

Resident Impact Assessment

Islington's TfL funded Local Implementation Plan Delivery Plan, Cycling Improvement Programme and Bus Priority Programme for 2017/18 to 2021/22.

Service Area: Planning and Development

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

Overview

- 1.1 The Mayor's most recent Transport Strategy (published March 2018) sets 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 Council is developing its own vision: the new Islington Transport Strategy (ITS) for the period 2019 – 2041. The new ITS will establish a vision for Islington's transport environment until 2041 and a strategy to achieve this vision. The ITS is being prepared to reflect the Mayor's key priorities and will be presented to the Council's Executive in early 2020 for approval. The ITS will have its own Resident Impact Assessment (RIA).
- 1.2 This RIA relates to the impacts on the characteristic groups of Islington's Local Implementation Plan Delivery Plan 2017/18 – 2021/22, the Cycle Improvement Programme 2017/18 – 2021/22 and the Bus Priority Programme 2017/18 – 2021/22. Changes have been made to these programmes in the Delegated Decision Report to ensure that the Council's transport priorities are being delivered and that the funding from underspending projects could be reallocated within and between the 2017/18, 2018/19, 2019/20, 2020/21 and 2021/22 programmes. These funding programmes seek to contribute towards achieving the vision, objectives and intended outcomes of the draft ITS.
- 1.3 The intended outcomes of the draft ITS and LIP, Cycle Improvement and Bus Priority funding programmes are detailed in the Islington Transport Strategy 2019 - 2041.

LIP Delivery Programme 2017/18 – 2021/22

- 1.4 The new draft ITS provides the context for the previous LIP Delivery Programme, which sets out two interim spending programmes (2017/18 and 2018/19) for LIP funding and the current three-year LIP Delivery Plan 2019/20 to 2021/22 that will contribute towards delivering the objectives of the emerging ITS. Transport for London (TfL) allocates funding to local authorities to assist them in delivering the MTS vision for London's transport environment to prioritise human health and experiences of the environment in how the city is shaped, and to prioritise improvements in Islington that deliver the Mayor's Healthy Streets approach so the borough works better for everyone.
- 1.5 LIP projects focus on improving conditions for pedestrians, cyclists and public transport users. In particular, the LIP Delivery Programme will contribute towards achieving the following draft ITS outcomes:
- 80% sustainable mode share (reduction in car dependency)
 - Healthy Streets, Healthy People
- 1.6 LIP projects focus on improving health by promoting active travel (walking and cycling); improving safety and security; making Islington's streets cleaner and greener; contributing towards making public transport more accessible for all, and unlocking the delivery of new homes and jobs.
- 1.7 The LIP Delivery Programme benefits residents and visitors through the delivery of public realm and traffic reduction measures across the borough. Details of the programme are set out in Appendix 1 and Appendix 2 of the Delegated Decision report.

Cycle Improvement Programme 2017/18 – 2021/22

- 1.8 The main purpose of the Cycle Improvement Programmes (2017/18 to 2021/22) is to improve conditions for cyclists. Improvements are designed, consulted on and delivered through this programme. In particular, the Cycle Improvement Programme will contribute towards achieving the following draft ITS outcomes:
- 80% sustainable mode share (reduction in car dependency)
 - Healthy Streets, Healthy People
- 1.9 Cycle improvement measures include the provision of new cycle routes on quieter streets and main roads (segregated and non-segregated cycle lanes) to cater for different abilities, and improved signage and road markings and junction improvements that prioritise cyclists (e.g. advanced stop lines and cycle priority signals). These routes will include measures to provide new cycling facilities, cycle-only routes and improved signage. Islington is working with TfL and neighbouring boroughs to create an integrated cycle network for London.

1.10 An improved cycle network will benefit residents, workers and visitors. Details of the Cycle Improvement Programme are set out in Appendix 3 and Appendix 4 of the Delegated Decision report.

Bus Priority Programme 2017/18 – 2021/22

1.11 The main purpose of the Bus Priority Programmes (2017/18 to 2021/22) is to improve bus service reliability for bus users. Funding from this programme is used to design, consult on and deliver new schemes. In particular, the Bus Priority Programme will contribute towards achieving the following draft ITS outcomes:

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

1.12 Funding from the Bus Priority Programme is used to deliver projects for bus routes in Islington that improve journey times and reliability. The aim is to make buses more attractive and convenient to all bus passengers.

1.13 Bus reliability measures include changes to parking around bus stops to improve bus operation and efficiency, widening narrow traffic lanes to improve traffic flows, particularly at junctions, installing signalised zebra crossings to reduce delays to buses, updating signage and road markings, undertaking maintenance and resurfacing of bus stops and lanes, extending bus lanes and changing bus lane operating time where appropriate.

1.14 The Bus Priority Programme will improve journey times and mitigate the impacts of construction works, and illegal loading or parking in bus lanes, both of which increase the risk to reliable bus journey times. Details of the Bus Priority Programme are set out in Appendix 5 and Appendix 6 of the Delegated Decision report.

Outcome Indicators

1.15 The ITS provides the context for the LIP Delivery Plan, which sets out a three-year spending programme for LIP funding, to implement projects that will deliver the objectives of the ITS. It also provides the context for the Cycle Improvement Programme 2017/18 to 2021/22 and the Bus Priority Programme 2017/18 to 2021/22. These funding programmes are the mechanism by which boroughs locally deliver the Mayor's Transport Strategy and the Councils ITS objectives and outcomes. Reference is made to the ITS outcome indicators in the assessment of the equalities impacts of the three funding programmes in this resident impact assessment.

	Islington Objective	MTS Outcome	MTS Outcome Indicators for Islington's draft ITS	Islington			
				Current	2021	2030	2041
		<i>Overarching aim</i>	87% of trips to be made by active, efficient and sustainable modes (%)	81%	83%	85%	87%
Healthy Streets and Healthy People	Healthy	<i>Outcome 1</i>	70% of Islington residents to do at least the 20 minutes of (walking and/or cycling) they need each day to stay healthy (%)	45%	50%	59%	70%
			93% of Islington residents will live within 400m of the London-wide strategic cycle network by 2041	3%	52%	70%	93%
	Safe and Secure	<i>Outcome 2</i>	Zero killed and seriously injured casualties by 2041 on Islington's streets (baseline 2017)	125KS Is	60 (KSIs by 2022)	53KSIs	0 KSIs
	Efficient	<i>Outcome 3</i>	15.7% reduction in vehicle kilometres by 2041 (KMs millions)	395KM	392KM	365KM	333KM
			Islington to contribute to a 10% reduction in commercial vehicles entering the Central London Congestion Charge Zone in morning peak freight transport in central London by 2026 (compared to 2016)	/	/	/	/
			A 6.9% reduction in the number of private cars owned by Islington residents by 2041.	37,372 Private cars	36,000 Private cars	35,460 Private cars	34,800 Private cars
	Green and Clean	<i>Outcome 4</i>	A 95.3% reduction in road transport NOx emissions on a 2013 baseline by 2041	430 tonnes	130 tonnes	81 tonnes	20 tonnes
			A 59% reduction in road transport PM10 emissions on a 2013 baseline by 2041	34 tonnes	26 tonnes	21 tonnes	14 tonnes
			A 65% reduction in road transport PM2.5 emissions on a 2013 baseline by 2041	20 tonnes	12 tonnes	10 tonnes	7 tonnes
			A reduction in transport-related carbon emissions to contribute to the Council's commitment to achieve net zero carbon by 2030 (tonnes)	100,200 tonnes	83,100 tonnes	0* tonnes	0* tonnes
Good public Transport Experience	Meeting Demand	<i>Outcome 5</i>	A 38% increase in the number of trips made by public transport every day by 2041 (baseline	178 trips	207 trips	225 trips	247 trips
	Accessible	<i>Outcome 6</i>	Reduce the difference between average journey times on the total network and the step-free network by 60% by 2041 (minutes)	10 mins	/	/	4 mins
	High Quality	<i>Outcome 7</i>	Bus speeds will improve by 15% in Islington by 2041 (mph)	8.0kph	8.2kph	8.7kph	9.2kph
New homes and jobs	Sustainable	<i>Outcome 8</i>	There are no indicators for this outcome	/	/	/	/
	Vibrant	<i>Outcome 9</i>	There are no indicators for this outcome	/	/	/	/
	Fair		The combined success of all strategy outcomes will contribute to the delivery of the Council's overarching goal to build a fairer Islington for all	/	/	/	/

Islington	Smart		There are no indicators for this objective	/	/	/	/
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2 Resident Profile

2.1 The percentage of residents with protected characteristics that could benefit or be impacted by the three TfL funded programmes are detailed in the table below. Islington and London-wide percentages are included for comparison.

		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/>

Profile analysis

2.2 There are fewer people, compared to the London average of the following groups: younger (under 16) and older (65+); BME and Christians in Islington.

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

3 Equality impacts

With reference to the [guidance](#), please describe what are the equality and socio-economic impacts for residents and what are the opportunities to challenge prejudice or promote understanding?

Overview

- 3.1 The Local Implementation Plan Delivery Plan 2017/18 to 2021/22, the Cycle Improvement Programme 2017/18 to 2021/22 and the Bus Priority Programme 2017/18 to 2021/22 are delivering positive impacts overall in terms of promoting sustainable and active forms of transport, which contribute to reducing health problems associated with a lack of physical activity, air pollution and road danger. Improving the accessibility and inclusivity of sustainable modes of transport, and maintaining other modes where necessary for accessibility, are a key part of delivering these programmes.
- 3.2 The main beneficiaries of the Local Implementation Plan Delivery Plan 2017/18 to 2021/22, the Cycle Improvement Programme 2017/18 to 2021/22 and the Bus Priority Programme 2017/18 to 2021/22 are pedestrians, cyclists, public transport users and residents living near congested, busy roads. The strategy and funding programmes may disadvantage general traffic (private motor vehicles and freight) in order to deliver its intended positive impacts.
- 3.3 The statistics cited in the below sections have been sourced from 2015 Travel in London: Understanding our Diverse Communities, TfL bus user survey 2014, and TfL's Road Task Force Technical Note 14 - Who travels by car in London and for what purpose.

This RIA

- 3.4 This RIA identifies impacts for equalities groups by transport user (i.e. pedestrian, cyclist) and details the general positive and negative impacts the three programmes will have for equalities groups overall, as well as detailing specific positive and negative impacts for individual equalities groups, where a specific impact has been identified.

Delivery of ITS schemes

- 3.5 It is understood that the delivery of certain measures may result in temporary disruption during construction, for example station works or roadworks, which could have particularly adverse impacts for certain equalities groups. Individual schemes will all be subject to their own RIA to ensure that the intended outcomes and temporary impacts of implementation are identified for equalities groups and, where possible, avoided or mitigated.

Pedestrian measures and public space

3.6 Walking is the most sustainable mode of transport and makes a significant contribution to reducing road traffic congestion and improving health. It is also a fast and affordable way of getting around.

ITS outcome indicator

3.7 Making improvements for pedestrians contributes to the overarching draft ITS aim for 87% of trips in Islington to be made by active, efficient and sustainable modes. Furthermore, it contributes to the following draft ITS 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 2: Zero killed and seriously injured casualties by 2041

3.8 Furthermore, the MTS Healthy Streets Indicators are centred around improving the pedestrian experience throughout London.

3.9 Islington has a number of specific schemes in the LIP Delivery Programme that provided improvements to the public realm for pedestrians. The improvements for pedestrians were aimed at improving people's health through increased walking and reducing the risk of accidents, improved security and improved accessibility.

a) Generally positive impacts

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

3.11 The Healthy Streets Indicators seek to make all streets welcoming places for pedestrians from all walks of life. The ITS should provide benefits to all pedestrians with protected characteristics including age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race (ethnicity), religion and belief, sex and sexual orientation, as well as their socio economic status.

3.12 The more pleasant, accessible and safer urban realm environment that will result from implementation of the strategy has the potential to encourage more people to experience the recognised health benefits of walking.

3.13 Successful implementation of the strategy should deliver improved social cohesion, through creation of shared inclusive public spaces and streets that welcome pedestrians from all walks of life.

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.</p> <p>The Fair Futures Commission found that some of the barriers to children and young people travelling independently revolved around concerns for personal safety (for both males and females). Public realm improvements and reduced crime and road danger should facilitate independent travel for children and young people by 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>Compared to the London average, a higher proportion of people in Islington identify themselves as being disabled.</p> <p>Pedestrian enhancements could be of particular benefit to people with a disability in terms navigating an urban environment, including but not limited to those using walking aids 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>

Protected Characteristic	
Gender reassignment	Council initiatives that focus on designing out crime and 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.
Pregnancy and maternity	Pregnant women will benefit from the Healthy Streets indicators focused around accessibility, in particular the indicator 'Places to stop and rest'. Parents and carers with 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.
Race	Council initiatives that focus on designing out crime and tackling hate crime on the street network will benefit those with protected characteristics who could be the target of hate crime, including people from Black, Asian or other minority ethnic backgrounds.
Religion or belief	Council initiatives that focus on designing out crime and 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 different religions or beliefs.
Sex	Council initiatives that focus on designing out crime and on tackling hate crime on the street network will benefit those with protected characteristics who could be the target of hate crime, including women. Women are more likely to be the target of sexual assault. Designing out crime on streets should also reduce sexual assault crime and the fear of this kind of assault. Women, who are more likely than men to be moving through public space with baby prams, and expectant mothers and mothers with young children, may also particularly benefit from accessibility public realm improvements and places to stop and rest.
Sexual orientation	Council initiatives that focus on designing out crime and on tackling hate crime on the street network will benefit those with protected characteristics that can be the target of hate crime, including lesbian, gay and bi-sexual people.

Protected Characteristic	
Socio-economic status	Busier roads often dominate the locations of more deprived communities. Road safety measures for pedestrians will benefit those living near busy roads and collision hot-spots when they are walking around their local area..

c) General potentially negative impacts

3.14 No general negative impacts have been identified for the objectives, policies and intended outcomes of the proposed initiatives. However, the Council will conduct Resident Impact Assessments for each initiative within our control to assess potential negative impacts of the specific scheme and, where possible, seek to mitigate or avoid them.

d) Specific negative impacts – pedestrian and public space

3.15 No negative impacts were identified as specifically impacting pedestrians of a protected characteristic group.

Cycling measures

3.16 Other than walking, cycling is the most sustainable mode of transport and makes a significant contribution to reducing road traffic congestion and improving health. It is also a fast and affordable way of getting around.

3.17 The planned improvements for cyclists are aimed at improving people's health through increasing cycling, reducing the risk of collisions and improving accessibility.

ITS outcome indicators

3.18 Making improvements for cyclists contributes to the overarching draft ITS aim for 87% of trips in Islington to be made by active, efficient and sustainable modes.

3.19 Furthermore, it contributes to the following draft ITS 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

3.20 New cycle routes and projects have and are being developed and implemented as part of Islington's Cycle Improvement Programmes 2017/18 to 2021/22.

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

a) Generally positive impacts

3.22 As well as being an environmentally sustainable way of travelling, cycling has associated health benefits, can be cheaper and more convenient than driving and taking public transport, and quicker than walking. The Cycle Improvement Programme schemes seek to make cycling easier, safer and more accessible. The cycling measures should therefore generally provide benefits to all users, with protected characteristics and without.

3.23 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 would-be cyclists with safety concerns, especially from groups with protected characteristics that are currently not cycling.

3.24 Perceptions of cycle theft could deter people from investing in a bike. In the case of actual cycle theft, people may be further deterred or even unable to repurchase a bike. The Council aims to reduce crime and the fear of crime, in particular through the cycle theft through the provision of secure parking. New developments are required to provide cycle parking to best practice standards, these will be secure, sheltered, integrated, conveniently located, adequately lit, step-free and accessible. The Council is also committed to providing more safe, convenient and accessible cycle parking and is working to provide on-street and estate cycle parking on estates and throughout the borough should help to combat this issue. This will benefit all existing cyclists and may encourage more to take it up.

b) Specific positive impacts – Cycling measures

Protected Characteristic	
Age	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>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>
Disability	<p>Compared to the London average, a higher proportion of people in Islington identify themselves as being disabled.</p> <p>There is a significant opportunity to increase cycling for some disabled people and help promote the health benefits of cycling by improving the cycling environment.</p> <p>Improvements for cyclists could make cycling more attractive for some cyclists with a disability who are able to cycle but feel discouraged by safety fears.</p> <p>The inclusion of flexible cycle parking that can accommodate adapted bikes can help encourage all-ability cycling.</p> <p>Disabled people may use tricycles more, and would therefore benefit from improved cycle routes and dedicated cycle lanes that accommodate these types of bikes.</p> <p>It is acknowledged that improved cycling measures may not particularly benefit people with some types of disability (i.e. mobility or visually impaired), which prevent cycling altogether. However, it is generally considered that the cycling measures will have an overall positive impact on people with a disability.</p>
Pregnancy and maternity	<p>Women including expectant mothers and parents with young children may be particularly encouraged to cycle as a result of safety improvement measures.</p> <p>Parents may use tricycles or similar bikes carrying children more, and would therefore benefit from improved cycle routes and dedicated cycle lanes that accommodate these types of bikes.</p>
Race	<p>Cycling potential is highest amongst a number of groups, including BAME. Therefore, improvements for cyclists could benefit these groups in particular.</p> <p>Black, Asian and Minority Ethnic (BAME) groups account for 15% of current cycle trips, compared to 38% of trips that could potentially be cycled. Schemes will be targeted to increase the proportion of these groups who cycle, leading to greater equality.</p>

Sex	<p>Cycling potential is highest amongst a number of groups, including women. Therefore, improvements for cyclists could benefit this group in particular.</p> <p>Statistics show that women are less likely to cycle than men: 21% of men cycle in London compared to 14% of women.</p>
Socio-economic status	<p>The purchase of a bike, the ongoing maintenance cost and the lack of space to safely store 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.</p> <p>Perceptions of cycle theft could deter people with less disposable income from investing in a bike. In the case of actual cycle theft, they may be less able to repurchase a bike. The Council aims to reduce crime and the fear of crime, in particular cycle theft, through the provision of secure parking. New developments are required to provide cycle parking to best practice standards. These will be secure, sheltered, integrated, conveniently located, adequately lit, step-free and accessible.</p> <p>As the lack of space to safely store a bike in existing homes can also be a barrier to owning a bike, the provision of secure cycle parking on street and on estates that is safe, convenient and accessible, can be seen combat this issue as it will help to overcome a lack of storage space.</p>

c) General potentially negative impacts

- 3.25 An increase in cycling will increase 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 / carers with young children. It is important that cycle facilities are designed to be safe for both pedestrians and cyclists, and that training for children, teenagers, women and older people is provided. 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.
- 3.26 Cycle mode share increases in households with higher incomes, with the highest mode share for cycling of 4% in households earning £100,000 or more. Cycling potential is highest amongst women, BAME and older and younger people. The current profile of cyclists does not reflect the borough demographic split. Investment in cycling that only

seeks to meet the needs of current cyclists will not contribute to the Council's aspiration for an affordable, accessible and enjoyable network for all. Training schemes will target groups that are under-represented in cycling figures, while schemes that improve safety will make cycling more inclusive for groups with protected characteristics.

3.27 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.

d) Specific negative impacts – Cycle measures

Protected Characteristic	Specific negative impacts – Cyclists	Mitigated?
Age	Older and young people could be disproportionately disadvantaged by the increase in cycling if the risk of conflict between pedestrians and cyclists is not addressed through safety assessments, good design and behaviour change training (cycle training).	The LIP Delivery Plan includes cycle training aimed at children, teenagers and older people. In addition, the LIP delivery programme includes road safety education at schools.
Disability	Disabled people could be disproportionately disadvantaged by the increase in cycling if the risk of conflict between pedestrians and cyclists is not addressed through safety assessments, good design and behaviour change training (cycle training).	The LIP Delivery Plan includes cycle training and road safety education at schools.
Pregnancy and maternity	Pregnant women or parents / carers with young children could be disproportionately disadvantaged by the increase in cycling if the risk of conflict between pedestrians and cyclists is not addressed through safety assessments, good design and behaviour change training (cycle training).	The LIP Delivery Plan includes cycle training aimed at children and women. In addition, the LIP delivery programme includes road safety education at schools.

Protected Characteristic	Specific negative impacts – Cyclists	Mitigated?
Socio-economic status	Purchasing and maintaining a bike can be prohibitively expensive, meaning people with less disposable income may be less able to own a bike than those with more disposable income. This in turn would mean they wouldn't have equal access to the benefits of cycling and the related ITS Healthy Streets measures.	<p>The Council has measures to help with the affordability of maintaining and securely storing bikes (detailed in the specific positive impacts), and although cycle hire does provide some affordable access to cycling, the pricing mechanism favours those who can afford greater one-off payments for passes, for example.</p> <p>Therefore, the ITS does not currently have any mitigating measures to help people with lower incomes own and maintain their own bike.</p> <p>Please see Action Plan for more details.</p>

Bus users

3.28 After walking and cycling, bus travel is the next 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.

3.29 The planned improvements for buses are aimed at improving accessibility to the bus network and increasing the speed and reliability aimed at increasing the use of the bus network.

ITS Outcome indicators

3.30 Making improvements to buses contributes to the overarching draft ITS aim for 87% of trips in Islington to be made by active, efficient and sustainable modes.

3.31 Furthermore, it contributes to the following draft ITS 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

3.32 The LIP Delivery Plan 2017/18 to 2021/22 has positively impacted bus users as a result of the inclusion in the Plan of public realm improvement schemes that improve accessibility to bus stops and connections with other travel modes and local destinations. The 2017/18 to 2021/22 Islington Bus Priority Programme is impacting bus users by delivering bus priority measures that lead to faster bus journey times, making travel by bus more attractive.

3.33 The improvements for buses are aimed at improving accessibility to the bus network and increasing the speed and reliability of buses to encourage an increase in the use of the bus network.

a) Generally positive impacts

3.34 Half of all walking trips in London are to and from public transport stations and stops. Improvements that make it easier for anyone to use buses are likely to result in increased physical activity and improved health.

3.35 Schemes delivered in partnership with TfL and British Transport Police that seek to deliver the Safe and Secure outcomes and tackle crime on public transport will benefit all, but especially groups that are more likely to be victims of hate crime and those who have elevated concerns for personal safety.

3.36 Schemes to improve the public realm around bus stations and interchanges between buses and buses and trains and buses, will benefit all by increasing capacity and creating new, pleasant public spaces.

3.37 Bus passengers typically include higher than average proportion of groups with protected characteristics. Changes that result in quicker and more reliable bus journeys will benefit all the protected characteristics groups.

b) Specific positive Impacts – Bus users

Protected Characteristic	
Age	<p>Accessibility improvements to the bus-related public realm will help older people with health conditions and disabilities to access bus services.</p> <p>Curtailment or a reduction in bus services would have a greater impact on older users who are more likely to have mobility impairments. Therefore, Islington Council will always advocate maintaining and improving existing bus services to avoid negative impacts, but TfL ultimately has powers over bus services.</p>
Disability	<p>Compared to the London average, a higher proportion of people in Islington identify themselves as being disabled.</p> <p>Accessibility improvements to the bus-related public realm will help people with disabilities such as limited mobility and visual impairments to access bus services.</p> <p>Schemes delivered in partnership with TfL and British Transport Police that seek to deliver the Safe and Secure outcomes and tackle crime on public transport will benefit people with protected characteristics who could be the target of hate crime and, therefore, have elevated concerns for personal safety, including people with physical or mental disabilities.</p> <p>Curtailment or a reduction in bus services would have a greater impact on users who have mobility impairments. Therefore, Islington Council will always advocate maintaining and improving existing bus services to avoid negative impacts, but TfL ultimately has powers over bus services.</p>
Gender reassignment	<p>Schemes delivered in partnership with TfL and British Transport Police that seek to deliver the Safe and Secure outcomes and tackle crime on public transport will benefit people with protected characteristics who could be the target of hate crime and, therefore, have elevated concerns for personal safety, including people having undergone or considering gender reassignment.</p>
Pregnancy and maternity	<p>Accessibility improvements to the public realm will help expectant mothers and parents using buggies / pushchairs / prams to access bus services.</p> <p>Curtailment or a reduction in bus services would have a greater impact on expecting mothers and parents / carers using prams to access bus services. Therefore, Islington Council will always advocate maintaining and improving existing bus services to avoid negative impacts, but TfL ultimately has powers over bus services.</p>

Race	Schemes delivered in partnership with TfL and British Transport Police that seek to deliver the Safe and Secure outcomes and tackle crime on public transport will benefit people with protected characteristics who could be the target of hate crime and, therefore, have elevated concerns for personal safety, including people from Black, Asian or other minority ethnic backgrounds.
Religion or belief	Schemes delivered in partnership with TfL and British Transport Police that seek to deliver the Safe and Secure outcomes and tackle crime on public transport will benefit people with protected characteristics who could be the target of hate crime and, therefore, have elevated concerns for personal safety, including people with different religions or beliefs.
Sex	Schemes delivered in partnership with TfL and British Transport Police that seek to deliver the Safe and Secure outcomes and tackle crime on public transport will benefit people with protected characteristics who could be the target of hate crime and, therefore, have elevated concerns for personal safety, including women.
Sexual orientation	Schemes delivered in partnership with TfL and British Transport Police that seek to deliver the Safe and Secure outcomes and tackle crime on public transport will benefit people with protected characteristics who could be the target of hate crime and, therefore, have elevated concerns for personal safety, including lesbian, gay and bi-sexual people.
Socio-economic status	Approximately half of bus passengers have an average household income of less than £20,000. Improvements to the speed and reliability of bus services and access to them will benefit those with less money. The Mayor's Hopper Fare, that allows unlimited changes between bus services within an hour, reduces the financial burden of having to change buses provided trips can be completed within an hour.

c) General potentially negative impacts

3.38 There are some instances where bus services have been or may be reduced as part of wider strategic changes, which would negatively impact all those relying on those services. If this were to happen, it would have a greater impact on certain groups with protected characteristics who are more likely to use bus services, and on those who would have the most difficulty dealing with the impacts of a reduced service; for example, making additional changes.

3.39 There may be some specific schemes that prioritise pedestrians and cyclists over buses, which may have a negative impact such as reducing speeds and affecting bus reliability.

However, generally the 2017/18 to 2021/22 Islington Bus Priority Programme schemes seek to improve the quality of bus services.

d) Specific negative impacts – Bus Users

3.40 There are no specific negative impacts for any of the groups with protected characteristics.

Rail and Underground users

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

ITS Outcome indicators

3.42 Making improvements to access rail and Underground stations contributes to the overarching draft ITS aim for 87% of trips in Islington to be made by active, efficient and sustainable modes. Furthermore, it contributes to the following draft ITS outcome indicators:

- Outcome 5: A 38% 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

3.43 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 and interchanges between trains and buses that increase capacity and create new, pleasant public spaces, that benefit all.

a) Generally positive impacts

3.44 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 the LIP Delivery Programmes for 2017/18 to 2021/22 will deliver public realm improvements around stations, including improved accessibility, which will benefit older people.
Disability	<p>There are more people who identify themselves as being disabled in Islington compared to the London average.</p> <p>A number of schemes outlined in the LIP Delivery Programmes for 2017/18 to 2021/22 will deliver public realm improvements around stations, including improved accessibility which will benefit persons with restricted mobility.</p> <p>The delivery of step-free access throughout stations to make them fully accessible from street to platform would benefit persons with restricted mobility.</p>
Pregnancy and maternity	<p>A number of schemes outlined in the LIP Delivery Programmes for 2017/18 to 2021/22 will deliver public realm improvements around stations, including improved accessibility which will benefit pregnant women and parents with young children in pushchairs.</p> <p>The delivery of step-free access throughout stations to make them fully accessible from street to platform would benefit pushchair users.</p>
Socio-economic status	The ITS calls for better integration of rail services and devolution of national rail services to TfL control. This will lead to better fare integration, benefitting those on lower incomes.

c) General potentially negative impacts

3.45 No potentially negative impacts have been identified from measures in the LIP Delivery Programmes 2017/18 to 2021/22 aimed at improving access to the public transport network through investment in improved public realm near stations.

d) Specific negative impacts - Rail and Underground users

3.46 No negative impacts were identified as specifically impacting rail and Underground users of a protected characteristic group

Car users

- 3.47 The draft ITS is committed to achieving a healthy, inclusive, liveable and enjoyable transport environment through a reduction in the dominance of road traffic.
- 3.48 Most LIP Delivery Plan proposals revolve around reducing traffic and congestion through traffic management schemes, and transformation schemes that will prioritise pedestrians, cyclists and public transport. The equalities impact for those users have been set out under each of the sections above.
- 3.49 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 impact of measures relating to car travel in the context of improving road safety and air quality are set out below.

ITS outcome indicators

- 3.50 Measures designed to reduce vehicular traffic contribute to the overarching draft ITS aim for 87% of trips in Islington to be made by active, efficient and sustainable modes. This contributes to the following draft ITS outcome indicators:
- Outcome 3 (a): 15.7% reduction in vehicle kilometres by 2041
 - Outcome 3 (b): A 10% reduction in morning peak freight transport in central London by 2026
 - Outcome 3 (c): A 6.9% reduction in the number of private cars owned by Islington residents by 2041
 - Outcome 4 (a): A 95.3% reduction in road transport NOx emissions by 2041
 - Outcome 4 (b): A 59% reduction in road transport PM10 emissions by 2041
 - Outcome 4 (c): A 65% reduction in road transport PM2.5 emissions by 2041
 - Outcome 4 (d): A 98% reduction in (CO2) emissions from road transport by 2041
- 3.51 Most LIP Delivery Plan proposals revolve around reducing traffic and congestion through traffic management schemes, and transformation schemes that will prioritise pedestrians, cyclists and public transport. The equalities impact for pedestrians, cyclists and public transport have been set out under each of the sections above.
- 3.52 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 impact of measures relating to car travel in the context of improving road safety and air quality are set out below.

a) Generally positive impacts

3.53 By seeking to make walking and cycling in Islington easier, the successful implementation of the strategy should also make these healthier forms of travelling a viable option for car users. It also seeks to make public transport and cycling more accessible and affordable, making them viable alternatives to the car for all, which is better for the health of those car users who increase their levels of walking and cycling. Schemes that will seek to reduce the total volume of cars could improve the journey time and reliability for those who are making essential car journeys.

b) Specific positive Impacts – Car users

Protected Characteristic	
Age	<p>Older people are more likely to have mobility impairments. As such, they are more likely to be reliant on private vehicles to access health and leisure opportunities and avoid social isolation. Traffic reduction measures will take into account these needs and will accommodate them. This in combination with traffic reduction measures will result in clearer roads for those who need to use cars and private motor vehicles.</p> <p>Children will benefit from the improved and safer environment delivered by schemes that reduce motorised traffic.</p> <p>Cleaner air benefits younger and older people in particular who are more vulnerable to the health impacts of pollution.</p>
Disability	<p>Compared to the London average, a higher proportion of people in Islington identify themselves as being disabled.</p> <p>People with disabilities are more likely to rely on cars or taxis to get around. The need for disabled people to use cars or a taxi will be taken into consideration and accommodated for in traffic reduction measures where appropriate. This, in combination with traffic reduction measures, will result in clearer roads for those that need to use cars and private motor vehicles.</p> <p>Cleaner air benefits people with certain disabilities who are more vulnerable to the health impacts of pollution.</p>
Pregnancy and maternity	<p>Cleaner air benefits pregnant women, parents with young children, and children who are more vulnerable to the health impacts of pollution.</p>

Protected Characteristic	
Socio-economic status	Motorised traffic often dominates the streets and centres in deprived areas. Measures to reduce motorised traffic and encourage the uptake of cleaner vehicles will benefit those living near busy roads in more deprived areas.

c) Potentially negative impacts

- 3.54 Measures that penalise car ownership and use have the potential to negatively impact all motorists and thus all protected characteristics. However, it is those with disabilities or with lower incomes who could potentially be disproportionately impacted negatively. The impact on people with disabilities has been detailed under 'positive', as it is accepted that those who need to use a car because of a disability will be as much as possible unrestricted in their use, and will enjoy the benefits of reduced congestion.
- 3.55 The measures in the LIP to encourage people to replace their vehicles with an electric vehicle may negatively impact people on lower incomes. People on higher incomes may be able to buy an electric vehicle more easily.
- 3.56 Many traffic reduction schemes in the LIP Delivery Plan 2017/18 to 2021/22, such as specific highways transformation projects (Old Street Roundabout Improvements and the Moreland Street Traffic Management scheme), will impact motorists generally. However, by seeking to make walking in Islington easier, the successful implementation of the ITS should also make this cheaper alternative to driving a more appealing option. It also seeks to make public transport and cycling more accessible and affordable, making them viable alternatives to the car for those with mobility impairments or financial restrictions. Increased use of these modes would be better for the health of these would-be car users.

d) Specific negative impacts – Car users

Protected Characteristic	Specific negative impacts – Car users	Mitigated?
Age	<p>Older people are more likely to have mobility impairments. As such, they are more likely to be reliant on private vehicles to access health and leisure opportunities and avoid social isolation. This means they could be disproportionately disadvantaged by the traffic reduction and reduction in car ownership measures that would restrict car use in certain parts of the borough where walking, cycling and public transport use are being prioritised.</p> <p>In addition to this, older people who require a car and have a lower income may be disproportionately disadvantaged by measures to encourage people to replace their vehicle with a zero-tailpipe emissions vehicle, as they may struggle to afford to make this transition and not be able to use alternative forms of transport.</p>	<p>Those who need to use a car because of a disability or mobility impairment will be as much as possible unrestricted in their use, and will enjoy the benefits of reduced congestion. The measures to improve the public realm and public transport accessibility will make it easier for people with disabilities to travel by those modes where car travel is totally restricted.</p> <p>Any investigation of measures to encourage the transition to zero-tailpipe emission vehicles would include a review of how to minimise the impact for those who would struggle to replace their vehicle and for whom alternatives are not possible.</p>

<p>Disability</p>	<p>Disabled people who are reliant on private vehicles to access employment and leisure opportunities could be disproportionately disadvantaged by the traffic reduction and reduction in car ownership measures that would restrict car use in certain parts of the borough where walking, cycling and public transport use are being prioritised.</p> <p>In addition to this, disabled people who require a car and have a lower income may be disproportionately disadvantaged by measures to encourage people to replace their vehicle with a zero-tailpipe emissions vehicle, as they may struggle to afford to make this transition and not be able to use alternative forms of transport.</p> <p>Another concern is that the successful implementation of the policies to reduce car ownership and use could lead to more people carrying out Blue Badge fraud. If this were to happen it would have a negative impact on those people with a Blue Badge who have not committed fraud, as they would have fewer parking spaces available to them and would not benefit from clearer roads as a result of traffic reduction.</p>	<p>Those who need to use a car because of a disability will be as much as possible unrestricted in their use, and will enjoy the benefits of reduced congestion. The measures to improve the public realm and public transport accessibility will make it easier for people with disabilities to travel by those modes where car travel is totally restricted.</p> <p>Any investigation of measures to encourage the transition to zero-tailpipe emission vehicles would include a review of how to minimise the impact for those who would struggle to replace their vehicle and for whom alternatives are not possible.</p> <p>However, as the concern is that the measures may lead to an increase in Blue Badge fraud, the Council may need to adapt its measures to continue to ensure that Blue Badge fraud is adequately prevented. Please see Action Plan for more details.</p>
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Socio-economic status	<p>People on lower incomes could be disproportionately disadvantaged by measures seeking to reduce traffic and car ownership by financially restricting car use, especially if they have a job that is tied to car use.</p> <p>People on lower incomes could be disproportionately disadvantaged by measures to encourage people to replace their vehicle with a zero-tailpipe emission vehicle, as people on higher incomes may be able to buy an electric vehicle more easily.</p> <p>In addition to this, if they have mobility impairments, they may be unable to use alternatives that would be open to others on low incomes.</p>	<p>The ITS will seek to make affordable forms of transport, such as walking, cycling and bus use, better connected and more viable and affordable alternatives to the car.</p> <p>The ITS will seek to make affordable forms of transport, such as walking, cycling and bus use, viable and affordable alternatives to the car.</p> <p>Any investigation of measures to encourage the transition to zero-tailpipe emission vehicles would include a review of how to minimise the impact for those who would struggle to replace their vehicle and for whom alternatives are not possible.</p>

People in Islington (*Residents, visitors and people travelling through*)

- 3.57 The ITS is committed to achieving a healthy, safe, inclusive, connected, liveable and enjoyable transport environment through a reduction in the dominance of road traffic.
- 3.58 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.

3.59 The equalities impacts of the ITS policies and measures that will affect anyone in Islington (i.e. those relating to improving road safety and air quality and reducing the dominance of motorised traffic) are set out below.

ITS outcome indicators

3.60 Measures that aim to reduce vehicular traffic contribute to the overarching aim for 87% of trips in Islington to be made by active, efficient and sustainable modes.

3.61 It furthermore contributes to the following ITS outcome indicators:

- Outcome 2: Zero killed and seriously injured casualties by 2041
- Outcome 4 (a): A 95% reduction in road transport NOx emissions by 2041
- Outcome 4 (b): A 59% reduction in road transport PM10 emissions by 2041
- Outcome 4 (c): A 65% reduction in road transport PM2.5 emissions by 2041
- Outcome 4 (d): A 98% reduction in (CO2) emissions from road transport by 2041

a) Generally positive impacts

3.62 As with the MTS, the ITS should result in significant improvements to physical and mental health of people in Islington (due to the anticipated increase in physical activity through active travel); decreased levels of air and noise pollutants from road transport, and decreased levels of injuries and deaths from road traffic collisions. Furthermore, it is likely to reduce health inequalities across the city and between communities.

3.63 Traffic reduction and the successful implementation of other Vision Zero measures will reduce 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's health.

3.64 Buses are a sustainable mode of transport. Electric buses and a reduction in other motor vehicles will bring air quality and sustainability benefits to all.

3.65 The ITS also calls for the electrification of the entire rail network. This would bring air quality benefits to all, especially those who use the trains or live, work and operate near rail lines.

3.66 As with the MTS, the greater connectivity via new cycle and walking routes should provide better healthy access to employment, while the enhanced urban realm measures and greater emphasis on safety and inclusivity should reduce the number of severance-induced inequalities faced by people in Islington, especially vulnerable groups.

b) Specific positive impacts – People in Islington

Protected Characteristic	Specific positive impacts – People in Islington
Age	<p>In particular children benefit from safer streets with less motorised traffic.</p> <p>Measure to electrify buses, trains, cars and other currently motorised vehicles will lead to cleaner air locally, bringing health benefits especially to younger and older people who are more susceptible to the harmful impacts of air pollution.</p>
Disability	<p>Compared to the London average, a higher proportion of people in Islington identify themselves as being disabled.</p> <p>Measure to electrify buses, trains, cars and other currently motorised vehicles will lead to cleaner air locally, bringing health benefits especially to people with certain disabilities who are more vulnerable to the health impacts of pollution.</p>
Pregnancy and maternity	<p>Measure to electrify buses, trains, cars and other currently motorised vehicles will lead to cleaner air locally, bringing health benefits especially to pregnant women and parents / carers with young children to protect the (unborn) children who are more vulnerable to the health impacts of pollution.</p>
Socio-economic status	<p>Areas with more deprived communities are often more dominated by motorised traffic. Measures to reduce motorised traffic and encourage the uptake of cleaner vehicles will benefit those living near busy roads both in terms of air quality and road safety.</p> <p>Greater connectivity should provide better access to employment, while the enhanced urban realm measures and greater emphasis on safety and inclusivity should reduce the number of severance-induced inequalities more prevalent in poorer communities.</p>

c) Potentially negative impacts

3.67 No generally negative impacts have been identified for this section about the general impacts of the ITS measures on people living, visiting or passing through Islington. Impacts of the ITS measures on specific transport users are explored throughout the document.

3.68 The schemes themselves will cause temporary noise disruption for residents during construction. The Council will ensure that infrastructure schemes are delivered in line with environmental standards and practices.

d) Specific negative impacts – People in Islington

3.69 No negative impacts were identified as specifically impacting Islington residents of a protected characteristic group

Conclusion

3.70 The Local Implementation Plan Delivery Plan 2017/18 to 2021/22, the Cycle Improvement Programme 2017/18 to 2021/22 and the Bus Priority Programme 2017/18 to 2021/22 aims to contribute to the Council's vision of fairness and inclusivity through the ITS that seeks to make healthy, efficient and sustainable modes of transport the most attractive options in Islington. The transport environment will be free from barriers to walking, cycling and public transport; it will encourage more active lifestyles, equal access and greater social cohesion. Islington will be less dependent on motorised vehicles and the air our residents breathe will be clean. Transport in Islington will be affordable, accessible and enjoyable for all. An approach of monitoring is proposed to ensure that the implementation of the strategy achieves the identified positive impacts and that negative impacts are mitigated.

3.71 Overall, this RIA has identified positive impacts for all and for specific protected groups, as well as potentially negative impacts arising from the implementation of the three programmes between 2017/18 and 2021/22. Largely, these negative impacts have been accompanied by explanations of how they will be mitigated against. Where the Council is unable to provide details of mitigation, the negative impact has been included in the Action Plan (below), to explain instead how the Council will seek to mitigate these impacts.

4 Safeguarding and Human Rights impacts

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 implementation of the 2017/18 to 2021/22 LIP Delivery Programmes, Cycle Improvement Programmes and Bus Priority Programmes.

If potential safeguarding and human rights risks are identified, then **please contact equalities@islington.gov.uk to discuss further:**

5 Action

5.1 This section responds to the impacts identified in sections 3 and 4 of this RIA.

Negative Impact	Action	Responsible person or team	Deadline
Purchasing and maintaining a bike can be prohibitively expensive, meaning people with less disposable income may be less able to own a bike than those with more disposable income. This in turn would mean they wouldn't have equal access to the benefits of cycling and the related ITS Healthy Streets measures.	The Council already has some measures to help with the affordability of maintaining and securely storing bikes (detailed in the specific positive impacts for cycling). Ways the Council will consider expanding and improving on this offer: Promote Bike to Work Promote / expand Dr Bike Consider expanding bike hubs on estates to do more maintenance sessions	Transport Planning, Housing, Public Health	

Negative Impact	Action	Responsible person or team	Deadline
Another concern is that the successful implementation of the policies to reduce car ownership and use could lead to more people carrying out Blue Badge fraud. If this were to happen it would have a negative impact on those people with a Blue Badge who have not committed fraud, as they would have fewer parking spaces available to them and would not benefit from clearer roads as a result of traffic reduction.	The Council currently has measures in place to tackle and prevent Blue Badge fraud. However, as the concern is that the measures may lead to an increase in Blue Badge fraud, the Council may need to adapt its measures to continue to ensure that Blue Badge fraud is adequately prevented. The Council will monitor Blue Badge applications and abuse and consider strategies to increase tackling of Blue Badge fraud if an increase is detected.	Transport Planning, Traffic & Parking	

6 Appendices

- Delegated Decision Report: Changes to the Council's Local Implementation Plan (LIP) Delivery Plan, Cycle Improvement Programme, and Bus Priority Programme for 2017/18 to 2021/22.
- Appendix 1: Revised - Islington's Local Implementation Plan Delivery Plan 2017/18 and 2018/19.
- Appendix 2: Proposed - Islington's Local Implementation Plan Delivery Plan 2019/20 to 2021/22.
- Appendix 3: Revised - Islington's Cycle Improvement Programme 2017/18 and 2018/19.
- Appendix 4: Proposed - Islington's Cycle Improvement Programme 2019/20 to 2021/22
- Appendix 5: Revised - Islington's Bus Priority Programme 2017/18 and 2018/19.
- Appendix 6: Proposed - Islington's Bus Priority Programme 2019/20 to 2021/22.

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

Staff member completing this form:

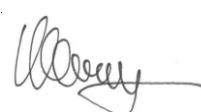
Signed: _____



Date: 23/10/2019

Head of Service or higher:

Signed: _____



Date: 23/10/2019