

Resident Impact Assessment

Islington's Local Implementation Plan Delivery Plan (2019/20 – 2021/22), Central London Grid and Quietway programme (2019/20 – 2021/22) and Bus Priority programme (2019/20)

Service Area: Planning and Development



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

The council is developing the Islington Transport Strategy 2019 – 2041 (ITS), which will establish a vision for Islington's transport environment until 2041, and a strategy to achieve that vision. The ITS will be closely aligned with the Mayor of London's Transport Strategy 2018 – 2041 (MTS), which was published in March 2018. London authorities are required to produce a Local Implementation Plan (LIP), or Islington Transport Strategy (ITS), showing how the council plans to deliver the Mayor's vision in Islington.

The Mayor has set out three key themes to deliver his vision: healthy streets and healthy people, a good public transport experience for everyone, and new homes and jobs.

The ITS is being prepared to reflect the Mayor's key priorities, as detailed in the MTS:

- 80% sustainable mode share (a reduction in car dependency)
- Healthy Streets, Healthy People
- A Better Public Transport Experience
- New Homes, New Jobs

The ITS will be presented to Executive in Spring 2019 for approval and will have its own Resident Impact Assessment (RIA). This RIA relates to three related documents:

- The implementation of Islington's Local Implementation Plan (LIP) Delivery Programme (2019/20 to 2021/22)
- The Grid and Quietway Cycle Programme (2019/20 to 2021/22)
- The Bus Priority Programme (2019/20)

These programmes seek to contribute towards achieving the vision, objectives and intended outcomes of the MTS and the emerging ITS.

Bus Priority Programme 2019/20

The main purpose of the Bus Priority Programme is to improve bus service reliability for bus users in Islington and to design, consult on and deliver new schemes.

In particular, the Bus Priority Programme will contribute towards achieving the following MTS outcomes:

- 80% sustainable mode share (a reduction in car dependency)
- A Better Public Transport Experience for residents.

The Bus Priority programme identifies proposals for improvements to bus routes in Islington that improve journey times, reliability, which will make this mode of public transport more attractive and convenient for residents and all bus users.

Bus reliability measures include changes to parking provision around bus stops to make them more accessible and prevent obstructions from parked vehicles, widening narrow traffic lanes to reduce obstructions from other vehicles, particularly at junctions, the installation of signalised crossings to reduce delays to buses, updating signage and road markings, undertaking maintenance and resurfacing of bus stops and lanes, and extending bus lanes and changing bus lane operating time where appropriate.

The bus programme will benefit bus passengers to get through busy parts of London more quickly and to mitigate congestion from construction works, population growth leading to more traffic, and illegal loading or parking in bus lanes that has contributed towards making bus journey times less reliable.

Details of the Bus Priority Programme are set out in Appendix 3 of the Executive report.

Outcome indicators

The council is required to meet mandatory outcome indicators set by the MTS. The targets for the council are detailed in the table below. Reference is made to these outcome indicators in the assessment of the equalities impacts of the three funding programmes in this RIA.

2. Resident Profile

Who is going to be impacted by this change i.e. resident's / service users / tenants? Please complete data for your service users.

		London	Islington
		Total: 8,173,941	Total: 206,125
Gender	Female	51%	51%
	Male	49%	49%
Age	Under 16	20%	16%
	16-24	12%	14%
	25-44	36%	42%
	45-64	21%	19%
	65+	11%	9%
Disability	Disabled	14%	16%
	Non-disabled	86%	84%
Ethnic group	BME	40%	32%
	White	60%	68%
Religion or belief	Christian	48.5%	40%
	Muslim	12%	9%
	Other	10%	4%
	No religion	21%	30%
	Religion not stated	8.5%	17%

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

There is an underrepresentation of: younger (under 16) and older (65+); BME and Christians in Islington compared to the London average. There is an overrepresentation of people with a disability. In particular the overrepresentation of the latter is relevant to this RIA and referred to in the assessment of equalities impacts.

a) Generally positive impacts

The LIP Delivery Programme's proposed improvements for pedestrians are aimed at improving people's health through increased walking and reducing the risk of accidents, improved security and improved accessibility, which should provide benefits to all pedestrians with protected characteristics.

b) Specific positive impacts – Pedestrian measures and public space

Protected Characteristic	
Age	<p>An increase in walking 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 (for both males and females). Public realm improvements and reduced crime and road danger should facilitate independent travel for children and young people through building parents' and their own confidence in the safety of Islington's streets and transport network. Independent travel is crucial to healthy child development.</p> <p>Older people, who have higher instance of disabling conditions such as mobility impairment, deafness or blindness, will benefit from the public realm improvements in line with the Healthy Streets indicators with a focus on accessibility, in particular the indicator 'Places to stop and rest'.</p>
Disability	<p>There is an overrepresentation of people with a disability in Islington.</p> <p>The pedestrian enhancements could be of particular benefit to people with a disability in terms navigating an urban environment, including but not limited to those using walking aids or a wheelchair.</p> <p>Designing out crime and council initiatives that focus on tackling hate crime on the street network will benefit those with protected characteristics who could be the target of hate crime, including people with physical or mental disabilities.</p> <p>Accessibility improvements to the public realm will be targeted specifically at improving the equality of disabled residents and visitors to travel spontaneously and independently throughout all parts of the borough.</p>
Gender reassignment	<p>Designing out crime, and council initiatives that focus on tackling hate crime on the street network, will benefit those with protected characteristics who could be the target of hate crime, including people having undergone or considering gender reassignment.</p>
Pregnancy and maternity	<p>Pregnant women will benefit from the Healthy Streets indicators focused around accessibility, in particular the indicator 'Places to stop and rest'.</p> <p>Parents with buggies / pushchairs / prams will benefit from accessibility measures, especially those seeking to create more space for pedestrians and increase step-free connectivity in Islington's public realm.</p>

Furthermore, it contributes to the following MTS outcome indicators:

- Outcome 1 (a): 70% of Islington residents to do at least the 20 minutes of (walking and/or cycling) they need each day to stay healthy
- Outcome 1 (b): 93% of Islington residents will live within 400m of the London-wide strategic cycle network by 2041
- Outcome 2: Zero killed and seriously injured casualties by 2041

New cycle routes and projects are being developed and will be implemented as part of Islington's Grid and Quietway Cycle programmes 2019/20 to 2021/22.

The planned improvements for cyclists are aimed improving people's health through increased cycling, reducing the risk of accidents and improved accessibility.

a) Generally positive impacts

As well as being sustainable, cycling has associated health benefits, Cycling can be cheaper and more convenient than driving and taking public transport, and quicker than walking and driving or using public transport. The 2019/20 to 2021/22 Grid and Quietway Cycle programmes schemes seek to make cycling easier, safer and more accessible. The cycling measures included in the programme should therefore generally provide benefits to all users with protected characteristics.

As safety issues have been identified as a major barrier to cycling in London, it can reasonably be assumed that the improved cycling facilities, most notably segregated cycle lanes reducing the likelihood of interactions with motorists, could help provide particular encouragement to cyclists from typically under-represented user groups.

b) Specific positive impacts – Cycling measures

Protected Characteristic	
Age	<p>Cycling is currently a more popular mode of transport amongst people in the 25 to 40 age group than amongst under 25s and over 65s.</p> <p>Cycling potential is the highest amongst older and younger people. Therefore, improvements for cyclists could benefit these groups in particular.</p> <p>Older people may use tricycles more, and would therefore benefit from improved cycle routes and dedicated cycle lanes that accommodate these types of bikes.</p>

Protected Characteristic	
Socio-economic status	The purchase of a bike, the ongoing maintenance cost and the lack of space to safely store of a bike can be a barrier to cycling. Cycle hire schemes provide access to cycling at a fraction of the cost of using the public transport network. The provision of secure cycle parking also helps to overcome a lack of storage space. Free training to provide residents with the skill necessary to maintain their bicycle also help improve the affordability of cycling.

c) Potentially negative impacts

An increase in cycling will lead to an increase in the risk of conflict, in particular with pedestrians. This may have a negative impact on all pedestrians, but in particular children and older people, disabled people, pregnant women and parents with young children. It is important that cycle facilities are designed to be safe for both pedestrians and cyclists. Furthermore, the LIP Delivery Plan includes cycle training aimed at children, teenagers, women and older people. In addition, the LIP delivery programme includes road safety education at schools.

In certain individual traffic management schemes, the new system may result in longer wait / journey times for cyclists on some routes. It is acknowledged that these could disproportionately inconvenience people with protected characteristics for whom cycling may generally be more challenging, namely: older people, people with a disability, pregnant women or parents with young children. However, longer journey or wait times will generally be considered to be outweighed by the benefits of improvements to the safety and convenience of cycle journeys.

3) Bus users

After walking and cycling, bus travel is the most sustainable mode of transport and makes a significant contribution to reducing road traffic congestion. It is also the most affordable and accessible form of public transport.

Making improvements to buses contributes to the overarching MTS aim for 87% of trips in Islington to be made by active, efficient and sustainable modes. Furthermore, it contributes to the following MTS outcome indicators:

- Outcome 5: A 39% increase in the number of trips made by public transport every day in 2041
- Outcome 6: Reduce the difference between average journey times on the total network and the step-free network by 60% by 2041
- Outcome 7: Bus speeds will improve by approximately 15% in Islington by 2041

The LIP Delivery Plan 2019/20 to 2021/22 will impact on bus users with its public realm improvement schemes that will improve accessibility to bus stops and connections with other travel modes and local destinations. The 2019/20 Islington Bus Priority Programme schemes will impact

c) Potentially negative impacts

There may be some specific schemes in the LIP Delivery programme and Cycling programmes that prioritise pedestrians and cyclists over buses, which may have a negative impact on bus journey times. However, generally the 2019/20 Islington Bus Priority Programme schemes will seek to improve the quality of bus services.

4) Rail and Underground users

Together with walking, cycling and bus travel, travel by rail and Underground makes a significant contribution to reducing road traffic congestion.

Making improvements to access rail and Underground stations contributes to the overarching MTS aim for 87% of trips in Islington to be made by active, efficient and sustainable modes.

Furthermore, it contributes to the following MTS outcome indicators:

- Outcome 5: A 39% increase in the number of trips made by public transport every day in 2041
- Outcome 6: Reduce the difference between average journey times on the total network and the step-free network by 60% by 2041

The LIP Delivery programme supports the Mayor of London's aim to improve the overall accessibility of the transport system by implementing public realm improvements at stations making them more accessible and connected to the wider area and other modes of travel.

a) Generally positive impacts

Through the LIP Delivery Programme and implementation of public realm improvements outside stations, the council aims to support the Mayor of London's proposals to improve access to the rail and Underground networks.

b) Specific positive Impacts – Rail and Underground users

Protected Characteristic	
Age	A number of schemes outlined in LIP programme will improve the public realm around stations, including delivering improved accessibility, which will benefit older people.
Disability	There is an overrepresentation of people with a disability in Islington. A number of schemes outlined in LIP programme will improve the public realm around stations, including delivering improved accessibility which will benefit pushchair users.
Gender reassignment	No specific impacts identified.

Most LIP Delivery Plan proposals revolve around reducing traffic and congestion through traffic management schemes, and transformative projects that will prioritise pedestrians, cyclists and public transport. The equalities impacts have been set out under each of the sections above.

In addition, the LIP Delivery Plan includes measures to improve local road safety and air quality by restricting motorised traffic at sensitive sites, and by encouraging the uptake of cleaner vehicles. The equalities impacts of measures relating to car travel in the context of improving road safety and air quality are set out below.

a) Generally positive impacts

Traffic reduction reduces the risk of collisions and casualties and therefore benefits everyone. Improved air quality as a result of a reduction in vehicular traffic and cleaner vehicles benefits everyone in terms of improved public health.

b) Specific positive Impacts – Car users

Protected Characteristic	
Age	In particular, children benefit from safer streets with less motorised traffic. Cleaner air benefits younger and older people who are more vulnerable to the health impacts of pollution.
Disability	There is an overrepresentation of people with a disability in Islington. Cleaner air benefits people with certain disabilities who are more vulnerable to the health impacts of pollution. People with disabilities are more likely to rely on cars or taxis to get around. Traffic reduction measures will take into account these needs and will accommodate them. These changes combined with traffic reduction measures will result in clearer roads for those that need to use cars and private motor vehicles.
Gender reassignment	No specific positive impacts identified.
Pregnancy and maternity	Cleaner air benefits pregnant women and parents with young children to protect the (unborn) children who are more vulnerable to the health impacts of pollution.
Race	No specific positive impacts identified.
Religion or belief	No specific positive impacts identified.
Sex	No specific positive impacts identified.
Sexual orientation	No specific positive 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 ITS and implementation of the LIP Delivery programme, Grid and Quietway Cycle programme and Bus Priority programme.

If potential safeguarding and human rights risks are identified, then **please contact 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?

For more information on identifying actions that will limit the negative impact of the policy for protected groups see the [guidance](#).

Action	Responsible person or team	Deadline
When developing and implementing the proposals set out in the LIP Delivery programme, Grid and Quietway Cycle programme and Bus Priority programme, we will refer to and follow the principles set out in Islington's Streetbook, which has been developed by inclusive design experts and the Mayor's Healthy Streets approach where appropriate.	Transport Planning Planning Policy (Inclusive Design)	Scheme specific and ongoing.
Those schemes progressed by the LIP Delivery programme, Grid and Quietway Cycle programme and Bus Priority programme that will deliver physical improvements are likely to subject to a public consultation processes that will inform the final scheme, considering any impacts on groups with protected characteristics set out in this RIA.	Schemes will span the following departments: Planning and Development and Public Realm.	Scheme specific and ongoing.