li> <li>• through <a href="#">Try Before You Bike</a>, 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.</li> </ul>

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)	Positive and Negative	<p><b>Positive:</b></p> <p>There are a number of places of worship in the Amwell LTN area, including The Kings Cross Baptist Church, the Roman Catholic Church of Saint Peter and Saint Paul, and others. For those accessing the places of worship by active travel modes (walking and cycling etc.) the LTN will result in a more pleasant and safer journey on a permanent basis.</p> <p><b>Negative:</b></p> <p>Those accessing the places of worship located within the Amwell LTN by motor vehicle may have to take a different and longer route on a permanent basis as a result of the LTN measures.</p> <p>The objective of the PFS programme is to reduce the overall number of car trips by encouraging their replacement by walking, using wheelchairs or cycling. It is recognised that for some journeys, the traffic filters make driving more inconvenient and are in this way designed to encourage those who don't need to drive to choose a different way to travel, especially for short trips.</p>	<p><b>Negative:</b></p> <p>Steer consultant's journey time <a href="#">analysis study</a> shows that shorter car journeys are the most affected by LTNs, and whilst delays might occur, LTNs make cheaper transport options such as cycling more attractive by improving active travel conditions.</p>

<p>Gender and gender reassignment (male, female, or non-binary)</p>	<p>Positive and Negative</p>	<p><b>Positive:</b></p> <p>Women - who may be more likely than men to be moving through public space with pushchairs and prams, and expectant mothers and mothers with young children (Source: <a href="https://tfl.gov.uk">Travel in London: Understanding our diverse communities 2019 (tfl.gov.uk)</a> - may also particularly benefit from improved walking and cycling conditions and reduced traffic levels. This includes the improvements made through the people-friendly pavements project, which will remove existing barriers, reduce clutter and improve maintenance.</p> <p>In London, women are less represented than men in cycling, and may be disproportionately impacted by a lack of safe cycle infrastructure, attributable in part to a more risk averse attitude to mixing with traffic. Reduced traffic and quieter roads for cycling may therefore benefit and empower more women to cycle.</p> <p><b>Negative:</b></p> <p>Some women might feel less safe at night walking than driving if there are lower volumes of traffic travelling through the area, and the LTN restrictions might make local routes longer.</p>	<p><b>Negative:</b></p> <p>Amwell pre-consultation monitoring data does not suggest the LTN has had a negative impact on anti-social behaviour (ASB) and crime, however perception of safety and insecurity can deter people from using active travel modes.</p> <p>In uplifting the Amwell LTN to a liveable neighbourhood in the future, the council will investigate improving the public realm in ways which could deter the potential for crime, and to make areas feel subjectively safer for women who are walking at night. These public realm improvements could include improving sightlines for people walking and introducing new or improved public lighting.</p>
---	------------------------------	---	--



Characteristic or group	Positive Neutral / Negativ	What are the positive and/or negative impacts?	How will potential benefits be enhanced, or negative impacts be eliminated or reduced?
			In addition, the council is committed to work with its Community Safety Team and the Metropolitan Police to make Islington's streets safer for all, including women.

<p>Maternity or pregnancy</p>	<p>Positive and Negative</p>	<p><b>Positive:</b></p> <p>Reduced volumes of traffic and speeds in low traffic neighbourhoods 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, especially in the vicinity of schools. This includes the improvements made through the emerging people-friendly pavements project, which will remove existing barriers, reduce clutter and improve maintenance.</p> <p>Parents or carers who use cycles or cargo cycles for family mobility will benefit from traffic filtering and reduced volumes of traffic. Road closures will be designed in a way that is permeable and accessible to larger cycles. It is anticipated that increased safety for people who are cycling will help to empower more parents and carers to use cargo cycles for family mobility.</p> <p>Pregnant people and unborn children in particular may be adversely impacted by air pollution. LTNs are expected to reduce traffic volumes and congestion on Islington roads, which is expected to contribute to improved air quality on these streets.</p> <p><b>Negative:</b></p> <p>Although access to all addresses is maintained as part of LTN schemes, pregnant people 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</p>	<p><b>Positive:</b></p> <p>The council can promote walking and cycling through its Active Travel programme.</p> <ul style="list-style-type: none"> <li>• by providing free <a href="#">cycle skills</a> sessions to adults and children;</li> <li>• through the <a href="#">STARS</a> programme which works with schools to enable healthier school travel;</li> <li>• by working with TfL and private companies to provide <a href="#">cycle hire</a>;</li> </ul> <p>Through <a href="#">Try Before You Bike</a>, 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. Monitoring traffic levels 11 months after the implementation of the trial has shown that the project has largely met its objectives in this regard. (See Section 1)</p> <p>An accessibility audit for Amwell was undertaken by AccessAble in February 2022 to identify existing accessibility issues related to pavements and pathways in the area (such as damaged pavement, badly positioned street furniture), which will help inform further improvements to the area. To ensure accessibility of any future greening and public realm projects, any designs will be subject to internal accessibility and design reviews.</p> <p><b>Negative:</b></p> <p>Monitoring traffic levels after implementation of the exemption policy and throughout the life of the scheme has shown that the project has continued to meet most of its objectives. The council may be able to mitigate increased volumes of traffic on</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>inconvenienced by longer journeys. Longer journeys may also involve higher costs.</p> <p>Pregnant people 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 being made permanent results in 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.</p> <p>Pregnant people or parents/carers with young children who do not drive could be impacted if local traffic rises on their road. This could make streets unsafe and create an intimidating environment for people who do not rely on cars for their mobility, ultimately hindering the objectives of the LTNs.</p> <p>Pregnant people or parents/carers with young children could also be disproportionately impacted by the introduction of new street furniture and infrastructure (such as signage or cycleway wands) when the scheme is uplifted to a Liveable Neighbourhood which may affect their accessibility if infrastructure is not suitably positioned.</p>	<p>some specific internal roads within the LTN by reinstating a physical traffic filter at the northern side of Lloyd Square). Once the scheme is made permanent in its current iteration, reinstating a bollard will be the subject of a separate delegated decision report and a new TMO if implemented. However, the success of the scheme on the whole is not dependent on this measure.</p> <p>Improvements made through the emerging people-friendly pavements project, could include removing existing barriers, reduce street clutter and improve footway maintenance. The council has proposed making accessibility improvements at the passageway between Fernsbury Street and Lloyd Square, which will make it easier for people using prams/buggies to access the passageway subject to safety considerations. There has been a request for accessibility improvements at this location by the a local residents group and it has also been identified in an accessibility audit of the area.</p>
Sexual orientation	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?
Marriage or civil partnership	Neutral	No specific impacts identified	n/a

<p>Other)  (e.g., people living in poverty, looked after children, people who are homeless or refugees)</p>	<p>Positive and Negative</p>	<p><b>Positive:</b></p> <p>Busier roads can, in some areas of London, dominate more deprived communities. Walking and cycling improvements will benefit those living near busy roads and collision hot spots when they are moving around their local area. Islington is an extremely diverse borough and the index of deprivation across the borough shows that deprivation does not strictly follow main roads. One of the key findings of a 2021 paper on the interaction of socio-economic status and LTNs is that “Across London as a whole, people in the most deprived quarter of OAs [output areas, administrative areas containing around 300 residents] were 2.5 times more likely to live in a new LTN, compared to Londoners in the least deprived quarter” (source).</p> <p>Generally, car ownership correlates to household income in London. Therefore, less affluent households are less likely to own a car – and be reliant on walking, cycling and public transport. The low traffic neighbourhoods in the PFS programme aim to benefit people who do not own cars by making it easier for them to travel by other modes.</p> <p>Additionally, with the cost-of-living crisis and the rise in petrol prices, there is a benefit to those who are economically disadvantaged if LTNs reduce this cost burden, by removing the perceived need for a motor vehicle once other options become more attractive.</p> <p>Finally, the greater connectivity via new cycling and walking routes should support social distancing whilst providing better healthy access to employment.</p> <p><b>Negative:</b></p>	<p><b>Positive:</b></p> <p>The council can promote walking and cycling through its Active Travel programme. The courses are open to all Islington residents, but are offered at no or low cost to encourage uptake from lower income residents such as those who would not be able to pay full price for a bicycle.</p> <ul style="list-style-type: none"> <li>• by providing free <a href="#">cycle skills</a> sessions to adults and children;</li> <li>• through the <a href="#">STARS</a> programme which works with schools to enable healthier school travel;</li> <li>• by working with TfL and private companies to provide <a href="#">cycle hire</a>;</li> <li>• through <a href="#">Try Before You Bike</a>, 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.</li> </ul>
---	------------------------------	---	---

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>There might be lower income residents who use a private car, for instance for work, and might be impacted by longer journeys and higher fuel costs. However, evidence shows that lower-income households are less likely to have access to private cars and tend to be more represented amongst bus passengers. This means that any displacement of traffic onto main roads which affects bus journey times could disproportionately impact people on lower incomes. Should any traffic displacement occur, it could also have a disproportionately negative impact on some of Islington's more deprived communities, with consequences in terms of congestion, severance and air quality. However, as noted in the positive impacts, "people in the most deprived quarter of OAs [output areas, administrative areas containing around 300 residents] were 2.7 times more likely to live in a new LTN, compared to Londoners in the least deprived quarter." Purchasing and maintaining a cycle is significantly less expensive than the comparable costs for motor vehicles and can be cheaper than public transport fares. For Amwell, there has been no discernible impact on bus journey times as a result of the LTN.</p> <p>Nonetheless, people with less disposable income may be less able to afford the upfront costs and maintenance of owning a cycle than those with more disposable income. This in turn would mean they would not have equal access to the new cycle infrastructure or not benefit so much from the improved cycling environment.</p>	<p><b>Negative:</b></p> <p>Steer consultant's journey time <a href="#">analysis study</a> shows that shorter car journeys are the most affected by LTNs, and whilst delays might occur, LTNs make cheaper transport options such as cycling more attractive by improving active travel conditions.</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 has been one of the factors carefully considered in deciding to transition Amwell to a permanent traffic order.</p> <p>Air quality schemes are being rolled out in parallel, for instance the installation of Electric Vehicle Charging Points and the Ultra-Low Emission Zone extension since October 2021 (to be further extended in August 2023).</p> <p>The council has a programme to help with the affordability of maintaining and securely storing cycles. Islington's 'Try before you bike' scheme helps people purchase a new cycle with monthly payments (£20 for an adult cycle, £10 for children), with the option of returning the cycle and stopping payments if they choose to.</p>

#### 4. How do you plan to mitigate negative impacts?

Please provide:

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

Negative Impact	Action	Expected outcome	Governance and funding
<p><u>More inconvenient car trips</u></p> <p>More costly trips if taxis or private hire vehicles are relied on for some people falling into protected characteristics groups such as age, disability and parental status.</p>	<p>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 LTN schemes.</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>	<p>Increased use of scheme amongst target participants</p>	<p>Transport Projects and people-friendly streets team to oversee.</p> <p>London Councils provide funding.</p>

**Please provide:**

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

More inconvenient car trips

The Blue Badge exemption policy does not include taxis and private hire vehicles or medical professionals. Since May 2022, it does, however, allow the Blue Badge holder to nominate a vehicle not registered to their address to receive the exemption. This allows a carer or family member to help drive the Blue Badge holder.

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

The exemption policy for Blue Badge holders is now complemented by the Individual Exemption policy (introduced in January 2023). This will benefit some people who are not eligible for a Blue Badge exemption or who meet the criteria for a wider exemption under the Individual Exemption policy. The exemption will be for a single vehicle which may be the applicant's own or belong to another person. It should be the main vehicle used for the exemption holder's travel. The exemption holder must be in the nominated vehicle, either as driver or passenger, when it passes through a traffic filter.

Extension of the exemption policy to include more trips by disabled people.

Transport Projects and people-friendly streets team to oversee.

Transport for London (TfL) and London Councils (LCs) to help explore options.

TfL and LCs provide funding.



**Please provide:**

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

**Boundary roads impact**

Possible increase in bus journey times which would impact on older, disabled or lower income residents disproportionately.

The council has a robust and comprehensive monitoring strategy to gather data on the displacement impacts on main roads. This data has been one of the factors considered carefully in deciding to transition to a permanent traffic order. The monitoring data throughout the life of the trial has shown that the scheme is meeting some of its objectives.

It does not appear that the scheme has had an appreciable impact on bus journey times on any boundary roads.

If mitigations are required/ implemented, they should lead to improving and more predictable bus journey times.

Current monitoring data indicates an overall increase of 37% in traffic volumes on boundary roads in the LTN between pre consultation and final counts.

Transport Projects and people-friendly streets team to oversee.

Traffic and Engineering team to liaise with Transport for London if mitigations are required.

Funding to be sourced from TfL in the first instance and from council capital as a second resort.

**Please provide:**

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

<p><u>Boundary roads impact</u></p> <p>Possible increase in air pollution on the main roads which would impact disproportionately on residents living on main roads.</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 has been carefully considered in deciding to transition to a permanent traffic order or to introduce mitigating measures. The monitoring data shows that air pollution is on par with those across the wider borough, with changes between assessed periods being fairly limited and broadly stable. These results generally suggest that the scheme itself has not had a significant impact on air quality to-date.</p> <p>Air quality schemes are being rolled out in parallel, for instance the installation of Electric Vehicle Charging Points (EVCP) and the Ultra-Low Emission Zone (ULEZ) extension since October 2021 and its further expansion in August 2023.</p>	<p>If mitigations are required, they should be designed to improve air quality on main roads.</p> <p>Monitoring data indicates that on the boundary roads around the Amwell LTN have seen an increase in traffic volumes overall. It is likely that this is the result of increased levels of activity post COVID-19 restrictions in an area adjacent to central London.</p> <p>Results from the consultation survey show that 43% of respondents think that the air is cleaner since the trial began (10% disagreed).</p>	<p>Transport Projects and people-friendly streets team to oversee, working with the Air Quality team and the Traffic and Engineering team.</p> <p>Funding to be sourced from TfL in the first instance and from council capital as a second resort.</p>
<p><u>Cost of a cycle</u></p> <p>Purchasing and maintaining a cycle is significantly less expensive than the</p>	<p>The council has a programme to help with the affordability of maintaining and securely storing cycles. Islington's</p>	<p>These actions should lead to a wider uptake of the use of cycles</p>	<p>Housing, Community Development oversee elements of the</p>

**Please provide:**

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

<p>comparable costs for motor vehicles and can be cheaper than public transport fares. Nonetheless, people with less disposable income may be less able to own a cycle than those with more disposable income. This in turn may mean they would not benefit equally from quieter streets to cycle on.</p>	<p>‘Try before you bike’ scheme helps people purchase a new cycle with monthly payments (£20 for an adult cycle, £10 for children), with the option of returning the cycle and stopping payments if they choose to.</p>	<p>encouraging wider use of active travel among residents in the LTN or who travel through it.</p>	<p>cycle storage programme.  Transport Strategy and Active Travel oversee public bike hangars and the ‘Try before you bike’ (TBYB) scheme.  Cycle storage and TBYB are council-funded.</p>
<p><u>Street furniture</u></p> <p>When the scheme is made permanent and uplifted to a liveable neighbourhood (in the future), people with restricted mobility could be disproportionately disadvantaged by the potential introduction of new street furniture and infrastructure (such as signage and cycleway wands) which may affect their accessibility if infrastructure is not suitably positioned.</p>	<p>The people-friendly pavements initiative will ensure impacts are minimised and accessibility improved in the public realm.</p> <p>Potential conflict to be minimised through the assessment of locations for proposed street furniture/ infrastructure to minimise and or eliminate negative impacts on accessibility.</p> <p>An accessibility audit carried out in February 2022 for the Amwell LTN will help inform future proposed improvements in the area.</p> <p>As a first step, the council is currently exploring improvements to make the passage between St Helena Street and Lloyd Square easier to access</p>	<p>Long-term outcomes are for a better public realm, with more people able to access and use footways and other spaces.</p>	<p>Transport Projects and people-friendly streets team will oversee, with works carried out by Traffic and Engineering.</p> <p>Section 106 and CIL can be used at ward level to improve accessibility on pavements and roads.</p> <p>Highways maintenance programme can also contribute to improving accessibility</p>

**Please provide:**

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

and move through by the removal of obstructions identified in the February 2022 audit, and by residents and other stakeholders).

Further accessibility of future greening and public realm projects will be ensured by subjecting all designs to the internal accessibility and design reviews.

Engagement with disabled groups will also identify if there are outstanding issues with accessibility for people with restricted mobility.

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

**Please provide:**

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

Throughout the people-friendly streets programme, the council has been actively engaging with residents, businesses and other stakeholders to gather feedback on people-friendly streets schemes that have been introduced. The methods to engage have included: the Commonplace interactive tool; emails sent directly or forwarded on the PFS mailbox and individual scheme mailboxes and responded to; trial feedback surveys for each scheme; and through formal objections which can be submitted during the six-month period after a scheme has been introduced.

**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)**

As part of the Executive decision on people-friendly streets, in June 2020 the council committed to undertake a formal consultation around 12 months after the implementation of each trial scheme. The consultation on the Amwell LTN took place from 15 December 2021 to 31 January 2022. The consultation included an online questionnaire to which 440 responses were received, an online town hall Q&A session, and online drop-in session, business visits and resident leafleting activity in post codes that were underrepresented in survey responses. Key findings from the consultation are: 45% of respondents said that it is easier to cross the streets since the LTN was introduced (17% disagreed), 43% said the streets look nicer (20% disagreed), 43% said the air is cleaner (10% disagreed) and 42% said it is easier to walk and cycle for short trips (17% disagreed). Full analysis of the results was published and is publicly available on the council's website.

A full consultation report is available on the council's website at: [Amwell | Islington Council](#) .

Throughout the people-friendly streets programme, specific engagement has been undertaken with groups representing disabled people and with disabled individuals, especially around the development of the Blue Badge exemption policy. The introduction of the Blue Badge exemption policy was agreed in the council's [Executive Report](#) of 14 October 2021. This document, and its accompanying RIA, contain more details on the engagement carried out to develop the policy. In response to engagement since the publication of the Executive report the council simplified the application process by automating the granting of an exemption where possible for Blue Badge holders living with the low traffic neighbourhoods.

In May 2022, the Blue Badge exemption policy was updated to allow a Blue Badge holder who does not have access to a vehicle registered to their address to nominate someone else's vehicle to be registered for the permit, such as a carer, friend, or family member.

In response to the recent and historic engagement with disabled groups and individuals, the council implemented a trial for the 'Individual Exemption policy' which involves a case-by-case consideration for individuals requesting exemption beyond the standard home LTN approach. The council introduced the Individual Exemption policy on a trial basis from January 2023 for a minimum of 12 weeks to allow for eligible individuals to benefit from the exemption as soon as possible while also allowing for road users and residents to feed back on their experience of the exemption. No exemption permits issued during this trial period will be revoked. Details around the application processes and exact criteria can be found on <https://www.islington.gov.uk/roads/peoplefriendly-streets/individual-exemption-fags> with the decision report and supporting EqlA linked in the 'Useful Documents' section at the bottom of the website.

**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)**

In response to recent and historic engagement with disabled groups with regards to the need for exemptions for disabled taxi users and disabled people who may not have Blue Badges or qualify for the Individual Exemption permit, the council acknowledges that the implementation of this policy will not benefit those users and is limited. The justification and rationale for the exclusion of taxis is explained in more detail in section 3B of this EqIA as well as suggested action for working towards granting exemptions in the future.

The council will continue to engage directly with groups representing disabled people and disabled individuals as part of the wider people-friendly streets programme. In May 2022 the council established the Islington Transport Accessibility Advisory Group which gathers officers and representatives of disability and mobility groups to discuss transport-related topics. The group provides the opportunity for community groups to advise on emerging policy related to transport and people-friendly streets at an early stage including advising on engagement approaches.

The council has been listening to residents through public engagement and consultation, in addition to monitoring of the Amwell trial. In response to public feedback and data gathered through these exercises the council considers that the scheme is mostly achieving its objectives and therefore should be 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
The number of exemption permits issued will be monitored.	Transport projects and people-friendly streets team. Blue Badge team.	Monthly reports
Feedback from Individual Exemption permit holders will be monitored through the feedback	Transport projects and people-friendly streets team.	Ongoing

Action	Responsible team or officer	Deadline
route provided as part of the Individual Exemption policy trial.	Blue Badge team.	
Explore the possibility of a regulatory solution that would allow specific exemptions for taxis/PHV carrying eligible permit holders	Transport projects and people-friendly streets team Blue Badge team	Ongoing
PFS team to provide equalities feedback to Active Travel Team on tailoring Active Travel initiatives to children from Black, Asian and Minority Ethnic backgrounds.	People-friendly streets team Active travel team	Autumn 2023

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

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

Member	Name	Signed	Date
Staff member completing this form	██████████	██████████	11/09/2023
Fairness and Equality Team	██████████	██████████	22/09/2023
Director or Head of Service	██████████	██████████	22/09/2023