

Appendix Three

Resident Impact Assessment

Islington's Transport Strategy (2020 – 2041)

Service Area: Planning and Development

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

The intended outcome of developing the Islington Transport Strategy 2020 – 2041 (ITS) is to set a vision for Islington's transport environment by 2041, and a strategy to achieve that vision. The ITS will replace the Council's existing transport strategy, adopted in March 2012.

The full implementation of the strategy would result in a broad range of transport improvements in Islington:

- More trips made by Islington residents will be by walking, cycling and use of public transport.
- More residents will do at least the 20 minutes of walking or cycling they need each day to stay healthy.
- Islington's streets, public spaces and neighbourhoods will be more enjoyable and foster social cohesion.
- More residents will have access to the London-wide strategic cycle network.
- There will be no deaths or serious injuries on Islington's roads.
- Streets, public spaces and public transport will be safer and people will feel safer travelling in the borough.
- There will be fewer cars owned by Islington residents and fewer vehicle kilometres travelled in the borough per year.
- 'School streets' or similar interventions will improve air quality and reduce road danger at every school in Islington.
- Islington will be diesel-free and there will be a significant reduction in air pollution.

- CO₂ emissions from road transport in Islington will reduce in line with the Council's net zero carbon vision.
- Car clubs will be electric and meet the needs of residents.
- Public transport interchanges in Islington will be accessible, pleasant, easy to navigate and able to cope with growth in demand.
- Bus journeys will be quick and reliable.
- The additional time it takes to travel in Islington using the step-free rail network will be reduced compared to a non-step-free journey.
- Neighbourhoods, town centres, streets and public spaces will be inclusive, accessible and enjoyable.
- High or unfair transport costs will no longer be a barrier to travel.
- The Islington Transport Strategy will have contributed to the delivery of the Council's overall vision of fairness.

The ITS will also contribute to the Council vision and priorities for 'Building a Fairer Islington':

- Jobs and money – Supporting the viability and success of local business clusters and town centres and their role in delivering an inclusive economy, and providing jobs.
- Housing – Supporting housing growth in the borough, particularly the delivery of affordable housing.
- Safety – Making the borough a safer environment for our residents to travel in, and in particular to tackle road safety issues.
- Children and Young People – Improving the local environment and reducing pollution and congestion to help make Islington the best place for all young people to grow up.
- Place and environment – Delivering projects that will help make Islington a welcoming and attractive borough and creating a healthier environment for all.
- Health and independence – Encouraging our residents to lead healthy and independent lives by improving accessibility, air quality, and providing attractive opportunities for active travel.
- Well-run Council – Combining funding streams and objectives wherever possible to deliver projects that tackle multiple Council priorities, and helping to attract further funding to make a difference despite reduced resources.

In March 2018, the Mayor of London published the new Mayor's Transport Strategy (MTS), which sets the vision for London's transport environment from now until 2041. London local authorities are required to produce a Local Implementation Plan (LIP) demonstrating how local council strategies will deliver the Mayor's vision in their borough. Islington's Transport Strategy will fulfil the requirements of a LIP. An integrated impact assessment has been carried out on the MTS, including an Equalities Impact Assessment (EqIA). A summary of the TfL EqIA can be found at Appendix A.

The ITS provides the context for the LIP delivery programme, which sets out a three-year spending programme for LIP funding, to implement projects that will deliver the objectives of the ITS. It is the mechanism by which boroughs locally deliver the Mayor's Transport Strategy objectives, and by which TfL provides funding support to the boroughs to this end. Measures in the LIP programme are subject to their own RIA, as will any future initiatives.

All of the ITS policies and objectives have been developed to deliver the Council's vision for a fairer, healthier place for all.

Strategic targets

The ITS contains a number of challenging and ambitious targets, which will be used in reporting to track progress towards meeting the Council's Transport Objectives. The targets are listed below. Reference is made to these ITS targets in the assessment of the equalities impacts of the ITS throughout this RIA.

- By 2041, 90% of trips made by Islington residents will be by walking, cycling and public transport.
- By 2041, 70% of Islington residents will do at least the 20 minutes of (walking and/or cycling) they need each day to stay healthy.
- A 100% reduction in road transport CO₂ emissions will be achieved by 2030.
- There will be zero people killed and seriously injured on Islington's streets by 2041.
- 93% of Islington residents will live within 400 metres of the strategic cycle network by 2041.
- There will be a 16% reduction in vehicle kilometres travelled in Islington by 2041.
- By 2041, a 6.9% reduction in the number of private cars owned by Islington residents will be achieved.
- Islington will contribute to a 10% reduction in morning peak freight transport in Central London by 2026.
- A 95% reduction in road transport NO_x emissions will be achieved by 2041.
- A 59% reduction in road transport PM₁₀ emissions will be achieved by 2041.
- A 65% reduction in road transport PM_{2.5} emissions will be achieved by 2041.
- A 38% increase in the number of trips made by public transport will be achieved by 2041.

- The difference between average journey times on the entire network and the step-free network will be reduced by 60% by 2041.
- Bus speeds will improve by approximately 15% by 2041.

1. 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.

<i>Source: 2011 Census data available at: https://www.nomisweb.co.uk/</i>		London	Islington
		Total:	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	8.5%	17%

Profile analysis

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

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.

2. Equality impacts of the ITS

Overview

The implementation of the ITS would deliver positive impacts overall in terms of promoting sustainable, active forms of transport, which will contribute to reducing health problems resulting from a lack of physical activity, air pollution and road danger. Improving the accessibility and inclusivity of these modes of transport and maintaining other modes where necessary for accessibility are key to the ITS.

The main beneficiaries of the strategy will be pedestrians, cycle users, public transport users and residents living near congested, busy roads. The strategy is likely to disadvantage general traffic (private motor vehicles and freight) in order to deliver its intended positive impacts.

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

This RIA identifies impacts for equalities groups by transport user (i.e. pedestrian, cycle user) and details the general positive and negative impacts the ITS 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.

Consultation

This RIA was first developed for the draft ITS prior to public consultation. It has identified specific groups that are more likely to be specifically impacted by changes to the transport environment in line with the ITS, both in positive and potentially negative ways.

During public consultation, the views of these groups were sought via targeted workshops to ensure the potential impacts they may face have been correctly identified and have appropriate mitigations.

Delivery of ITS schemes

The RIA focuses on the intended outcomes of the objectives, policies and initiatives of the transport strategy.

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. Although it is expected that proposed measures in Low Traffic Neighbourhoods will mean that many local trips will be made by walking, cycling and scooting, rather than by car, the measures could nevertheless reassign traffic onto neighbourhood boundary and main roads particularly in the short term as road users adapt to

alternative routes and access arrangements, which could initially increase congestion in some locations. Individual schemes including Low Traffic Neighbourhoods 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.

Summary of positive impacts on protected characteristic groups

Protected Characteristic	Pedestrians	Cycle users	Bus users	Rail users	Car users	People in Islington
Age	✓	✓	✓	✓	✓	✓
Disability	✓	✓	✓	✓	✓	✓
Gender reassignment	✓		✓			
Marriage and Civil Partnership						
Pregnancy and maternity	✓	✓	✓	✓		✓
Race	✓	✓	✓			
Religion or belief	✓		✓			
Sex	✓	✓	✓			
Sexual orientation	✓		✓			
Socio-economic status	✓	✓	✓	✓		✓

Summary of potentially negative impacts of the ITS on protected characteristic groups

Green ticks signify that mitigating measures have been identified for the potentially negative impact.

Protected Characteristic	Pedestrians	Cycle users	Bus users	Rail users	Car users	People in Islington
Age	✓		✓		✓	
Disability	✓		✓		✓	
Gender reassignment						
Marriage and Civil Partnership						
Pregnancy and maternity	✓					
Race						
Religion or belief						
Sex						
Sexual orientation						
Socio-economic status		✓	✓		✓	

1) Pedestrians

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

Islington has a number of specific schemes that will make improvements to the public realm for pedestrians.

The planned improvements for pedestrians are aimed improving people's health through increased walking and reducing the risk of collisions, improved security and improved accessibility.

ITS strategic targets

Making improvements for pedestrians contributes to the overarching aim for 90% of trips in Islington to be made by active, efficient and sustainable modes.

It furthermore contributes to the following ITS targets:

- 70% of Islington residents to do at least the 20 minutes of (walking and/or cycling) they need each day to stay healthy
- Zero killed and seriously injured casualties by 2041

a) Generally positive impacts

The ITS objectives, policies and proposals are aimed at improving people's health through increasing walking and reducing the risk of collisions, improving security and improving accessibility, which should provide benefits to all pedestrians with protected characteristics.

The Healthy Streets Indicators seek to make all streets welcoming places for pedestrians from all walks of life. The Council's commitment to make a borough wide network of People Friendly Streets will make it easier, safer and pleasanter for residents to walk, by reducing motorised through-traffic and the associated negative impacts such as air pollution and road danger.

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.

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.

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 – Pedestrians

Protected Characteristic	Specific positive impacts – Pedestrians
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 the confidence of parents / carers 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>

Protected Characteristic	Specific positive impacts – Pedestrians
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>
Gender reassignment	<p>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.</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 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.</p>
Race	<p>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.</p>
Religion or belief	<p>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.</p>

Protected Characteristic	Specific positive impacts – Pedestrians
Sex	<p>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.</p> <p>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.</p> <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 accessibility public realm improvements and places to stop and rest.</p>
Sexual orientation	<p>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.</p>
Socio-economic status	<p>Busier roads often dominate the locations of more deprived communities. Road danger reduction measures for pedestrians will benefit those living near busy roads and collision hot-spots when they are walking around their local area.</p>

c) Specific negative impacts - Pedestrians

Protected Characteristic	Specific negative impacts – Pedestrians	Mitigated?
Age	Older and young people could be disproportionately disadvantaged by the increase in cycling if the risk of conflict between pedestrians and cycle users is not addressed through safety assessments, good design and behaviour change training (cycle training).	The Strategy includes continued provision of cycle training, as well as road safety education.
Disability	Disabled people could be disproportionately disadvantaged by the increase in cycling if the risk of conflict between pedestrians and cycle users is not addressed through safety assessments, good design and behaviour change training (cycle training).	The Strategy includes continued provision of cycle training as well as road safety education.
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 cycle users is not addressed through safety assessments, good design and behaviour change training (cycle training).	The Strategy includes continued provision of cycle training as well as road safety education.

2) Cycle users

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 cycle users does not reflect the borough demographic split. Investment in cycling that only seeks to meet the needs of current cycle users 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.

a) Specific positive impacts – Cycle users

Protected Characteristic	Specific positive impacts – Cycle users
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 cycle users 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	Specific positive impacts – Cycle users
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 people cycling could make cycling more attractive for some cycle users 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 would facilitate 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 cycles.</p> <p>It is acknowledged that improved cycling measures may not particularly benefit people with some types of disability that prevent them from cycling altogether. However, it is 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 / carers with young children may be particularly encouraged to cycle by safety improvement measures.</p> <p>Parents / carers may use tricycles, adapted cargo bikes or trailers to carry children more, and would therefore benefit from improved cycle routes and dedicated cycle lanes that accommodate these types of cycles.</p>
Race	<p>Cycling potential is highest amongst a number of groups, including BAME. Therefore, improvements for cycle users 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 towards increasing the proportion of these groups who cycle, leading to greater equality.</p>

Protected Characteristic	Specific positive impacts – Cycle users
Sex	<p>Cycling potential is highest amongst a number of groups, including women. Therefore, improvements for cycle users 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 and the ongoing maintenance cost can be a barrier to cycling. Cycle hire schemes provide cheaper access to cycling trips than the cost of trips on the public transport network, and don't require maintenance. Free training to provide residents with the skills necessary to maintain their bicycle will also improve the affordability of maintaining a bike.</p> <p>Perceptions of cycle theft could deter people with less disposable income from investing in a cycle. In the case of actual cycle theft, they may be less able to repurchase a cycle. 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 cycle in existing homes can also be a barrier to ownership, the provision of secure cycle parking on street and on estates that is safe, convenient and accessible, can be seen to combat this issue as it will help to overcome a lack of storage space.</p>

b) Specific negative impacts – Cycle users

Protected Characteristic	Specific negative impacts – Cycle users	Mitigated?
<p>Socio-economic status</p>	<p>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>	<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>

3) Bus users

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

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 strategic targets

Making improvements to buses contributes to the overarching aim for 90% of trips in Islington to be made by active, efficient and sustainable modes.

It furthermore contributes to the following ITS strategic targets:

- A 38% increase in the number of trips made by public transport every day in 2041
- Reduce the difference between average journey times on the total network and the step-free network by 60% by 2041
- Bus speeds will improve by approximately 15% in Islington by 2041

a) Generally positive impacts

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.

Schemes delivered in partnership with TfL and British Transport Police that seek to deliver the Safe and Fair, Accessible and Secure objectives 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.

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.

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	Specific positive Impacts – Bus users
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>The ITS commits the Council to continuing to work with TfL to prioritise the movement of bus users on main roads and advocate to secure investment in the borough’s bus network in order to improve reliability and capacity. This has particular benefits for older users who are more likely to have mobility impairments.</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 blindness to access bus services.</p> <p>Schemes delivered in partnership with TfL and British Transport Police that seek to deliver the Safe and Fair, Accessible and Secure objectives 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>The ITS commits the Council to continuing to work with TfL to prioritise the movement of bus users on main roads and advocate to secure investment in the borough’s bus network in order to improve reliability and capacity. This has particular benefits for users who have mobility impairments.</p>
Gender reassignment	<p>Schemes delivered in partnership with TfL and British Transport Police that seek to deliver the Safe and Fair, Accessible and Secure objectives 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>

Protected Characteristic	Specific positive Impacts – Bus users
Pregnancy and maternity	<p>Accessibility improvements to the public realm will help expecting mothers and parents / carers using prams to access bus services.</p> <p>The ITS commits the Council to continuing to work with TfL to prioritise the movement of bus users on main roads and advocate to secure investment in the borough’s bus network in order to improve reliability and capacity. This has particular benefits for pregnant women and parents / carers using prams to access bus services.</p>
Race	<p>Schemes delivered in partnership with TfL and British Transport Police that seek to deliver the Safe and Fair, Accessible and Secure objectives 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.</p>
Religion or belief	<p>Schemes delivered in partnership with TfL and British Transport Police that seek to deliver the Safe and Fair, Accessible and Secure objectives 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.</p>
Sex	<p>Schemes delivered in partnership with TfL and British Transport Police that seek to deliver the Safe and Fair, Accessible and Secure objectives 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.</p>
Sexual orientation	<p>Schemes delivered in partnership with TfL and British Transport Police that seek to deliver the Safe and Fair, Accessible and Secure objectives 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.</p>

Protected Characteristic	Specific positive Impacts – Bus users
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.

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.

ITS strategic targets

Making improvements to access rail and Underground stations contributes to the overarching aim for 90% of trips in Islington to be made by active, efficient and sustainable modes.

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.

It furthermore contributes to the following ITS targets:

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

a) Generally positive impacts

The ITS supports and seeks to strengthen the Mayor of London’s proposals to improve access to the rail and Underground networks. The Council would like to see measures to work towards a fully accessible system. Schemes delivered in partnership with TfL and British Transport Police that seek to deliver the Safe Fair, Accessible and Secure objectives and tackle crime on public transport will benefit groups that are victims of hate crime and those who have elevated concerns for personal safety

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

b) Specific positive Impacts – Rail and Underground users

Protected Characteristic	Specific positive Impacts – Rail and Underground users
Age	A number of schemes will see the improvement of public realm around stations, including improved accessibility, which will benefit older people who are more likely to have mobility impairments.
Disability	<p>Compared to the London average, a higher proportion of people in Islington identify themselves as being disabled.</p> <p>A number of schemes will see the improvement of public realm around stations, including improved accessibility which will benefit wheelchair users and those with other mobility impairments.</p> <p>The delivery of step-free access throughout stations to make them fully accessible from street to platform would benefit wheelchair users.</p>
Pregnancy and maternity	<p>A number of schemes will see the improvement of public realm around stations, including improved accessibility which will benefit pregnant women and parents / carers with young children, especially using 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) Potentially negative impacts

No potentially negative impacts have been identified from measures in the Strategy aimed at improving access to the public transport network through investment in improved public realm near station.

d) Specific negative impacts - Rail and Underground users

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

5) Car users

The ITS seeks to create a borough where healthy and sustainable transport is accessible, safe and enjoyable for all and where people are able to enjoy living in pleasant neighbourhoods through a reduction in the dominance of road traffic.

Most ITS proposals revolve around reducing traffic and congestion through traffic management schemes, and transformation schemes that will prioritise pedestrians, cycle users and public transport. The equalities impacts for those users have been set out under each of the sections above.

In addition, the ITS includes measures to reduce local road danger and improve 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 reducing road danger and improving air quality are set out below.

ITS strategic targets.

Measures that aim to reduce vehicular traffic contribute to an overarching aim for 90% of trips in Islington to be made by active, efficient and sustainable modes.

It furthermore contributes to the following ITS strategic targets:

- 15.7% reduction in vehicle kilometres by 2041
- A 10% reduction in morning peak freight transport in central London by 2026
- A 7% reduction in the number of private cars owned by Islington residents by 2041
- A 95% reduction in road transport NO_x emissions by 2041
- A 59% reduction in road transport PM₁₀ emissions by 2041
- A 65% reduction in road transport PM_{2.5} emissions by 2041
- A 100% reduction in CO₂ emissions from road transport by 2030

a) Generally positive impacts

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 Characteristics	Specific positive Impacts – Car users
Age	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.
Disability	Compared to the London average, a higher proportion of people in Islington identify themselves as being disabled. 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. This in combination with traffic reduction measures will result in clearer roads for those who need to use cars and private motor vehicles.

c) Potentially negative impacts

Measures that discourage car ownership and use have the potential to negatively impact all car users 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.

The proposed measures in the Strategy to encourage people to replace their vehicle by an electric vehicle may negatively impact people on lower incomes who genuinely need to use a car. People on higher incomes may be able to buy an electric vehicle more easily.

Many traffic reduction schemes in the Transport Strategy, such as specific highways transformation projects and the People Friendly Streets programme may impact some

motorists by slightly increasing journey lengths. Increased journey times would have a greater impact on certain groups with protected characteristics who are more likely to rely on private vehicles and taxis. 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 for many. 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 may cause slightly longer journeys or increase journey times for some motorists.</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>Access to all addresses is maintained, ensuring that older people who rely on car usage can still reach their destinations by car. The measures to improve the public realm and public transport accessibility will also make it easier for some older people to walk, cycle or use public transport.</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 genuinely need a vehicle and who would struggle to replace their vehicle and for whom alternatives are not possible.</p>

Protected Characteristic	Specific negative impacts – Car users	Mitigated?
Disability	<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 may cause slightly longer journeys or increase journey times.</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>Access to all addresses is maintained, ensuring that people with disabilities who rely on car usage can still reach their destinations by car.</p> <p>The measures to improve the public realm and public transport accessibility will also make it easier for some people with disabilities to walk, cycle or use public transport.</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 genuinely need a car and who would struggle to replace their vehicle and for whom alternatives are not possible.</p>

Protected Characteristic	Specific negative impacts – Car users	Mitigated?
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 genuinely need a car but who would struggle to replace their vehicle and for whom alternatives are not possible.</p>

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

The ITS is committed to working towards a fairer, healthier and greener transport environment through a reduction in the dominance of road traffic.

In addition, it includes measures to reduce local road danger and improve air quality by restricting motorised traffic at sensitive sites and by encouraging the uptake of cleaner vehicles.

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

ITS strategic targets

Measures that aim to reduce vehicular traffic contribute to the overarching aim for 90% of trips in Islington to be made by active, efficient and sustainable modes.

It furthermore contributes to the following ITS targets:

- Zero killed and seriously injured casualties by 2041
- A 95% reduction in road transport NO_x emissions by 2041
- A 59% reduction in road transport PM₁₀ emissions by 2041
- A 65% reduction in road transport PM_{2.5} emissions by 2041
- A 100% reduction in CO₂ emissions from road transport by 2030

a) Generally positive impacts

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.

The Council's commitment to make a borough wide network of People Friendly Streets will make it easier, safer and pleasanter for residents to walk, cycle and spend time in the borough, by reducing through-traffic and the associated negative impacts.

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.

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.

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.

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.

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 danger.</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>

b) Specific negative impacts – People in Islington

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

Conclusion

The ITS aims to contribute to the Council's vision of fairness and inclusivity through a strategy 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.

This RIA has identified overall particular positive impacts for specific groups, as well as the potentially negative impacts arising from ITS. These negative impacts have been accompanied by explanations of how they will be mitigated.

3. 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..

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

4. 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>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>	<p>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:</p> <ul style="list-style-type: none"> Promote Bike to Work Promote / expand Dr Bike Consider expanding bike hubs on estates to do more maintenance sessions 	<p>Transport Planning, Housing, Public Health</p>	

Appendices

- Appendix A – Review: Mayor’s Transport Strategy Equalities Impact Assessment

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

Staff member completing this form:



Signed: Martijn Cooijmans

Date: 18/11/2020

Head of Service or higher:



Signed: Karen Sullivan

Date: 18/11/2020

Appendix A - Review: Mayor's Transport Strategy Equalities Impact Assessment

Review: Mayor's Transport Strategy Equalities Impact Assessment

An EqIA was carried out for the MTS. Given that the ITS is closely aligned with the MTS, it is relevant to note the MTS' EqIA, as the ITS should be delivering the same impacts where locally applicable. The MTS EqIA findings that are relevant to Islington are summarised below.

Accessibility

The MTS EqIA states that the MTS sets out clearly in its vision that the public transport system must be inclusive and accessible for all. The MTS includes affordability in considering issues of accessibility. Whilst it notes that they don't have specific proposals to address non-physical barriers for people with sensory or cognitive impairments, the EqIA does state, that the strategy will offer customer information in more languages and formats, and will investigate how to further make journey planning easier. Fare freezing, hopper fares and concessions are noted as beneficial for accessibility. Please note that the ITS and RIA treat financial accessibility separately under considerations around socio-economic fairness.

The EqIA states that the measures to maximise mode shift will result in more accessible, affordable and better integrated public transport, as well as an increase in active transport facilities for all groups. It also notes that the MTS proposals would increase the level of accessibility for people across London, including those who are disproportionately impacted by lack of access. It notes, however, that there are no proposals that directly address the issue of congestion and overcrowding on footways in central London.

Air quality and noise

The EqIA states that the MTS' air quality proposals will have positive impacts on vulnerable groups living near areas of heavy congestion and roads. With poorer communities tending to live on the busiest roads, they are often most exposed to air and noise pollution whilst also the least able to relocate. The EqIA is positive about the impact of demand management schemes, especially in deprived areas, in reducing noise and vibrations from road transport and inequalities in terms of air quality. It notes that the schemes themselves will cause temporary noise disruption for residents during construction. It concludes that it is important for infrastructure schemes to adhere to environmental standards and practices.

Health

In relation to health, the EqIA states that the MTS proposals should result in significant improvements to physical and mental health (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. It states the MTS is likely to reduce health inequalities across the city and between communities.

Crime and safety

The EqIA states that the Healthy Streets proposals will tackle anti-social behaviour and high-harm crime such as sexual attacks and hate crime, which will benefit those who feel most vulnerable on transport, such as ethnic minorities and women.

Climate change

The EqIA comments that the effects of climate change will not be experienced equally among London's population. It states that the MTS does not address in detail the growing need to adapt to climate change in an equitable way that addresses the further inequalities climate change will cause or exacerbate.

Connectivity

The EqIA states that the greater connectivity via new cycle and walking routes, the enhanced urban realm measures and greater emphasis on safety and inclusivity should reduce the number of severance-induced inequalities faced by vulnerable groups and provide greater access to employment.

The EqIA flags that the demand management and pricing measures could have disproportionate impacts on disabled people who are reliant on private vehicles to access employment and leisure opportunities. The EqIA concludes that the measures may also have a slight negative impact on jobs that are only accessible by car, and disproportionately impact those that on low incomes who need to travel into central London by car. This may be mitigated by the accessible and well-connected public transport networks suggested as part of the strategy.