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Resident Impact Assessment

People Friendly Streets

Service Area: Planning and Development

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

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

The Council response is that all people would feel better walking or cycling down their street if it is a pleasant, people-friendly place. People Friendly Streets will:

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

Improvements to the borough's streets will ensure that they are friendly to all users – especially children, young people, older people, people with impaired mobility, and people with disabilities and in poor health. The council is therefore committed to developing a borough wide programme of People Friendly Streets. This programme will include: a) Low Traffic Neighbourhoods; b) the acceleration of the School Streets Programme; and c) the introduction of a lorry control scheme in all residential areas across the Borough.

Local people know their own neighbourhoods best. The first stage of public consultation on People Friendly Streets begins on 29 May 2020. Schemes will be implemented on a trial basis and will be reviewed in the light of monitoring and feedback from local people.

The implementation of a borough wide programme of People Friendly Streets will support the council’s objective of achieving net zero carbon emissions in Islington by 2030. It will also contribute to the delivery of a Fairer Islington by: making it easier and safer for people to travel on foot, by bicycle and public transport; supporting people to live healthier lives; supporting local shops, markets and businesses; and enabling residents to remain socially active and connected to their community.

This RIA relates to the principle of People Friendly Streets and their implementation.

2. Islington Residents Profile

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

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

Profile analysis

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

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 of the People Friendly Streets

Overview

The implementation of the PFS would deliver positive impacts overall in terms of supporting public health, improved air quality, and accommodating and enabling active travel. PFS have the potential to contribute to creating a Fairer Islington by: supporting local shops and businesses; making it easier and safer for people to travel on foot, by bike and public transport; supporting people to live healthier lives; and enabling residents to remain socially active and connected to their community.

The main beneficiaries of the response will be people walking and cycling by removing through traffic from local neighbourhoods.

This RIA

This RIA identifies general positive and negative impacts for equalities groups and details the specific positive and negative impacts of the PFS programme.

During the lockdown, public transport trips have significantly fallen across London due a reduction in the demand for travel and the need to maintain two-metre social distancing which severely restricts public transport capacity. As the lockdown eases incrementally social distancing rules are likely to remain for some time. More people could be drawn to driving resulting in increased congestion on roads, increased pollution and conflicts with pedestrians and cyclists.

Islington has one of the lowest proportions of car ownership per household in the country, with only 31% of household having access to a car¹. In parallel, TfL has analysed that two thirds of car journeys in London can be walked or cycled² - this proportion is likely to be even greater in an inner London borough like Islington. This has two implications: that a majority of people in Islington rely on walking and cycling for their daily trips and not driving, and that many existing car journeys could be shifted to active travel modes, with public health and air quality benefits for all Islington residents.

¹ TfL London Travel Demand Survey 2013/14

² https://www.london.gov.uk/sites/default/files/health_impact_of_cars_in_london-sept_2015_final.pdf

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

a) Generally positive impacts

Successful implementation of the strategy should deliver the creation of shared inclusive public spaces and streets that welcome people from all walks of life.

The PFS programme will improve safety and accessibility, which should provide benefits to all residents with protected characteristics. The measures should also reduce the negative impacts of traffic, improving air quality, reducing injuries from road traffic collisions and community severance.

b) Specific positive impacts

Protected Characteristic	Specific positive impacts
Age	<p>Islington is a densely populated and built-up borough with a scarcity of open spaces.</p> <p>An increase in walking and cycling benefits children in terms of reducing childhood obesity.</p> <p>The Fair Futures Commission found that some of the barriers to children and young people travelling independently revolved around concerns for personal safety. Reduced road danger should facilitate independent travel for children and young people, which is crucial to healthy child development.</p> <p>Older people, who have higher instance of disabling conditions such as mobility impairment, deafness or blindness will benefit from reduced traffic and road danger. In addition, older people are also more likely to live with dementia and will benefit from reduced noise pollution.</p> <p>PFS will create improved conditions for cycling, particularly benefitting those older or younger residents with less balance who may want to choose adapted cycles away from traffic.</p>

Protected Characteristic	Specific positive impacts
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, wheelchair or mobility scooter.</p> <p>In residential areas, those with cognitive disabilities could benefit from reduced levels of noise pollution, supported by the neighbourhood walking and cycling improvements and the removal of through traffic.</p> <p>Providing better conditions for cycling can empower more disabled people to cycle, particularly those with less balance who may want to choose adapted cycles away from traffic. All modal filters would be designed in a way that is inclusive and accessible to larger cycles such as tricycles and cargo cycles.</p>
Gender reassignment	No specific impacts identified.
Pregnancy and maternity	<p>Reduced volumes of traffic and speeds will create a less stressful environment, supporting a healthy pregnancy.</p> <p>Parents and carers with prams will benefit from a better walking environment and reduced traffic flows when crossing roads, especially in the vicinity of schools.</p> <p>Parents who use bicycles or cargo cycles for family mobility will benefit from traffic filtering and temporary cycle lanes. The road closures will be designed in a way that is permeable and accessible to larger cycles.</p>
Race	No specific impacts identified
Religion or belief	No specific impacts identified

Protected Characteristic	Specific positive impacts
Sex	<p>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 improved walking and cycling conditions, reduced traffic levels.</p> <p>In London, women are less represented than men in cycling, and lack of cycle infrastructure disproportionately impacts women, attributable in part to a more risk averse attitude to mixing with traffic. Reduced traffic and new cycle infrastructure will therefore benefit and empower more women to cycle.</p>
Sexual orientation	No specific impacts identified
Socio-economic status	<p>Busier roads often dominate more deprived communities. Walking and cycling improvements will benefit those living near busy roads and collision hot-spots when they are moving around their local area.</p> <p>Car ownership is generally correlated to household income in London. Therefore, less affluent households are less likely to own a car – and be reliant on active travel and public transport. The PFS programme aims to benefit non car owners.</p> <p>Finally, the greater connectivity via new cycle and walking routes should support social distancing whilst providing better healthy access to employment.</p>

c) Potentially general negative impacts

In general, PFS measures will restrict through traffic, which will reduce the number of entry and exit points in each neighbourhood. This may impede movements for essential car trips indirectly and disproportionately impacting older and disabled residents as local car journeys may take longer and be less convenient. However, the proposals will significantly improve conditions for active travel, and the removal of through traffic should improve driving conditions for essential trips on local roads. Any road closure will be designed to accommodate access for emergency services. The emergency services will be consulted on the proposals for each People Friendly Streets.

Islington's main roads are already at capacity, and over two thirds of car journeys in Islington could be walked or cycled – a shift which can become a reality when walking and cycling conditions are much improved. Although it is expected with the proposed measures that many local trips will be made by active travel (walking and cycling) rather by car, the neighbourhood

measures could however displace traffic onto main roads, which could increase congestion, which may affect bus journey times as well as affecting air quality and community severance.

Increases in congestion, community severance and worse air quality may affect more deprived communities living near busy roads or junctions. Increased bus journey times 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.

There are various ways of mitigating these risks. Air quality schemes are being rolled out in parallel, for instance the installation of Electric Vehicle Charging Points and the Ultra-Low Emission Zone extension taking effect in October 2021 which aim to reduce air pollution across the borough including on the main road network. A monitoring strategy will be put in place to understand whether displacement is taking place onto Islington's main roads, and the Council will work closely with TfL on bus prioritisation schemes.

d) Specific negative impacts

Some specific impacts have been identified for protected characteristic groups.

Protected Characteristic	Specific negative impacts
Age	<p>Older and young people could be disproportionately disadvantaged by the increase in cycling and increased risk of conflict between pedestrians and cyclists if cycle infrastructure is not designed properly.</p> <p>Older people may rely on private cars for their local trips and so may be inconvenienced by longer journeys.</p>
Disability	<p>Disabled people could be disproportionately disadvantaged by the increase in cycling and increased risk of conflict between pedestrians and cyclists if cycle infrastructure is not designed properly.</p> <p>Disabled people may also rely on private cars for their local trips and so may be inconvenienced by longer journeys.</p> <p>Some measures will involve parking suspensions, which could have a specific negative impact on blue badge holders.</p>
Gender re-assignment	No specific impacts identified
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 if new cycle infrastructure is not designed properly.

Race	No specific impacts identified
Religion or belief	No specific impacts identified
Sex	No specific impacts identified
Sexual orientation	No specific impacts identified
Socio-economic status	<p>Purchasing and maintaining a bicycle 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 new cycle infrastructure.</p> <p>Lower income households are more likely to use buses, which could be impacted by the re-allocation of traffic onto main roads.</p> <p>Busier roads often dominate the locations of more deprived communities. Should any traffic displacement occur, it could have a disproportionately negative impact on more deprived communities, with consequences in terms of congestion, severance and air quality.</p>

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 COVID-19 transport response.

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](#).

Negative Impact	Action	Responsible person or team	Deadline
<p>In general, unless they are appropriately planned and designed PFS measures which restrict through traffic could impede on movements for emergency vehicles, indirectly and disproportionately impacting older and disabled residents.</p>	<p>By way of mitigation, the measures will be designed to accommodate access for emergency services – this includes camera-enforced road closures rather than physical closures. Where physical closures are used they will be accessible to emergency service vehicles if necessary, for instance with collapsible bollards or through existing bypasses.</p> <p>The emergency services will be consulted on the proposals.</p>	<p>Transport Planning, Traffic & Parking</p>	
<p>The PFS measures could displace traffic onto main roads, which could affect bus journey times. 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.</p>	<p>The Council will work with TfL to identify bus priority corridors to improve bus journey times. A monitoring strategy will be implemented to measure the impact of the changes on the main roads. Bus priority schemes will be implemented in consultation with TfL to protect bus journey times.</p>	<p>Transport Planning, Traffic & Parking</p>	

Negative Impact	Action	Responsible person or team	Deadline
<p>Older and young people could be disproportionately disadvantaged by the increase in cycling and increased risk of conflict between pedestrians and cyclists if cycle infrastructure is not designed properly.</p>	<p>The measures include better pedestrian infrastructure which should mitigate the possible negative impact of new cycle lanes. Potential conflict to be designed out, and a focus on legibility.</p> <p>All cycle infrastructure should be designed for residents from all walks of life, so that cycling is an accessible option regardless of age, disability or types of cycles used.</p>	<p>Transport Planning, Traffic & Parking</p>	
<p>Older and disabled people may rely on private cars for their daily local trips.</p> <p>The proposals may sometimes result in longer local car journeys.</p>	<p>Improved walking and cycling conditions should mitigate that impact by empowering more older and disabled people to walk, wheel and cycle.</p> <p>Designs will take into account protecting access by car to all residents. So while some trips may be slightly more inconvenient they will not be restricted entirely.</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 on their local roads.</p>	<p>Transport Planning, Traffic & Parking</p>	
<p>Some interventions will involve parking suspensions, which could have a specific negative impact on blue badge holders.</p>	<p>Any suspension of blue badge bays will be re-located in the closest possible vicinity, ideally at a distance no greater than 70m, in line with the Inclusive Design in Islington SPD.</p> <p>The impacts on parking provision will be closely monitored by the Council to ensure blue badge holders still have access to parking where required.</p> <p>The Council's Inclusive Design Officer will review all PFS proposals to ensure that inclusive design principles are applied.</p>	<p>Transport Planning, Traffic & Parking</p>	

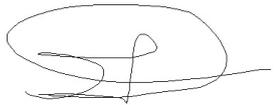
Negative Impact	Action	Responsible person or team	Deadline
<p>Purchasing and maintaining a bicycle can be prohibitively expensive, meaning people with less disposable income may be less able to own a cycle than those with more disposable income. This in turn would mean they wouldn't have equal access to the new cycle infrastructure.</p>	<p>The Council has a programme to help with the affordability of maintaining and securely storing cycles 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. Islington's 'Try before you bike' scheme helps people purchase a new bicycle with monthly payments (£20 for adult bike, £10 for children), with the option of returning the bicycle and stopping payments if they choose to.</p>	<p>Housing, Community development and transport planning.</p>	

Negative Impact	Action	Responsible person or team	Deadline
<p>The removal of through-traffic in neighbourhoods could have the consequence of displacing traffic onto main roads, which could in turn worsen congestion, community severance and air quality, and have a disproportionate impact on more deprived communities.</p>	<p>Islington’s main roads are already near or at capacity, and TfL are changing timings on traffic signals to provide more time to pedestrians and cyclists, which further reduces capacity for motorised traffic on main roads. This could mean an overall reduction in the number of vehicles.</p> <p>On the other hand, over two third of car journeys in Islington could be walked or cycled – a shift which can become a reality when walking and cycling conditions are improved. Air quality schemes are being rolled out in parallel, for instance the installation of Electric Vehicle Charging Points and the Ultra-Low Emission Zone extension will take effect in October 2021. A monitoring strategy will be put in place to understand whether displacement is taking place on Islington’s main roads. There are encouraging examples from other boroughs: a survey commissioned by Waltham Forest Council to monitor the air quality effects of the Mini Holland in Walthamstow concluded that overall air pollution levels had reduced, even on main roads. The Council could integrate air quality into the monitoring strategy.</p> <p>Unacceptable levels of displacement on the main road will be strongly considered when making ETMOs permanent.</p>	<p>Transport Planning, Traffic & Parking</p>	

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

Staff member completing this form:

Julie Plichon - Transport Planning Officer



Signed: _____

Date: 08/06/2020

Head of Service or higher:

Martijn Cooijmans - Head of Strategic Projects, Transport Planning Planning & Development, Traffic and Parking



Signed: _____

Date: 08/06/2020