

Step 1: Clarifying Aims

Q1. Outline the aims/objectives/scope of this piece of work

This scheme aims to address road safety concerns around the A1 Holloway Road junction with Drayton Park and Palmer Place, as well as the closely associated junction to the north at Liverpool Road. The scheme aims to tackle these road safety concerns and address them where engineering measures are an appropriate means of doing so.

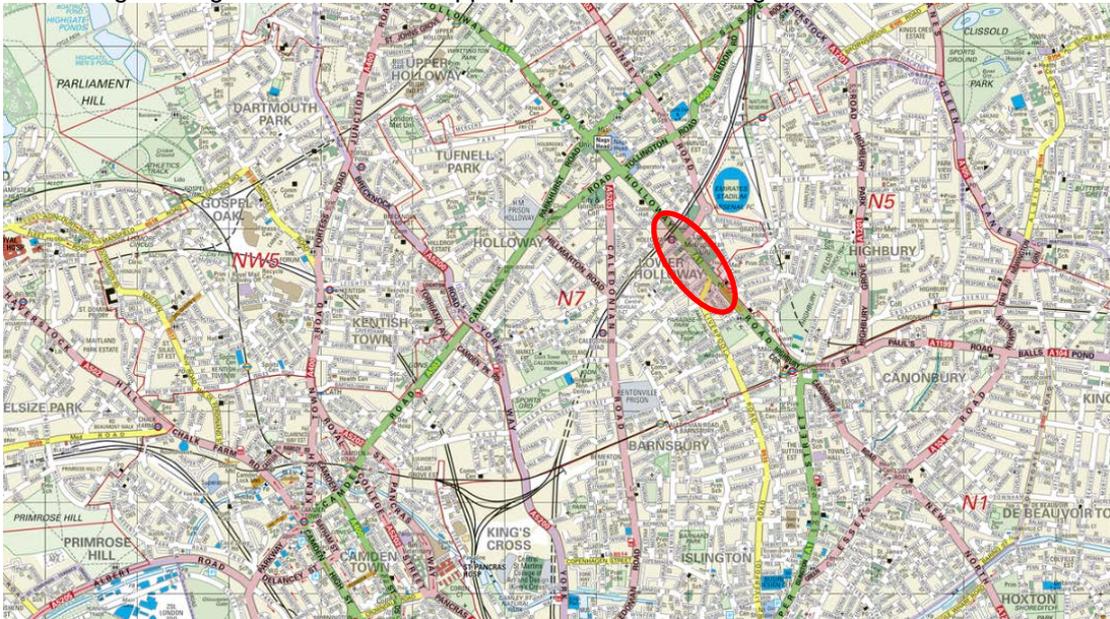


Figure 1: scheme location in inner north London context

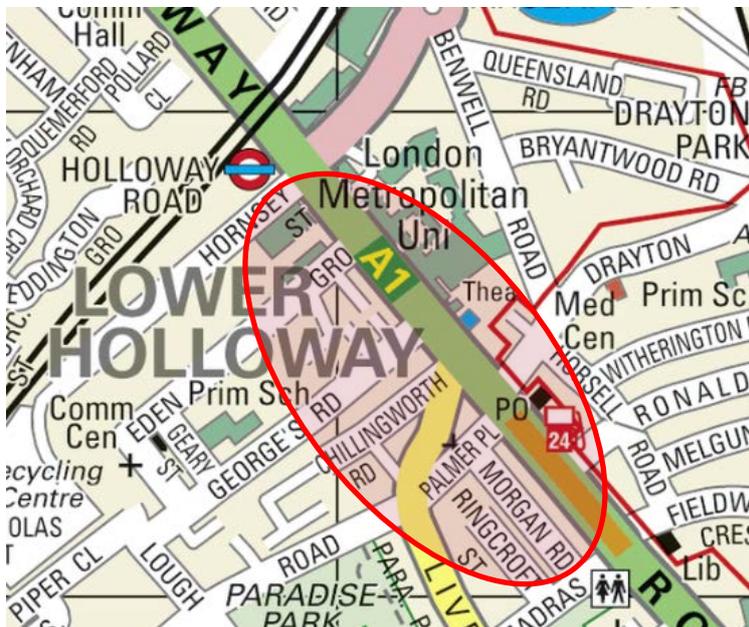


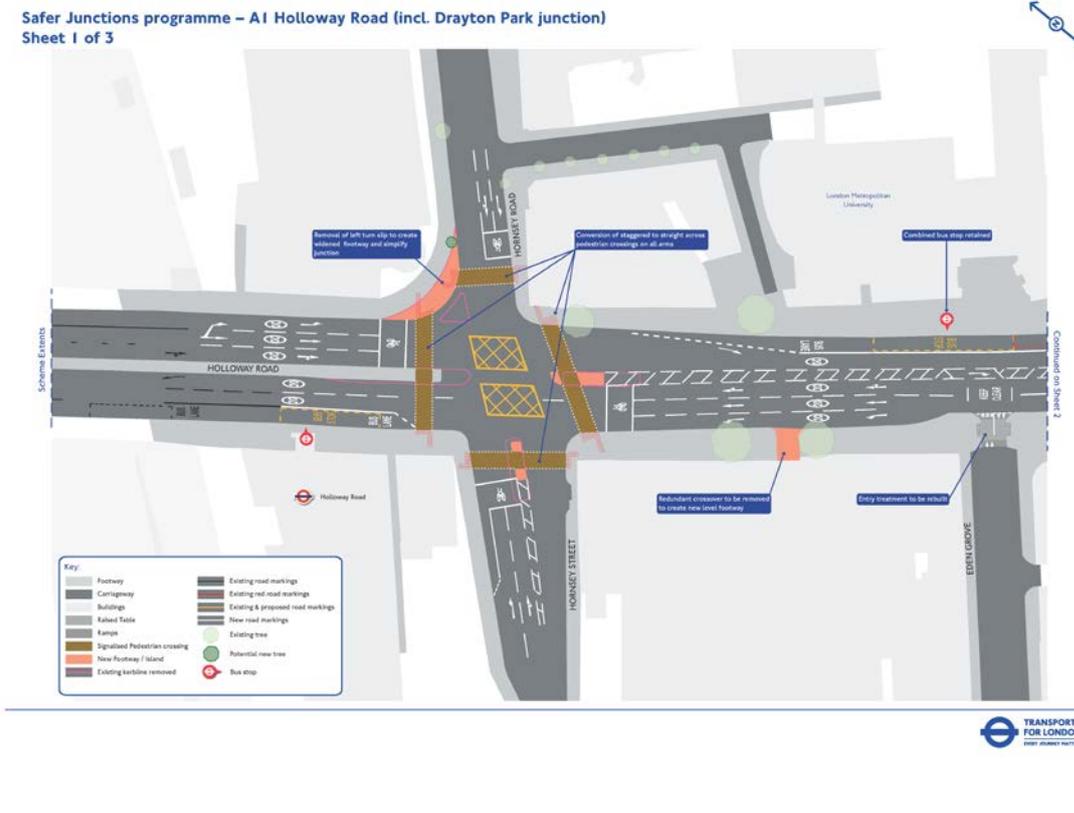
Figure 2: scheme extents

The objectives of this scheme are to:

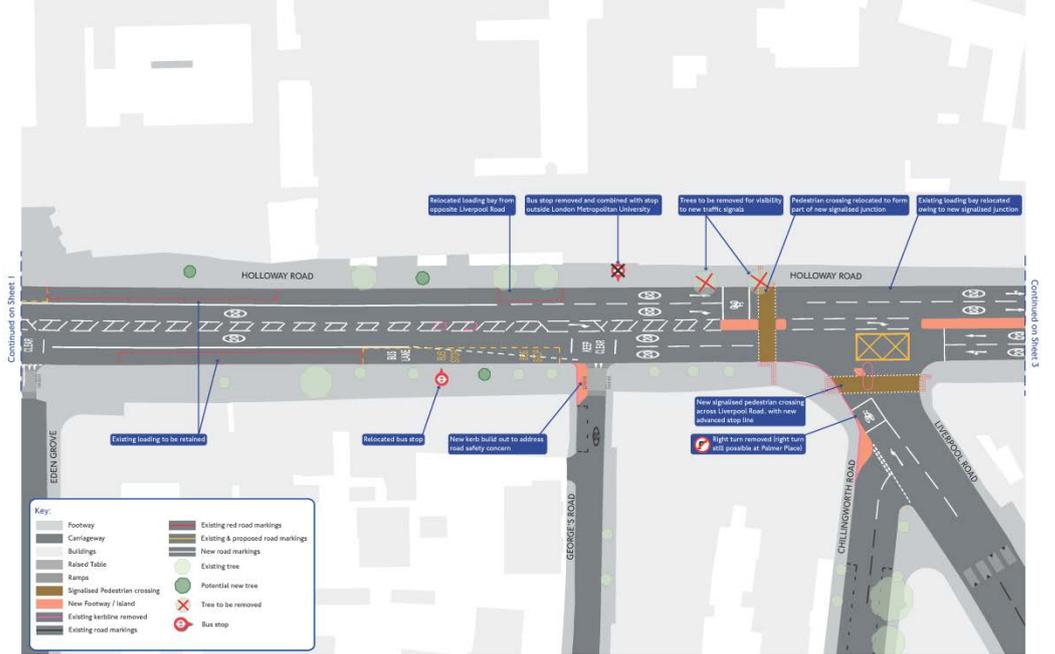
- Provide full, signalised green figure facilities at the Drayton Park/Palmer Place junction and to convert the existing zebra crossing across Liverpool Road, at its junction with Holloway Road, to a full green figure facility
- Address identified road safety concerns at the junction of Holloway Road with George's Road, Holloway Road with Liverpool Road and at the turning into the petrol station south of Drayton Park through new junction designs and changes to road markings.
- Convert the existing staggered signalised pedestrian crossings at the Hornsey Road/Hornsey Street junction to straight across crossings to improve pedestrian amenity and simplify the operation of this junction.

The scope of the scheme runs from just north of the Holloway Road junction with Hornsey Road and Hornsey Street at the most northerly extent to just south of the Holloway Road junction with Drayton Park and Palmer Place junction at the most southerly extent. Making changes to the main junctions will necessitate other changes in the road layout either side of the junctions so street works are expected to occur at throughout the scheme extents. Exact locations and the extent of the works at each location are not yet available as they will be considered at a later design stage, should the scheme be taken forward following public consultation.

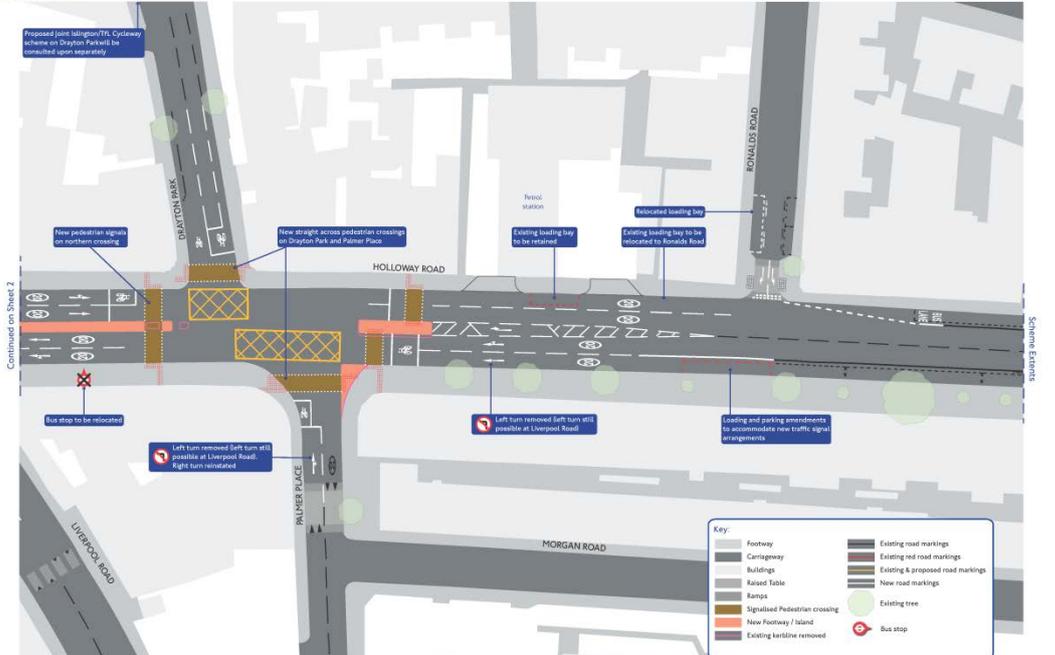
The scheme proposals are shown in the following drawings that will form part of the public consultation.



Safer Junctions programme – A1 Holloway Road (incl. Drayton Park junction)
 Sheet 2 of 3



Safer Junctions programme – A1 Holloway Road (incl. Drayton Park junction)
 Sheet 3 of 3



Q2. Does this work impact on staff or customers? Please provide details of how.

Yes, should this scheme be taken forward to construction following public consultation, this work will impact on both staff and customers.

The following impacts are anticipated for each group.

Staff

There will be a number of staff, undertaking different roles, involved in delivering the project both working on site and in office based jobs. It is anticipated that those staff working on site will be subject to a greater impact than those in office based jobs, with the potential to be exposed to noise, dust, environmental pollution and vibration while construction work is being undertaken. These impacts will be mitigated in so far as reasonably practicable using safe construction methods as well as the use of personal protective equipment, in line with the applicable guidelines and legislation. Some of the proposed activities to deliver a scheme of this nature may also involve shift work or working at unsociable hours, for example overnight works, which will also impact the staff involved on these shifts.

There are a number of TfL franchised bus services passing through the scheme area. While our modelling shows that the impact on bus services in the area is broadly neutral, there are likely to be delays during work construction. These are unknown at the current design stage as the method and order of construction is not known, but drivers of bus services may experience increased congestion and slower journey times passing through the works area.

Customers

Customers will experience impacts both during the construction phase of the project and in the use of the proposed road layout following construction.

During the construction phase, customers living in the area immediately surrounding the works site may be subject to noise and residual dust and vibration resulting from construction work. These elements for the wider public will be controlled in so far as it is possible to do so via safe methods of working. Carriageway resurfacing works are likely to take place at night. These works can be noisy, so there will be an impact on local residents while they take place. Journeys through and around the area are likely to be affected during construction. We will try to reduce or mitigate the effects of this in so far as it is possible to do so. To facilitate construction, loading and parking bays may need to be temporarily suspended at points during the works. Any changes will be advertised in advance and we will seek to minimise and contain the extents so that loading and parking is still available in the wider area. Where pedestrian and cycling routes through the area are affected by the works, clearly signed and accessible alternative routes will be provided.

There are several permanent changes to the road layout that would result should the scheme be implemented to the design at the current design stage. Changes to turning movements for road users are proposed at the junctions of Holloway Road with Liverpool Road and Palmer Place. At both junctions, some movements will no longer be permitted through the introduction of banned turns. However, all movements through the local area will still be possible, although it may be necessary to take a different route to do so.

To implement the proposed crossings, it is necessary to make changes to kerbside activity and one existing pedestrian crossing within the scheme extents. Some loading bay and bus stop locations will change. It is proposed to move a loading bay opposite Liverpool Road to a location circa 65m north as the existing bay would fall within the extents of the new signalised junction at this location. It is also proposed to move the loading bay north of Ronalds Road into Ronalds Road itself, a move of circa 30m. These movements would impact users of the loading bays, most notably those delivering to nearby commercial or residential properties,

who may be required to walk further distances from the bay to their destination. The extent to which this impact will affect users will depend on the final delivery location for the loading bay users.

On Holloway Road, one southbound bus stop will be merged with the bus stop circa 120m to the north and one northbound bus stop will move circa 105m to the north, from between the Palmer Place and Liverpool Road junctions to north of George's Road. There is a potential impact on the users of these stops as the distance users walk to the new bus stop locations will change. The extent to which this impact will affect users will depend on the individual's ultimate origin or destination and its proximity to the combined stop.

It is proposed to move one existing crossing, currently located outside the London Metropolitan University's Clocktower building, to the new signalised junction at Liverpool Road, a move of circa 60m to the south. There is a potential impact on the users of this crossing as the move will affect walk distances to and from the crossing. The extent to which this impact will affect users will depend on the individual origins and destinations of each user's trip.



Step 2: The Evidence Base

Q3. Record here the data you have gathered about the diversity of the people potentially impacted by this work. You should also include any research on the issues affecting inclusion in relation to your work

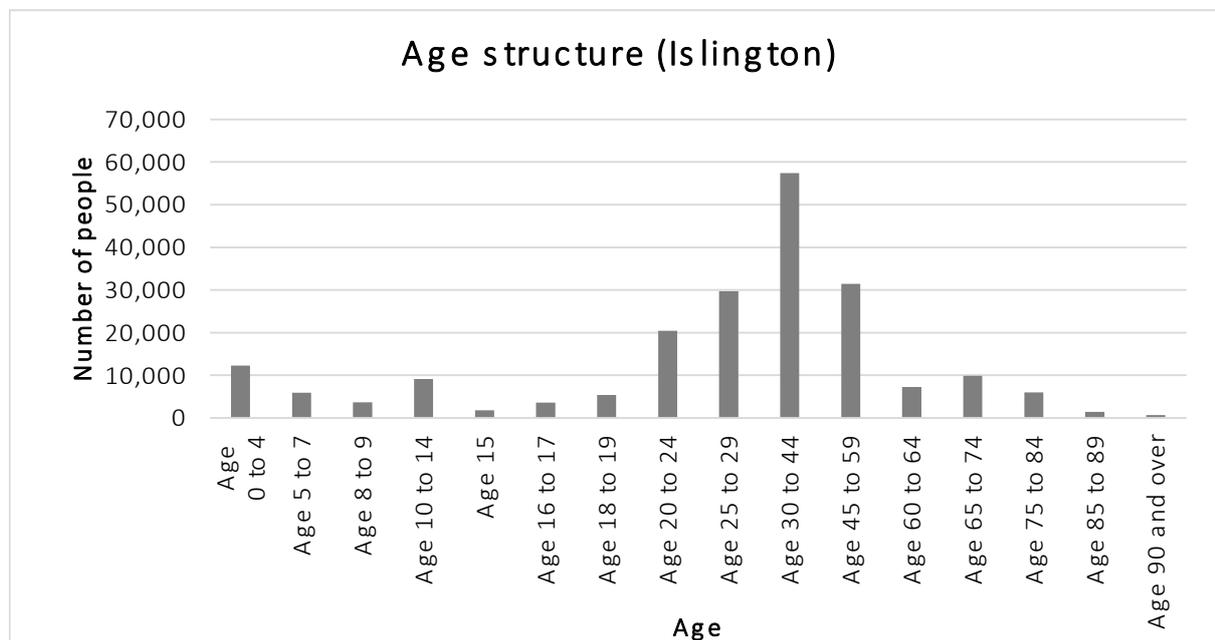
Consider evidence in relation to all relevant protected characteristics;

- Age
- Disability including carers¹
- Gender
- Gender reassignment
- Marriage/civil partnership
- Other – refugees, low income, homeless people
- Pregnancy/maternity
- Race
- Religion or belief
- Sexual orientation

This section provides a comparison between (where datasets are available) the Islington local authority area and statistics for London as a whole. The key data sources used in the production of this section are outputs from the most recent UK wide Census in 2011 (accessed via the Nomis portal).

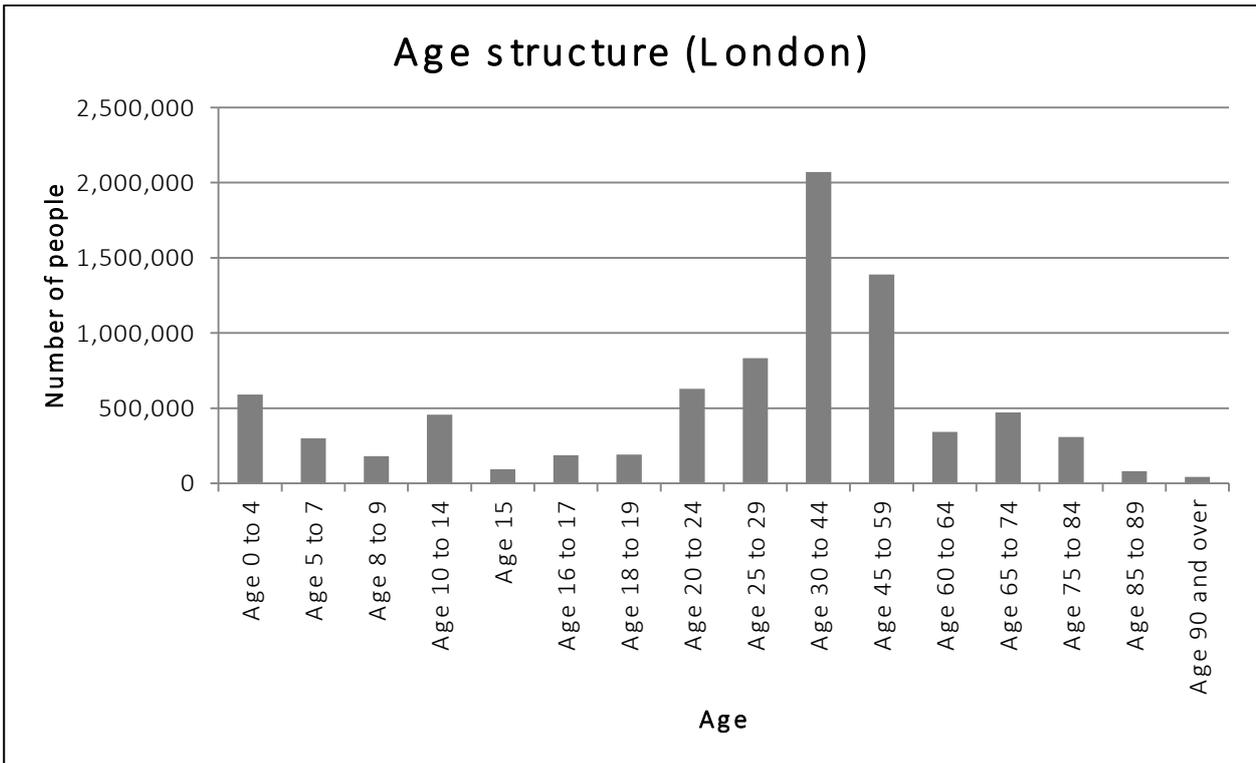
Age structure

Islington's population of 206,125 (in 2011) is equivalent to 2% of the total for London's population as a whole. There are a greater number of residents in Islington between the ages of 18 and 44 compared to the London average, but fewer at retirement age (ie. in age brackets of 60+). This points to a younger, working population in the borough and the proposals would proportionally affect this group, either positively or negatively, more than others.



¹ Including those with physical, mental and hidden impairments as well as **carers** who provide unpaid care for a friend or family member who due to illness, disability, or a mental health issue cannot cope without their support

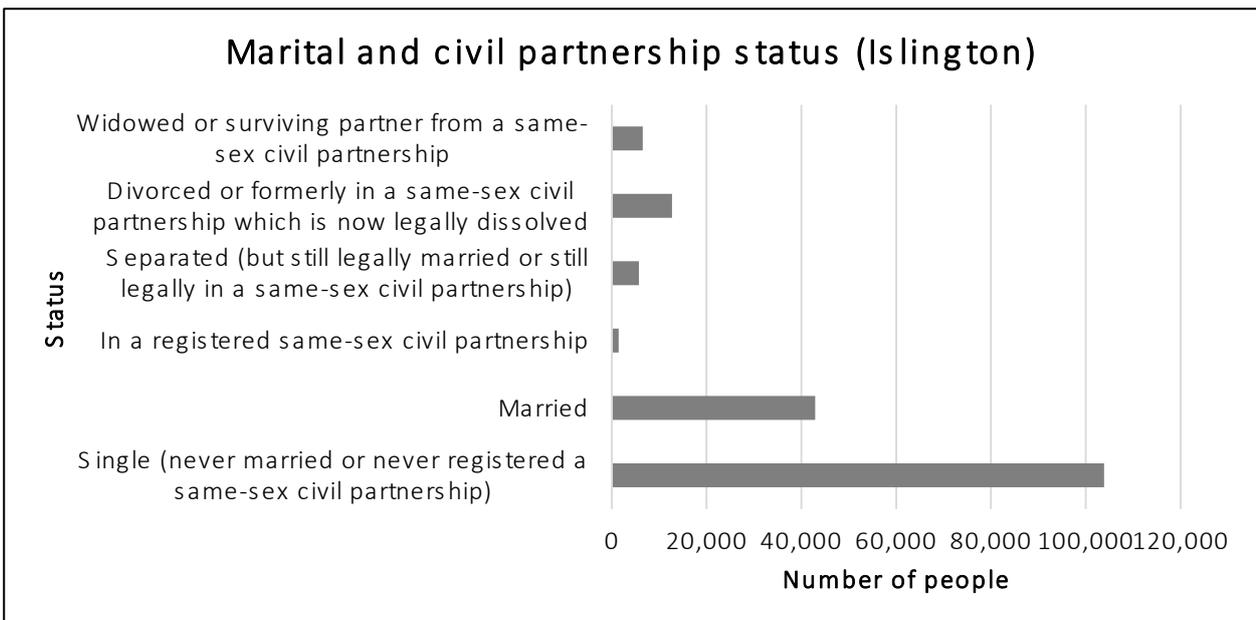


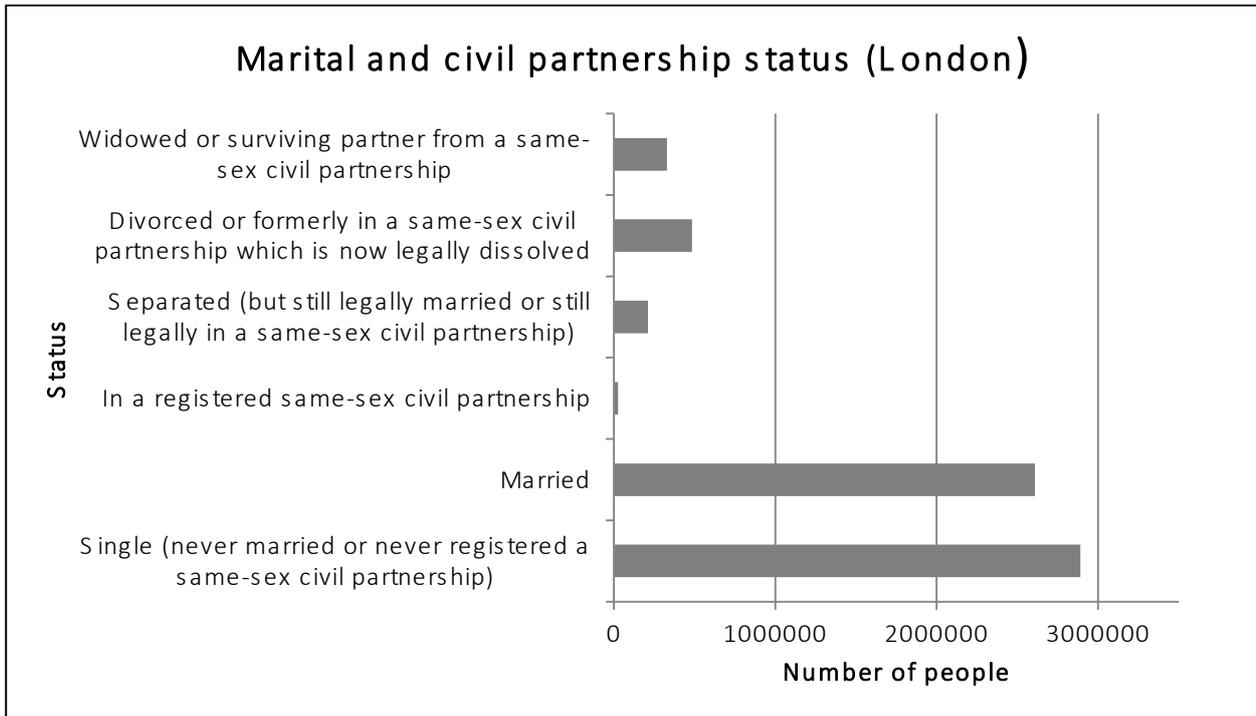


Source: UK Census 2011 – Key Statistic table “KS102UK - Age Structure”

Marital and civil partnership status

There are a greater number of residents in Islington who are single (59.9% of total residents aged 16+) according to the latest census, compared to the London average (44.1% of total residents aged 16+). Conversely, there are fewer married residents in Islington than in London as a whole (24.8% vs 39.8% of total residents aged 16+). Proposals would therefore affect those with a single marital status more than those who are married.

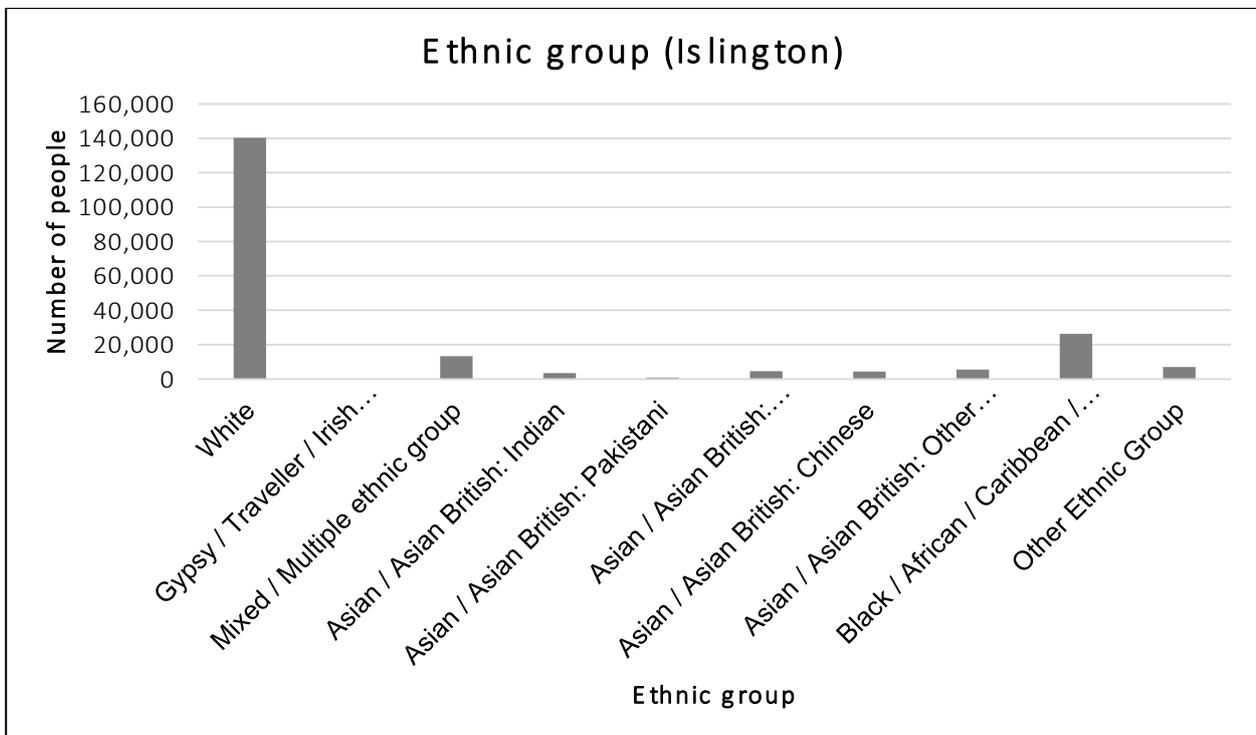


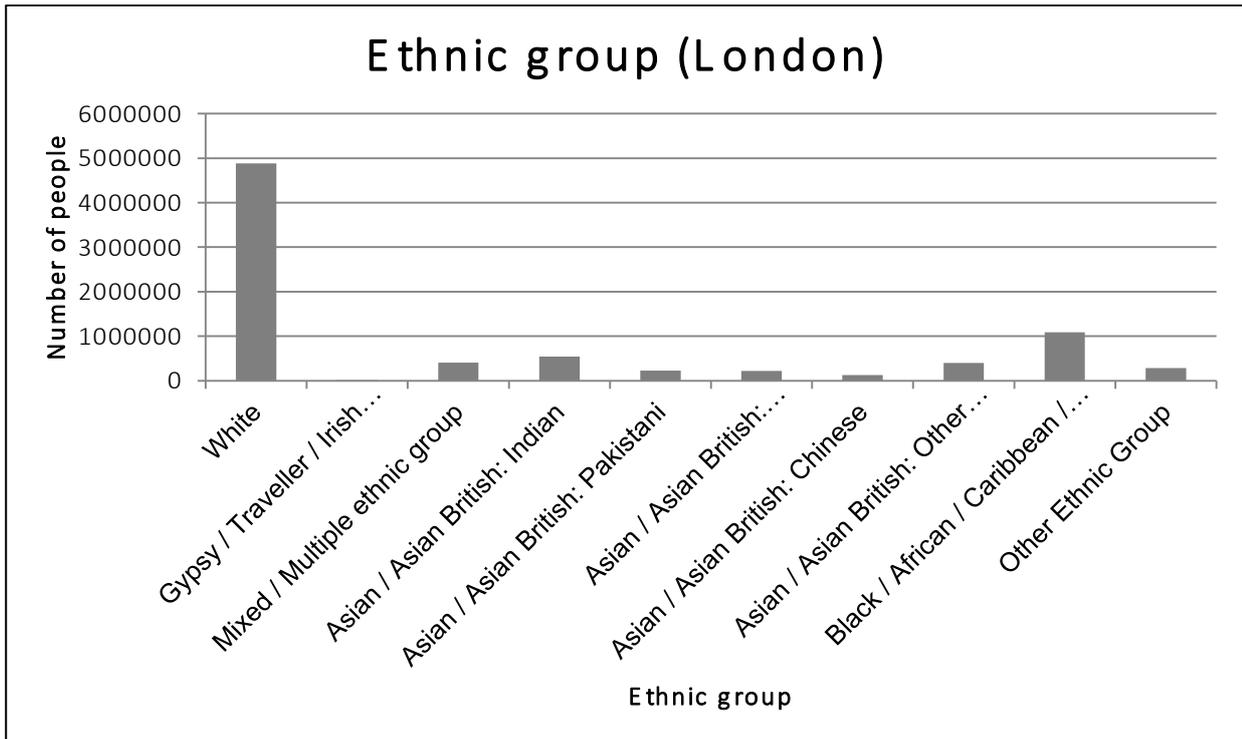


Source: UK Census 2011 – Key Statistic table “KS103UK - Marital and civil partnership status”

Ethnic group

There are a greater number of residents in Islington (68.1%) who identify as white according to the 2011 Census, than in London as a whole (59.7%) and a slightly smaller proportion of those who identify as Black, African, Caribbean or Black British in Islington (12.8%) compared to London as a whole (13.3%). The proposals would therefore predominantly affect those who identify as white.

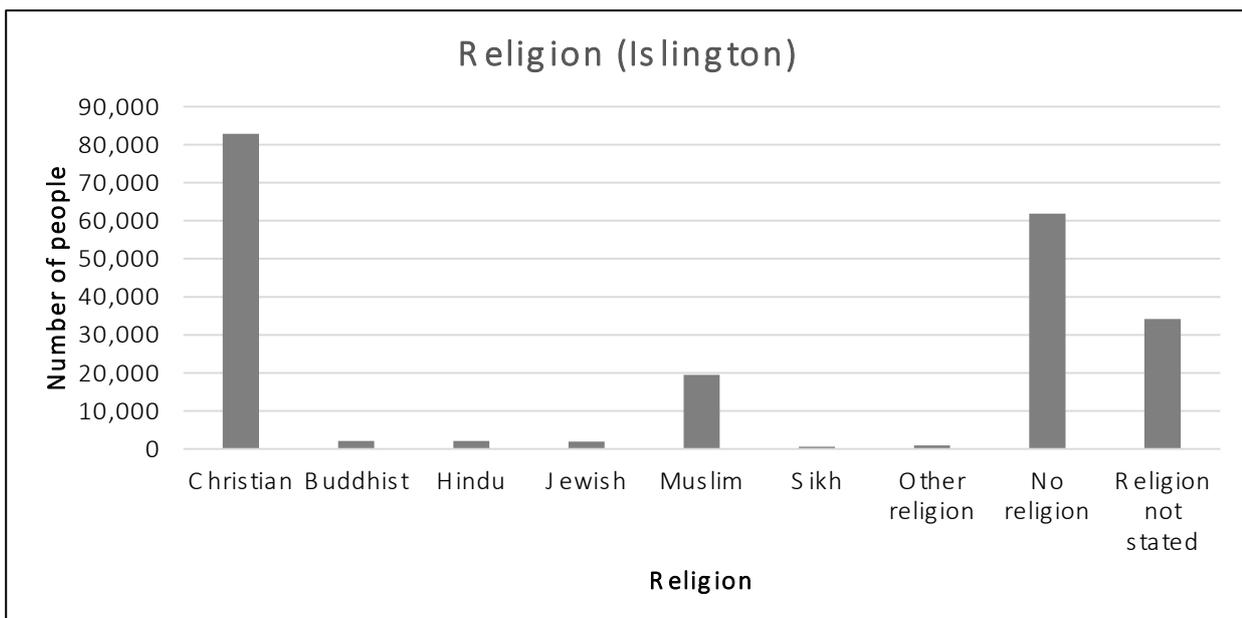


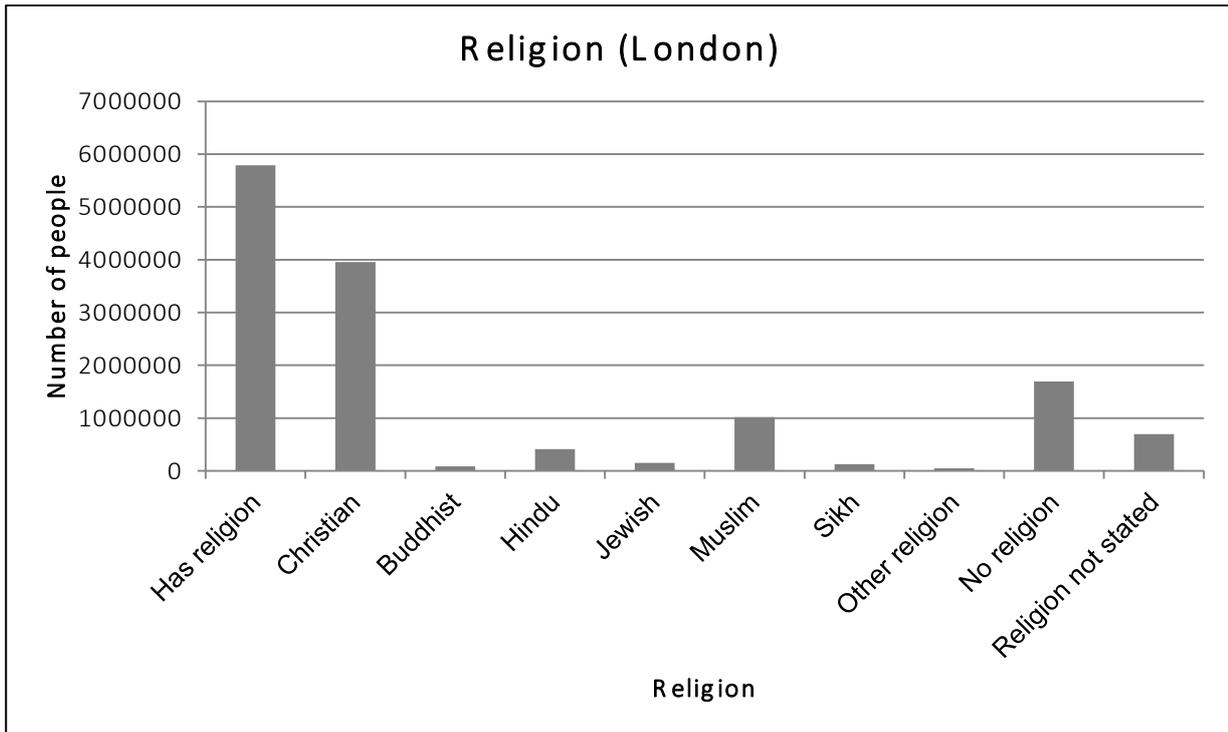


Source: UK Census 2011 – Key Statistic table “KS201UK - Ethnic group”

Religion

Proportionately more residents in London as a whole say that they have a religion than in Islington (70.8% vs 53.4%). Conversely, more people as a percentage say they have no religion in Islington compared to London (30% compared to 20.7%). Of those who say that they have a religion in Islington, Christianity is the religion with the greatest number of followers (82,879) followed by Islam (19,521). The scheme proposals are therefore more likely to affect followers of these two religions given the absolute numbers of each within the borough (based on 2011 Census data).





Source: UK Census 2011 – Key Statistic table “KS209EW - Religion”



Step 3: Impact

Q4. Given the evidence listed in step 2, consider and describe what potential short, medium and longer term negative impacts this work could have on people related to their protected characteristics?

| Protected Characteristic | | Explain the potential negative impact |
|-----------------------------|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Age | Yes | <p>This scheme proposes relocating a signalised green figure pedestrian crossing between Eden Grove and Liverpool Road. There is a potential negative impact for this protected characteristic as it may be necessary to walk further to use the relocated crossing which will form part of the Liverpool Road junction. The extent to which this impact will affect users with this protected characteristic will depend on the individual origins and destinations of each user's trip.</p> <p>This scheme proposes merging two bus stops into one in the southbound direction on the Holloway Road. There is a potential negative impact for this protected characteristic as it may be necessary to walk further to or from the combined bus stop location. The extent to which this impact will affect users with this protected characteristic will depend on the individual's ultimate origin or destination and its proximity to the combined stop.</p> <p>This scheme proposes moving the northbound bus stop currently located between Palmer Place and Liverpool Road to a location north of George's Road. There is a potential negative impact for this protected characteristic as it may be necessary to walk further to or from the new bus stop location. The extent to which this will affect users with this protected characteristic will depend on the individual's ultimate origin or destination and its proximity to the combined stop.</p> |
| Disability including carers | Yes | <p>This scheme proposes relocating a signalised green figure pedestrian crossing between Eden Grove and Liverpool Road. There is a potential negative impact for this protected characteristic as it may be necessary to walk further to use the relocated crossing which will form part of the Liverpool Road junction. The extent to which this impact will affect users with this protected characteristic will depend on the individual origins and destinations of each user's trip.</p> <p>This scheme proposes merging two bus stops into one in the southbound direction on the Holloway Road. There is a potential negative impact for this protected characteristic as it may be necessary to walk further to or</p> |



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| | | <p>from the combined bus stop location. The extent to which this impact will affect users with this protected characteristic will depend on the individual's ultimate origin or destination and its proximity to the combined stop.</p> <p>This scheme proposes moving the northbound bus stop currently located between Palmer Place and Liverpool Road to a location north of George's Road. There is a potential negative impact for this protected characteristic as it may be necessary to walk further to or from the new bus stop location. The extent to which this will affect users with this protected characteristic will depend on the individual's ultimate origin or destination and its proximity to the combined stop.</p> |
| Gender | No | There are no anticipated negative impacts for this protected characteristic. |
| Gender reassignment | No | There are no anticipated negative impacts for this protected characteristic. |
| Marriage/civil partnership | No | There are no anticipated negative impacts for this protected characteristic. |
| Other – e.g. refugees, low income, homeless people | No | There are no anticipated negative impacts for this protected characteristic. |



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| <p>Pregnancy/maternity</p> | <p>Yes</p> | <p>This scheme proposes relocating a signalised green figure pedestrian crossing between Eden Grove and Liverpool Road. There is a potential negative impact for this protected characteristic as it may be necessary to walk further to use the relocated crossing which will form part of the Liverpool Road junction. The extent to which this impact will affect users with this protected characteristic will depend on the individual origins and destinations of each user's trip.</p> <p>This scheme proposes merging two bus stops into one in the southbound direction on the Holloway Road. There is a potential negative impact for this protected characteristic as it may be necessary to walk further to or from the combined bus stop location. The extent to which this impact will affect users with this protected characteristic will depend on the individual's ultimate origin or destination and its proximity to the combined stop.</p> <p>This scheme proposes moving the northbound bus stop currently located between Palmer Place and Liverpool Road to a location north of George's Road. There is a potential negative impact for this protected characteristic as it may be necessary to walk further to or from the new bus stop location. The extent to which this will affect users with this protected characteristic will depend on the individual's ultimate origin or destination and its proximity to the combined stop.</p> |
| <p>Race</p> | <p>No</p> | <p>There are no anticipated negative impacts for this protected characteristic.</p> |
| <p>Religion or belief</p> | <p>Yes</p> | <p>This scheme proposes merging two bus stops into one in the southbound direction on the Holloway Road. There is a potential negative impact for this protected characteristic as it may be necessary to walk further to or from the combined bus stop location if the bus is used to reach places of worship near to this bus stop. The extent to which this impact will affect users with this protected characteristic will depend on the individual's use of this transport mode and its proximity to the combined stop.</p> |



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| Sexual orientation | No | There are no anticipated negative impacts for this protected characteristic. |
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Q5. Given the evidence listed in step 2, consider and describe what potential positive impacts this work could have on people related to their protected characteristics?

| Protected Characteristic | | Explain the potential positive impact |
|-----------------------------|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Age | Yes | <p>It is anticipated that the new crossing facilities and redesigned junctions will have positive impacts in terms of comfort and safety for users with this protective characteristic.</p> <p>This scheme proposes relocating a signalised green figure pedestrian crossing between Eden Grove and Liverpool Road. There is a potential positive impact for this protected characteristic as it may reduce the user's overall walking distance to the relocated crossing which will form part of the Liverpool Road junction. The extent to which this will affect users with this protected characteristic will depend on the individual origins and destinations of each user's trip.</p> <p>This scheme proposes moving the northbound bus stop currently located between Palmer Place and Liverpool Road to a location north of George's Road. There is a potential positive impact for this protected characteristic as it may reduce the user's overall walking distance to or from the combined bus stop location. The extent to which this will affect users with this protected characteristic will depend on the individual's ultimate origin or destination and its proximity to the combined stop.</p> |
| Disability including carers | Yes | <p>It is anticipated that the new crossing facilities and redesigned junctions will have positive impacts in terms of comfort and safety for users with this protective characteristic.</p> <p>This scheme proposes relocating a signalised green figure pedestrian crossing between Eden Grove and Liverpool Road. There is a potential positive impact for this protected characteristic as it may reduce the user's overall walking distance to the relocated crossing which will form part of the Liverpool Road junction. The extent to which this will affect users with this protected characteristic will depend on the individual origins and destinations of each user's trip.</p> <p>This scheme proposes moving the northbound bus stop currently located between Palmer Place and Liverpool Road to a location north of George's Road. There is a potential positive impact for this protected characteristic as it may reduce the user's overall walking distance to or from the combined bus stop location. The extent to which this will affect users with this protected characteristic will</p> |



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| | | depend on the individual's ultimate origin or destination and its proximity to the combined stop. |
| Gender | Yes | It is anticipated that the new crossing facilities and redesigned junctions will have positive impacts in terms of comfort and safety for users with this protective characteristic. |
| Gender reassignment | Yes | It is anticipated that the new crossing facilities and redesigned junctions will have positive impacts in terms of comfort and safety for users with this protective characteristic. |
| Marriage/civil partnership | Yes | It is anticipated that the new crossing facilities and redesigned junctions will have positive impacts in terms of comfort and safety for users with this protective characteristic. |
| Other – e.g. refugees, low income, homeless people | Yes | It is anticipated that the new crossing facilities and redesigned junctions will have positive impacts in terms of comfort and safety for users with this protective characteristic. |
| Pregnancy/maternity | Yes | <p>It is anticipated that the new crossing facilities and redesigned junctions will have positive impacts in terms of comfort and safety for users with this protective characteristic.</p> <p>This scheme proposes relocating a signalised green figure pedestrian crossing between Eden Grove and Liverpool Road. There is a potential positive impact for this protected characteristic as it may reduce the user's overall walking distance to the relocated crossing which will form part of the Liverpool Road junction. The extent to which this will affect users with this protected characteristic will depend on the individual origins and destinations of each user's trip.</p> |



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| | | This scheme proposes moving the northbound bus stop currently located between Palmer Place and Liverpool Road to a location north of George’s Road. There is a potential positive impact for this protected characteristic as it may reduce the user’s overall walking distance to or from the combined bus stop location. The extent to which this will affect users with this protected characteristic will depend on the individual’s ultimate origin or destination and its proximity to the combined stop. |
| Race | Yes | It is anticipated that the new crossing facilities and redesigned junctions will have positive impacts in terms of comfort and safety for users with this protective characteristic. |
| Religion or belief | Yes | It is anticipated that the new crossing facilities and redesigned junctions will have positive impacts in terms of comfort and safety for users with this protective characteristic. |
| Sexual orientation | Yes | It is anticipated that the new crossing facilities and redesigned junctions will have positive impacts in terms of comfort and safety for users with this protective characteristic. |



Step 4: Consultation

Q6. How has consultation with those who share a protected characteristic informed your work?

| List the groups you intend to consult with or have consulted and reference any previous relevant consultation? ² | If consultation has taken place what issues were raised in relation to one or more of the protected characteristics? |
|-----------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Lead Member for Transport and Local Councillors at Islington Council | TfL has briefed local ward members on the scheme. The briefing identified the pedestrian crossing improvements, locations and road safety concerns that may impact, either positively or negatively, one or more of the protective characteristics. |
| Islington Cycle Campaign/London Cycle Campaign | TfL had briefed these groups on the scheme. The briefing identified the pedestrian crossing improvements, locations and road safety concerns that may impact, either positively or negatively, one or more of the protective characteristics. |
| Living Streets | TfL has briefed this group on this scheme. The briefing identified the pedestrian crossing improvements, locations and road safety concerns that may impact, either positively or negatively, one or more of the protective characteristics. |
| National Autistic Society | These groups will be consulted as part of the public consultation for the scheme. |
| Hearing Dogs UK | |
| Disability Alliance | |
| MIND | |
| MS Society | |
| Action on Hearing Loss | |
| Disabled Persons Transport Advisory Committee | |
| Independent Disability Advisory Group | |
| Disability Rights UK | |
| Age UK London | |

² This could include our staff networks, the Independent Disability Advisory Group, the Valuing People Group, local minority groups etc.



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|-----------------------------------------|--|
| Greater London Forum for the Elderly | |
| RNIB | |
| Local faith groups/organisations | |



Q7. Where relevant, record any consultation you have had with other projects / teams who you are working with to deliver this piece of work. This is really important where the mitigations for any potential negative impacts rely on the delivery of work by other teams.

During the development of the design for this scheme, TfL's internal client and their engineer have consulted with other departments to discuss changes to the design that attempt to address and mitigate concerns that have arisen in design development, in so far as this is possible. These have included Buses, Cycling and Network Performance colleagues. The scheme has also been safety audited in line with TfL's internal process.

TfL has also briefed London Borough of Islington officers on the design and the requirement for minor highway changes on the borough road network to facilitate the overall design and improve safety for vehicles joining Liverpool Road from Chillingworth Road.



Step 5: Informed Decision-Making

Q8. In light of the assessment now made, what do you propose to do next?

Please select one of the options below and provide a rationale (for most EqIAs this will be box 1). Please remember to review this as and when the piece of work changes

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|--------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>1. Change the work to mitigate against potential negative impacts found</p> | |
| <p>2. Continue the work as is because no potential negative impacts found</p> | |
| <p>3. Justify and continue the work despite negative impacts (please provide justification)</p> | <p>Although some negative impacts around walking distance and bus stop and crossing locations have been identified for certain protected characteristics, I consider the overall positive impacts in terms of road safety and pedestrian crossing improvements for all the protected characteristics and others to outweigh the negative impacts and address an area of concern in terms of road safety on London's highway network.</p> |
| <p>4. Stop the work because discrimination is unjustifiable and no obvious ways to mitigate</p> | |



Step 6: Action Planning

Q9. You must address any negative impacts identified in step 3 and 4. Please demonstrate how you will do this or record any actions already taken to do this. Please remember to add any positive actions you can take that further any positive impacts identified in step 3 and 4.

| Action | Due | Owner |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|
| <p>A survey of informal pedestrian crossing activity on Holloway Road between Liverpool Road and the Hornsey Road/Hornsey Street has been commissioned to identify in more detail the impact on new crossing locations.</p> | <p>July 2019</p> | <p>Principal Sponsor / Lead Designer</p> |
| <p>Identify work sites and impacts anticipated during construction in more detail to assess the level of impact and mitigations that could be taken to reduce these. (Impacts may include parking, access, road safety, security, noise and air pollution)</p> | <p>Autumn/Winter 2019 (as part of detailed design stage and dependent on the outcome of the public consultation)</p> | <p>Principal Sponsor / Principal Contractor</p> |
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