

# Resident Impact Assessment

## Furlong Road & Digswell Street Banned Turns Scheme

Service Area: Climate Change & Transport

### 1. What are the intended outcomes of this policy, function etc.?

Nothing will ever be quite the same again after the current COVID-19 health crisis. Without timely and concerted action, Islington's streets will become unsafe and unhealthy as social distancing measures are revised and activity returns to the streets. The council must therefore act now to ensure that the borough's streets are healthy and people-friendly.

The council's response is that all people would feel better walking or cycling down their street if it is a pleasant, people-friendly place. People-friendly streets (PFS) will therefore:

- make it easier, safer and more pleasant to walk and cycle on Islington's streets as part of everyday life
- ensure that the borough's streets are healthier and greener for all
- make it easier to practice social distancing now and in the future

Improvements to the borough's streets will ensure that they are friendly to all users – especially children, young people, older people, people with impaired mobility, and people with disabilities and in poor health. The council is therefore committed to developing a borough-wide programme of people-friendly streets, which includes the delivery of Low Traffic Neighbourhoods (LTN).

Data shows that on the group of streets referred to here as "the Furlong Road cluster" or "the cluster" (Furlong Road, Orlestone Road, Crane Grove and Digswell Street), volumes of traffic have increased incrementally over a number of years. This has happened in relation to a number of schemes in the wider area, leaving these streets more vulnerable to through-traffic.

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

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

This monitoring data can be found in Appendices 2 and 3 of the scheme Delegated Decision Report, to which this RIA is also appended.

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

This scheme comprises banning the right-turns from Furlong Road and Digswell Street onto Holloway Road. The aim of the scheme is to remove the majority of through-traffic using the cluster by preventing eastbound traffic from turning right, currently the predominant movement.

It is considered vital to implement this scheme in order to imminently address the significant road danger issues for people walking, cycling and driving along the cluster streets, who include both residents and non-local road users passing through. In line with the PFS programme aims, this will make the streets quieter, safer and healthier.

The council has engaged with key stakeholders including the emergency services, Transport for London and local businesses, in the development of the scheme to ensure that the changes take into account their requirements.

The banned turns scheme at Furlong Road and Digswell Street will be implemented on a trial basis (under the above-mentioned ETO), and will be reviewed in light of monitoring and feedback from local people. A feedback survey and dedicated email address will be set up to enable ongoing feedback during the trial. The council will consider the monitoring data and feedback when deciding whether to make the scheme permanent, amend or remove it by the end of the trial.

The implementation of a borough-wide programme of PFS supports the council's objective of achieving net zero carbon emissions in Islington by 2030. It will also contribute to the delivery of a Fairer Islington by: making it easier and safer for people to

travel on foot, by cycle and public transport; supporting people to live healthier lives; supporting local shops, markets and businesses; and enabling residents to remain socially active and connected to their community.

This RIA relates to the implementation of the Furlong Road and Digswell Street banned right turns scheme in St Mary's Ward.

## 2. Islington Residents Profile

Furlong Road and Digswell Street are located in St Mary's Ward.

Who is going to be impacted by this change i.e. residents / service users / tenants?

	London	Islington	St Mary's Ward
	Total: 8,173,941	Total: 206,125	Total: 11,533
Gender: Female	51%	51%	51%
Gender: Male	49%	49%	49%
Age: Under 16	20%	16%	14%
Age: 16-24	12%	14%	12%
Age: 25-44	36%	42%	46%
Age: 45-64	21%	19%	19%
Age: 65+	11%	9%	9%
Disabled	14%	16%	15%
Ethnic group: BME	40%	32%	25%
Ethnic group: White	60%	68%	75%
Religion or belief: Christian	48.5%	40%	40%
Religion or belief: Muslim	12%	9%	6%

Religion or belief: Other	10%	4%	4%
Religion or belief: No religion	51%	51%	33%
Religion not stated	49%	49%	17%

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

## Profile analysis

16% of people living in Islington identify themselves as having a disability compared to the London average of 14%. The percentage of residents who have declared they have a disability in St Mary's (15%) is lower than the Islington average; this is referred to in the assessment of equalities impacts.

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 (78%), bus (55%), car as passenger (44%) and car as driver (24%)<sup>1</sup>.

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

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

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

7% of St Mary's ward residents are listed as claiming out of work benefits compared to 7.7% in Islington<sup>3</sup>. St Mary's has an Index of Multiple Deprivation (IMD) score of 25.6<sup>4</sup>, 15.3 points lower than the Islington average of 36. For reference, London's average IMD score is 24.

<sup>1</sup> Travel in London: [Understanding our diverse communities 2019 \(TfL, 2019\)](#)

<sup>2</sup> Islington Council: [Indices of Multiple Deprivation analysis 2019](#)

<sup>3</sup> Nomis: [2011 Ward Labour Market Profile E36007408: St Mary's \(benefit claimant figures adjusted April 2021\)](#)

<sup>4</sup> Islington Council: [Indices of Multiple Deprivation analysis 2019](#)

### 3. Equality impacts of the Furlong Road and Digswell Street banned turns scheme

#### Overview

The implementation of the Furlong Road and Digswell Street banned turns scheme would deliver positive impacts overall in terms of supporting public health, improved air quality, and accommodating and enabling active travel.

The main beneficiaries of the scheme will be people walking, using wheelchairs or other mobility aids, cycling (including cycles adapted for disabilities) or using mobility scooters, as a result of removing a significant proportion of the through-traffic from the Furlong Road cluster and reducing road danger by alleviating the congestion and queueing which has led to dangerous and illegal vehicle movements on these streets.

Local residents of the Furlong Road cluster streets will also benefit from a decrease in noise pollution and improvement in localised air quality which is expected to result from the reduction in traffic. Reduced congestion will improve access to properties.

The council has a responsibility to its residents to ensure that the Equalities Act is upheld in all its work and projects.

This assessment considers both positive and negative impacts of the proposals. In some instances, a balanced view is taken between positive and negative impacts, in particular where the impacts are considered to have both a positive and negative impact on one group with protected characteristics, especially where there is variation between the requirements of different individuals within such a group. For example, some disabled people who rely on car travel for their mobility may benefit from reduced traffic congestion while being inconvenienced by the banned right turns being introduced. There are also many disabled people who use other modes of travel and therefore for most groups the impacts will be a mix of positive and negative depending on the particular mode of travel generally used.

#### This RIA

This RIA identifies general positive and negative impacts for groups with protected characteristics and details the specific positive and negative impacts of the Furlong Road and Digswell Street banned turns scheme.

During the first lockdown from March 2020, public transport trips fell significantly across London due a reduction in the demand for travel and the need to maintain social distancing which severely restricts public transport capacity.

Social distancing rules have undergone some changes since the first lockdown, but still remain in place at the current time. A form of social distancing may remain in place for the foreseeable future, and public confidence in using public transport may not fully return. As a result more people could be drawn to driving, resulting in increased congestion on roads, increased pollution and conflicts with people walking and cycling.

Islington has one of the lowest proportions of car ownership per household in the country, with 71% of households having no access to a car<sup>5</sup>. The Greater London Authority has analysed that two thirds of car journeys in London can be walked or cycled<sup>6</sup> - this proportion is likely to be even greater in an inner London borough such as Islington. This has two implications: that a majority of people in Islington rely on walking and cycling for their daily trips rather than driving, and that many existing car journeys could be shifted to active travel modes, with public health and air quality benefits for all Islington residents.

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.

## a. Generally positive impacts

Successful implementation of the Furlong Road and Digswell Street banned turns scheme is expected to significantly reduce the amount of traffic driving along the streets of the Furlong Road cluster. This should deliver the creation of streets that welcome people from all walks of life and represent a fairer balance of different modes of travel.

The banned turns and resultant reduction in traffic congestion and dangerous vehicle movements will reduce the risk of injuries from road traffic collisions and exposure to aggressive incidents, which have been an issue in recent months due to the congestion on these streets. The scheme is expected to substantially reduce instances of vehicles mounting the pavement, reducing risk of collision to those walking or wheeling. This should provide benefits to all residents with protected characteristics. The measures should also reduce other negative impacts of traffic, reducing noise pollution, improving air quality and reducing community severance. The reliability of vehicular access for residents to their homes will also improve.

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<sup>5</sup> GLA: [Streetspace funding guidance - Appendix 7 2021](#)

<sup>6</sup> GLA: [Health Impact of Cars in London 2015](#)

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

- Pedestrians from all walks of life: As a result of this scheme all people walking, using wheelchairs or other mobility aids will benefit from a reduction in road danger as a result of the reduction in vehicles traveling along the cluster streets and alleviation from the dangerous movements of vehicle travelling on the wrong side of the road that have occurred in recent months.
- Easy to cross: as a result of this scheme there will be less traffic on the cluster streets. This will mean that there are more opportunities to cross informally and formal crossings will be safer for people who are walking.
- Not too noisy: the reduction in traffic volumes, traffic queuing, car horn use and aggressive incidents will lead to a reduction in noise pollution.
- People choose to walk and cycle: it is anticipated that the reduction in vehicle traffic on the Furlong Road cluster streets will help empower people with protected characteristics to cycle as a big obstacle to cycling for many people is fear of traffic. The streets link directly to protected cycle lanes which the council has implemented on Liverpool Road and which form part of a strategic cycling route from Farringdon to Finsbury Park. Moreover, the expected increase in walking and cycling will heighten natural surveillance, and thus improve the sense of safety for those passing through the area.
- Clean air: cars and other motor vehicles are a major source of air pollution. The reduction of traffic, and reduced engine idling from the reduction in queuing motor vehicles on the cluster streets, is anticipated to contribute towards a reduction in air pollution in and around these residential streets.
- People feel safe: motor vehicles are a source of danger to people walking and cycling on the roads. The reduction in motor vehicles is expected to make people feel safer when walking and cycling thereby empowering people to do so.

Below these generally positive impacts are made specific in how they could materialise for people with protected characteristic.

## b. Specific positive impacts

### Protected Characteristic: Age

An increase in walking and cycling benefits children in terms of reducing childhood obesity.

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

Older people, who have higher 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 traveling through the area. In addition, older people, who are more likely to live with dementia, will benefit from reduced noise pollution.

Air pollution from cars is known to have 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. Older adults are also known to be particularly sensitive to air pollution. The scheme is expected to reduce traffic volumes and congestion on the Furlong Road cluster streets, which is expected to contribute to improved air quality on these streets.

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.

## Protected Characteristic: Disability

Compared to the London average, a slightly higher proportion of people in St Mary's Ward identify themselves as being disabled (London 14%, St Mary's 15%). For reference the average Islington percentage is 16%.

Journey times for some trips by vehicle for disabled people who may be reliant on motor transport may be likely to improve as a result of the scheme due to the reduction in traffic congestion which currently leads to increased journey times for many trips.

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

A reduction in traffic is expected to help disabled people in crossing the road safely, as they may be likely to have reduced mobility and take longer to cross the road.

People with asthma, which is classed as a disability, are known to be particularly adversely impacted by air pollution. The scheme is expected to reduce traffic volumes



and congestion on the Furlong Road cluster streets, which is expected to contribute to improved air quality on these streets.

Those with cognitive disabilities could benefit from reduced levels of noise pollution, supported by the removal of through-traffic.

People with a disability may feel more comfortable accessing the businesses on Holloway Road adjacent to Furlong Road and Digswell Street in Highbury, due to the reduction in traffic.

Research has shown that one of the main reasons that disabled people do not cycle more is due to inaccessible infrastructure, even though 75% of disabled cyclists report that they find cycling easier than walking<sup>7</sup>. The banned turns scheme will improve conditions for disabled cyclists by reducing road danger without the need for further traffic calming measures.

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 on streets with reduced traffic.

## Protected Characteristic: Gender reassignment

No specific impacts identified.

## Protected Characteristic: Pregnancy and maternity

Reduced volumes of traffic and a reduction in traffic noise and aggressive incidents relating to traffic, will create a less stressful environment, supporting a healthy pregnancy.

Parents and carers with prams will benefit from a better walking environment due to reduced traffic flows when crossing roads and a substantial reduction in vehicles encroaching on the pavement to avoid traffic queues.

Parents who use cycles or cargo cycles for family mobility will benefit from reduced volumes of traffic. It is also anticipated that increased safety for people who are cycling will help empower parents to use cargo bikes who don't currently use them.

Pregnant people and unborn children may be particularly adversely impacted by air pollution. The scheme is expected to reduce traffic volumes and congestion on the Furlong Road cluster streets, which is expected to contribute to improved air quality on these streets.

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<sup>7</sup> Wheels for Wellbeing: [Assessing the needs and experiences of disabled cyclists 2018](#)

## Protected Characteristic: Race

Developing research has concluded that Black, Asian and Ethnic Minority people are twice as likely to die of coronavirus in the UK as White people making them specifically more vulnerable since the pandemic. As prescribed by Central Government guidance, creating safe cycling conditions provides an alternative means of travel to public transport as the country emerges from the health emergency. Reduced traffic volumes will create more opportunities for safe physical distancing.

The measures will also decrease the traffic on the Furlong Road cluster streets, which will reduce road danger and thereby empower more cycling among BAME people who are underrepresented among people who cycle for transport and for exercise.

## Protected Characteristic: Religion or belief

No specific impacts identified

## Protected Characteristic: Sex

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 particularly benefit from improved walking and cycling conditions and reduced traffic levels.

In London, women are less represented than men in cycling, and lack of cycle infrastructure disproportionately impacts women, attributable in part to a more risk-averse attitude to mixing with traffic. Reduced traffic and the resultant improved link to nearby cycle infrastructure (on Liverpool Road) will therefore help benefit and empower more women to cycle.

## Protected Characteristic: Sexual orientation

No specific impacts identified

## Protected Characteristic: Socio-economic status

Car ownership is generally correlated to household income in London. Therefore, less affluent households are less likely to own a car – and be reliant on walking, cycling and public transport. The banned turns scheme aims to reduce motor traffic on the Furlong Road cluster streets, thereby benefitting people who do not own cars by making it easier for them to travel by other modes.

A greater connectivity to cycling and walking routes nearby should support social distancing whilst providing better healthy access to employment.

### c. Potentially general negative impacts

As has been outlined above the Furlong Road and Digswell Street banned turns scheme will have many positive benefits for residents and businesses, and specifically for those with protected characteristics as discussed above. It is the purpose of this resident impact assessment to also examine any negative impacts on residents, particularly those with protected characteristics to ensure that a robust mitigation plan is in place and so that these negative impacts can be taken into account in decision making on the implementation of the scheme.

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

#### C1: Impact on those who rely on car usage

The purpose of the Furlong Road and Digswell Street banned turns scheme is to address road danger issues resulting from high levels of traffic congestion on the Furlong Road cluster streets. The scheme aims to achieve these outcomes by restricting traffic from turning right out of Furlong Road and Digswell Street onto Holloway Road. This will have the benefit of creating a safer environment for all road users, including encouraging walking and cycling for people from all walks of life. However, this must be balanced with facilitating the travel requirements for vulnerable residents including those with disabilities and mobility impairments who may rely on cars to travel.

Following the implementation of the scheme, vehicles travelling to these streets will still be able to access all properties that can currently be accessed. None of the measures being introduced will stop people (including residents, businesses, visitors or delivery drivers) from driving to and from the area. Access routes *to* properties on these streets will remain the same as before the scheme.

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

Although the proposals maintain vehicle access to the area and to all properties, the changes may result in increased inconvenience for motorists and could result in longer journey times with an increased cost if private vehicle hire or taxis are relied on.

However, it should be noted that the current traffic conditions mean that drivers waiting to turn right onto Holloway Road are being held up by severe congestion in any case. The diversions required are also relatively short (for example, a journey from the junction of Liverpool Road and Furlong Road to St Paul's Road would be approximately 550m longer under the shortest diversion route than by turning right from Furlong Road to Holloway Road).

The scheme may result in motor traffic being displaced to other streets in the area as a result of the banned turns preventing eastbound journeys along the Furlong Road cluster to reach Highbury Corner. This may lead to an increase in traffic levels and potentially congestion on those other streets and consequent increased journey times for people with protected characteristics who rely on motor transport to travel and who use those streets for their journeys.

It should be acknowledged that longer routes are more likely to inconvenience some older or disabled residents more than others and these specific impacts on those groups is set out below.

These inconveniences and impacts should be considered on balance with the positive impacts the scheme will result in for those groups and the wider population as is outlined above, including the significant reduction in traffic congestion and road danger that is expected to result from the scheme. As noted above in Specific Positive Impacts, journey times for some trips may be likely to improve as a result of the scheme due to a reduction in traffic congestion on these streets.

## **C2: The impact on residents of other local roads surrounding the Furlong Road cluster, which may see an increase in traffic volumes**

The banned turns scheme will restrict the through-route from Liverpool Road to Holloway Road via the Furlong Road cluster. Data shows that the dominant flow of traffic along the cluster streets prior to introducing the scheme is from west to east, turning right onto Holloway Road towards Highbury Corner.

While the scheme may help create modal shift and a consequent reduction in traffic overall in the area by encouraging more people to consider walking and cycling, in the short term it is expected that motorists currently taking this route through the area are likely to choose alternative driving routes in the area.

Potential alternative routes to travel in an eastbound direction to reach Highbury Corner include using Mackenzie Road, Liverpool Road and Holloway Road; and using Islington Park Street and Upper Street. These routes may also involve using other local streets in the area, including Roman Way, Offord Road, Thornhill Road and Bewdley Street. Other east-west routes which may experience increased traffic volumes as a result of shifting traffic patterns in response to the scheme are Barnsbury Street and to a lesser extent, Theberton Street.

Any such displacement of traffic to other local streets in the area may have a negative impact on residents of those streets due to potential increases in traffic congestion, noise, air pollution and road danger.

It should be noted that other streets in the area which may become alternative routes for eastbound traffic may be better suited to carrying larger volumes of traffic than the Furlong Road cluster streets.

For example, Islington Park Street (the next alternative east-west route to the south of the Furlong Road cluster) has traffic signals at both ends, reducing road danger for people walking, using wheelchairs or mobility scooters who are crossing the road. Islington Park Street also has very limited on-street parking.

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

The council intends to engage with the public on the potential to develop further people-friendly streets measures in the wider area between Holloway Road/Upper Street and Caledonian Road which includes the Furlong Road cluster. Such a scheme would be expected to help address potential negative impacts if traffic is displaced onto other streets as a result of the banned turns scheme.

A monitoring strategy has been put in place to understand whether displacement takes place onto other local roads. It is anticipated that immediately following the scheme there will be some displacement while people get used to new road layouts and identify alternative routes. If displacement arises as an issue, then this will trigger some of the reactive mitigation measures outlined in Section 5.

In the below section these two impacts are broken down into how it may impact different groups with protect characteristics along with other potential impacts.

#### d. Specific negative impacts

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

### Protected Characteristic: Age

C1: Although it will be possible to access all addresses once the scheme has been implemented, older people may rely on private cars, private vehicles for hire, or taxis more for their local trips and so may be inconvenienced by longer journeys as a result

of not being able to turn right on to Holloway Road. Longer journeys may also involve higher costs.

C2: Older people may have reduced mobility, take longer to cross the road, be more vulnerable to traffic collisions and/or be more reliant on car transport, therefore they may be particularly impacted if the scheme results in increased traffic and congestion on streets they live on. Young people and older adults may be particularly impacted by poorer air quality which may result from increased traffic and congestion on their streets.

Other: Older people could be disproportionately disadvantaged if there is an increase in cycling and increased risk of conflict between people walking and cycling. However, this needs to be balanced against the greater risk of conflict with motor vehicles which the scheme aims to address.

## Protected Characteristic: Disability

C1: Although it will be possible to access all addresses once the scheme has been implemented, disabled residents or visitors may travel in 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. 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.

The design of this scheme has considered that because access to every address is maintained, exempting blue badge holders, taxis or cars for hire from the camera-enforced banned turns and the resulting increase in inconvenience does not outweigh the many benefits to all people from a decrease in through traffic in the area. Therefore, for the purposes of the Experimental Traffic Order, Penalty Charge Notices (PCNs) will apply to any vehicle going through the restrictions. As outlined below in the Actions section this may be reviewed during the trial scheme.

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

C2: Disabled people may have reduced mobility, take longer to cross the road, be more vulnerable to traffic collisions and/or be more reliant on car transport, therefore they may be particularly impacted if the scheme results in increased traffic and congestion on streets they live on. People with severe asthma, which is classed as a disability, are known to be especially sensitive to air pollutants, and may be particularly impacted if air pollution increases on their streets as a result of the scheme.

Other: Disabled people could be disproportionately disadvantaged if there is an increase in cycling and increased risk of conflict between people walking and cycling. However, this needs to be balanced against the greater risk of conflict with motor vehicles which the scheme aims to address.

## Protected Characteristic: Gender re-assignment

No specific impacts identified

## Protected Characteristic: Pregnancy and maternity

C1: Although access to all addresses is maintained as part of 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.

C2: Pregnant women or parents/carers with young children may have reduced mobility, take longer to cross the road, be more vulnerable to traffic collisions and/or be more reliant on car transport, therefore they may be particularly impacted if the scheme 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.

Other: Pregnant women or parents/carers with young children could be disproportionately disadvantaged if there is an increase in cycling and increased risk of conflict between people walking and cycling. However, this needs to be balanced against the greater risk of conflict with motor vehicles which the scheme aims to address.

## Protected Characteristic: Race

No specific impacts identified

## Protected Characteristic: Religion or belief

No specific impacts identified

## Protected Characteristic: Sex

No specific impacts identified

## Protected Characteristic: Sexual orientation

No specific impacts identified

## Protected Characteristic: Socio-economic status

No specific impacts identified

## 4. Safeguarding and Human Rights impacts

### a. Safeguarding risks and Human Rights breaches

Please describe any safeguarding risks for children or vulnerable adults AND any potential human rights breaches that may occur as a result of the proposal? Please refer to section 4.8 of the [guidance](#) for more information.

No safeguarding risks for children or vulnerable adults, or human rights breaches, have been identified as likely resulting from the Furlong Road and Digswell Street banned turns scheme.

The council has considered the provisions of the Human Rights Act for potential breaches that may occur as a result of the proposal and consider that two articles are relevant:

- Article 1 of the First Protocol – the protection of property; and
- Article 8 of the First Protocol – the right to respect private and family life.

In relation to Article 1, some residents may no longer be able to use the most direct egress route away from their homes as a result of the banned turns, and if increased congestion resulted on other streets as a result of any traffic displacement, this may affect residents' ability to use the most direct access route to their homes. However, if the scheme is implemented, alternative access will be in place. Further, the right under Article 1 is qualified rather than absolute as it permits the deprivation of an individual's possessions or rights where it is in the public interest. The council considers the proposal to be in the public interest.

In relation to Article 8, right to respect for private and family life has a broad interpretation and extends to being in a public place if there is a reasonable expectation of privacy there. This right can be interfered with where lawful, necessary and proportionate to protect a number of other concerns including public safety and health. It is not considered that the implementation of the Furlong Road and Digswell Street banned turns will impede the rights to individuals to respect for private and family life either in public or on private land. Further, the scheme is proposed in order to reduce the number of vehicles on these streets, which will enhance public safety and health.



If potential safeguarding and human rights risks are identified, then please contact [equalities@islington.gov.uk](mailto:equalities@islington.gov.uk) to discuss further.

## 5. Action

How will you respond to the impacts that you have identified in sections 3 and 4, or address any gaps in data or information?

Negative Impact	Action	Responsible person or team	Deadline
<p>C1: More inconvenient car trips</p> <p>Longer and/or more costly trips if private cars, taxis or private hire vehicles are relied on for some people falling into protected characteristics groups such as age, disability and parental status.</p>	<p>Residents will be given details of how they can respond to a trial feedback survey during the trial. The council will monitor feedback regularly and decide whether any changes are required. Any such decision will involve carefully considering the road danger implications of any potential changes.</p>	<p>Transport Projects and people-friendly streets team</p> <p>Traffic team</p>	<p>Ongoing monitoring of survey feedback received</p> <p>3-month scheme feedback review, November 2021</p> <p>6-month scheme feedback review, February 2022</p> <p>18-month review of monitoring data, January 2023</p>

Negative Impact	Action	Responsible person or team	Deadline
<p>C2: Impact on other roads</p> <p>Possible increase in road danger and traffic congestion on other roads as a result of any traffic displacement which may impact disproportionately on older, disabled and pregnant residents, parents and those on lower incomes.</p>	<p>A robust and comprehensive monitoring strategy will be put in place to gather data on the displacement impacts on other local roads in the area. This data will be considered carefully in deciding whether to remove, amend or make permanent the experimental traffic order.</p>	<p>Transport Projects and people-friendly streets team</p> <p>Traffic team</p>	<p>Review of 3-week and 6-week monitoring data, September 2021</p> <p>Review of 12-week monitoring data, November 2021</p> <p>Review of 6-month monitoring data, February 2022</p> <p>18-month review of monitoring data, January 2023</p>
<p>C2: Impact on other roads</p> <p>Possible increase in air pollution on other local streets as a result of any traffic displacement which would impact disproportionately on residents living on those streets</p>	<p>A robust and comprehensive monitoring strategy will be put in place to gather traffic data on the displacement impacts on other local roads. This data will be considered carefully in deciding whether to remove, amend or make permanent the experimental traffic order.</p> <p>Air quality improvement initiatives are being rolled out in parallel, for instance the installation of Electric Vehicle Charging Points and School Streets, and TfL's Ultra-Low Emission Zone extension which is due to take effect in October 2021.</p>	<p>Transport Projects and people-friendly streets team</p> <p>Traffic team</p> <p>Air quality Team</p>	<p>18-month review of monitoring data, January 2023</p> <p>Air quality schemes roll out is ongoing</p>

Negative Impact	Action	Responsible person or team	Deadline
Other:  Older and young people could be disproportionately disadvantaged if there is an increase in cycling and increased risk of conflict between people walking and cycling	There is greater risk of conflict with motor vehicles which the scheme aims to address. Regular monitoring of trial feedback survey data to identify any issues raised with conflict between people cycling and other road users and consider whether any additional measures are required.	Transport Projects and people-friendly streets team  Traffic team	Ongoing monitoring of survey feedback received  3-month scheme feedback review, November 2021  6-month scheme feedback review, February 2022  18-month review of monitoring data, January 2023

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

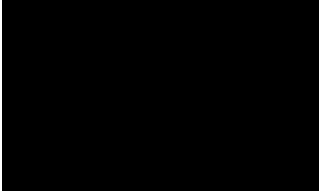
Staff member completing this form:

  
Transport Project Manager

  
Signed: \_\_\_\_\_ Date: **19/07/2021**

Head of Service or higher:

Martijn Cooijmans – Service Director of Climate Change & Transport



Signed: \_\_\_\_\_ Date: **19/07/2021**