

Resident Impact Assessment

Amwell People Friendly Streets Scheme: Low Traffic Neighbourhood

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's 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 (PFS) will therefore:

- 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
- 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, which includes the delivery of Low Traffic Neighbourhoods (LTN). An LTN will be introduced in the Amwell phase 1 LTN area in October 2020 with funding from the Mayor's London Streetspace Plan (LSP).

The Amwell phase 1 LTN area accommodates parts of two cycle routes: Cycleway 27 (formerly Quietway 2) and Cycleway 38 (formerly Quietway 10). The area experiences 'rat-running' traffic between King's Cross Road/ Farringdon Road in the west, and Amwell Street to the east which the LTN aims to address. The LTN will be introduced under an Experimental Traffic Order (ETO) and will be implemented from 5 October 2020.

Local people know their own neighbourhoods best. The first stage of public early engagement with the council's PFS programme began on 29 May 2020 using the Commonplace online platform to gather local insight into road issues across the council. The LTN schemes, including Amwell phase 1, will be implemented on a trial basis (under the above mentioned ETO), and will be reviewed in light of monitoring and feedback from local people, including a full public consultation approximately a year after the implementation of the trial.

The implementation of a borough-wide programme of PFS 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 implementation of the Amwell phase 1 LTN in the Clerkenwell Ward.

2. Islington Residents Profile

The Amwell phase 1 LTN is located in Clerkenwell ward resident profile of which is set out below.

	London	Islington	Clerkenwell Ward
	Total: 8,173,941	Total: 206,125	Total: 11,490
Gender: Female	51%	51%	49%
Gender: Male	49%	49%	51%
Age: Under 16	20%	16%	12%
Age: 16-24	12%	14%	20%

Age: 25-44	36%	42%	40%
Age: 45-64	21%	19%	20%
Age: 65+	11%	9%	8%
Disabled	14%	16%	15%
Ethnic group: BME	40%	32%	27%
Ethnic group: White	60%	68%	71%
Religion or belief: Christian	48.5%	40%	41%
Religion or belief: Muslim	12%	9%	7%
Religion or belief: Other	10%	4%	1%
Religion or belief: No religion	21%	30%	31%
Religion not stated	8.5%	17%	17%

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

Profile analysis

16% of people living in Islington identify themselves as having a disability compared to the London average of 14%. 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.

Socio-economic and disability data indicates that Clerkenwell Ward has slightly more deprivation than London overall, but less deprivation than Islington as a whole. 13% of Clerkenwell ward residents are listed as 'out of work' compared to 17% in Islington, and Clerkenwell has an Index of Multiple Deprivation (IMD) score of 27, which is 13 points lower than the Islington average of 36¹. For reference, London's average IMD score is 24.

Clerkenwell has a slightly lower percentage of disabled residents, at 15% compared to Islington's 16%.

¹ MHCLG: [Indices of Deprivation 2019](#)

There is a lower percentage of BME residents in the Clerkenwell ward, with the Islington average being 32% and Clerkenwell's 27%.

Whilst private cars, taxis, and private hire vehicles can be an important means of transport for disabled people, the main means of transport used by disabled Londoners at least once a week are walking (78%), bus (55%), car as passenger (44%) and car as driver (24%)².

3. Equality impacts of Amwell phase 1 People Friendly Streets

Overview

The implementation of the Amwell phase 1 LTN would deliver positive impacts overall in terms of supporting public health, improved air quality, and accommodating and enabling active travel. Amwell phase 1 LTN has the potential to contribute to creating 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; and enabling residents to remain socially active and connected to their community.

The main beneficiaries of the response will be people walking, cycling or using mobility scooters or cycles adapted for disabilities by removing through-traffic from the scheme area and reducing road danger.

The council has a responsibility to its residents to ensure that the Equality Act is upheld in all its work and projects.

This assessment considers both positive and negative impacts of the proposals whereby in some instances a balanced view is taken between positive and negative impacts, in particular where the impacts are considered to have both a positive and negative impact on one group with protected characteristics, especially where there is variation between the requirements of different individuals within an equalities group. For example, while some people with a disability may rely on cars for mobility there are also many disabled people who use other modes and therefore for most groups the impacts will be a mix of positive and negative depending on the particular mode of travel generally used.

² Travel in London: Understanding our diverse communities 2019, (TfL, 2019)

This RIA

This RIA identifies general positive and negative impacts for equalities groups and details the specific positive and negative impacts of the Amwell phase 1 PFS scheme.

During the lockdown, public transport trips significantly fell across London due to a reduction in the demand for travel, and the severe decrease in public transport capacity due to the need to maintain physical distance. As the lockdown eases incrementally, physical distancing rules of some degree are likely to remain for some time. Consequently, more people could be drawn to driving, resulting in increased congestion on roads, increased pollution and conflicts with pedestrians and people using cycles.

Islington has one of the lowest proportions of car ownership per household in the country, with 69% of households having no access to a car³. TfL has identified that two thirds of car journeys in London can be walked or cycled⁴ - 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 rather than 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.

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 Amwell phase 1 LTN should deliver the creation of streets that welcome people from all walks of life and represent a fairer balance of different modes of travel.

The Amwell phase 1 LTN will reduce road danger and improve 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.

The design of the scheme has been developed with the aim to improve the Amwell phase 1 area in alignment with the healthy streets indicators:

³ Draft Islington Transport Strategy (2019)

⁴ https://www.london.gov.uk/sites/default/files/health_impact_of_cars_in_london-sept_2015_final.pdf

- Pedestrians for all walks of life: As a result of this scheme all types of pedestrians will benefit from an increased level of road safety as a result of the reduction in vehicles traveling through the proposed LTN.
- Easy to cross: as a result of this scheme there will be considerably less traffic on many roads in the Amwell phase 1 LTN area. This will mean that there are more opportunities to cross informally and formal crossings will be safer for pedestrians.
- Not too noisy: the reduction in traffic will also lead to a reduction in noise pollution.
- People choose to walk and cycle: it is anticipated that reduction in vehicle traffic on the roads of Islington will empower people with protected characteristics to cycle, as a main obstacle to cycling for many people is fear of traffic. Moreover, the expected increase in walking and cycling will heighten natural surveillance, and thus improve the sense of safety for those passing through the area.
- Clean air: cars and other motor vehicles are a major source of air pollution. The reduction of traffic on the Amwell phase 1 roads is anticipated to lower the air pollution in the residential area.
- People feel safe: motor vehicles are a source of danger to pedestrians and cyclists traveling on the roads. The reduction in motor vehicles is expected to make people feel safer when walking and cycling thereby empowering people to do so.

Below these generally positive impacts are made specific in how they could materialise for people with protected characteristic.

b. Specific positive impacts

Protected Characteristic: Age

An increase in walking and cycling benefits children in terms of reducing childhood obesity.

The Fair Futures Commission found that some of the barriers to children and young people travelling independently revolved around concerns for personal safety. Reduced road danger should facilitate independent travel for children and young people, which is crucial to healthy child development.

Older people, who have higher instance of disabling conditions such as mobility impairment, deafness or blindness will benefit from reduced traffic and road danger because of the lower volumes of cars travelling through the area. In addition, older

people are also more likely to live with dementia and will benefit from reduced noise pollution.

The Amwell phase 1 LTN 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.

Air pollution from cars has a significant impact on younger people who are closer to the car exhaust level and who have lungs that are still developing; a growing body of research demonstrates that this impact can result in significant health complications later in life impacting on their life expectancy and quality of life.

Older and younger people will benefit from safer crossings in particular because they can take longer to cross the road than the average aged person.

Protected Characteristic: Disability

Compared to the London average, a slightly higher proportion of people in Clerkenwell ward identify themselves as being disabled (London 14%, Clerkenwell 15%); however Clerkenwell also has a lower proportion than the Islington percentage of 16%.

Pedestrian enhancements could be of particular benefit to people with a disability in terms of navigating an urban environment, including but not limited to those using walking aids, wheelchair or mobility scooter.

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.

Research has shown that one of the main reasons that disabled people do not cycle more is due to inaccessible infrastructure; even though 75% of disabled cyclists report that they find cycling easier than walking. The proposals in Amwell phase 1 LTN will greatly improve conditions for disabled cyclists by reducing road danger without the need for further traffic calming measures.

In this way, 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 in Amwell phase 1 LTN have been designed in a way that is inclusive and accessible to larger cycles such as tricycles and cargo cycles.

Protected Characteristic: Gender reassignment

No specific impacts identified.

Protected Characteristic: Pregnancy and maternity

Reduced volumes of traffic and speeds will create a less stressful environment, supporting a healthy pregnancy.

Parents and carers with pushchairs will benefit from a better walking environment and reduced traffic flows when crossing roads with filters.

Parents who use bicycles or cargo cycles for family mobility will benefit from traffic filtering. The road closures will be designed in a way that is permeable and accessible to larger cycles. It is also anticipated that increased safety for cyclists will empower parents to use cargo bikes who don't currently do so.

The modal filters will create informal play space for children specifically around closure locations where there will be very low traffic following implementation.

Protected Characteristic: Race

Developing research has concluded that Black, Asian and Ethnic Minority people are twice as likely to die of coronavirus in the UK than white British people making them specifically more vulnerable since the pandemic. As prescribed by Central Government guidance creating safe cycle routes provides an alternative means of travel to public transport as the country emerges from the health emergency. The Amwell phase 1 LTN proposals will create opportunity for safe physical distancing.

The measures will also decrease the traffic on roads within the Amwell phase 1 area, which will reduce road danger and thereby empower more cycling among BAME people who are underrepresented among people who cycle for transport and for exercise.

Protected Characteristic: Religion or belief

No specific impacts identified.

Protected Characteristic: Sex

Women - who are more likely than men to be moving through public space with pushchairs, and expectant mothers and mothers with young children - may also particularly benefit from improved walking and cycling conditions and reduced traffic levels.

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.

Protected Characteristic: Sexual orientation

No specific impacts identified.

Protected Characteristic: Socio-economic status

Busier roads often dominate more deprived communities. Notably, within the Amwell phase 1 LTN area, the Margery (social housing) Estate faces the busy Margery Street

through route on one side (as does Charles Rowan House) and the through route via Lloyd Baker Street on the other side. Walking and cycling improvements will benefit those living near busy roads and collision hot-spots when they are moving around their local area.

Car ownership is generally correlated to household income in London. Therefore, less affluent households are less likely to own a car, and more likely to be reliant on walking, cycling and public transport. The Amwell phase 1 PFS Scheme will result in benefits to non car owners.

Finally, the greater connectivity via new cycle and walking routes should support social distancing whilst providing better healthy access to employment.

c. Potentially general negative impacts

As has been outlined above the Amwell phase 1 LTN measures will have many positive benefits for residents and businesses, and specifically for those with protected characteristics as discussed above. It is the purpose of this resident impact assessment to also examine any negative impacts on residents, particularly those with protected characteristics to ensure that a robust mitigation plan is in place and so that these negative impacts can be taken into account in decision making on the implementation of the scheme.

Two key negative impacts of the Amwell phase 1 PFS scheme have been identified and considered below:

C1: Impact on those who rely on car usage

The purpose of the Amwell phase 1 LTN measures is to create a safer environment to enable walking and cycling for people from all walks of life. However, this must be balanced with facilitating the travel requirements for vulnerable residents including those with disabilities and mobility impairments who may rely on cars to travel.

Following the implementation of the Amwell phase 1 LTN scheme, in all but Margery Street between Wilmington Street and King's Cross Road/ Farringdon Road, vehicles travelling to the area will be able to access or drive very close to access points of all properties. Whether driven by residents, businesses, visitors or deliveries from any direction none of the measures being introduced will stop people from driving to and from the area. However, some routes may need to be changed by driving to and from the nearest main road rather than across local streets.

Although the proposals maintain vehicle access to the area and to or close to all properties, the changes may result in increased inconvenience for motorists and could result in longer journey times with an increased cost if private vehicle hire or taxis are relied on.

Due to the exceptional circumstances of Margery Street being a one-way street with no alternative access route to the west of the filter at Wilmington Street, the access arrangements for motorised traffic are different: a 'Motor Vehicle Prohibition Zone except for permit holders' is proposed for Margery Street (west of Wilmington Street). The traffic filter on Margery Street will allow vehicle access for local residents (i.e. permit holders) on Margery Street, but prevent non-permit holders from legally passing through meaning that servicing, delivery, taxi and private hire vehicle pick-up and drop-off will need to take place from Margery Street (east of the filter), Fernsbury Street, Wilmington Street, Yardley Street, Lloyd Baker Street (where the vehicular access to the Margery Street Estate is located) and Farringdon Road. The LTN scheme includes addition of dropped kerbs and tactile paving on both sides of Wilmington Street as well as an area of road resurfacing near the junction with Margery Street to improve pedestrian accessibility and make crossing easier. Before enforcement of the traffic restriction on Margery Street commences, the Council will carry out initial localised monitoring and further local assessments to better understand resident and business requirements on Margery Street, in particular in terms of delivery, servicing and taxi access, allowing time to accommodate any further access requirements.

It should be acknowledged that longer routes are more likely to inconvenience some older or disabled residents as well as women (who research shows are more likely to be carrying shopping or moving about with children and/ or pushchairs) and pregnant women more than others if the schemes results in them having to cover a greater distance between their home and a pick-up or drop-off point of a taxi or other transport , e.g, carer's private vehicle used to transport clients to appointments or on outings. Specific impacts on those groups are set out below. These should be considered on balance with the positive impacts the scheme will result in for those groups and the wider population as is outlined above.

C2: The impact of residents who may reside on the boundary roads surrounding the Amwell phase 1 area

By design the Amwell phase1 LTN will restrict through routes in the area, which will encourage non-local journeys to take place on main and other road network surrounding the LTN area. In this case those roads are Pentonville Road/ Penton Rise, King's Cross Road/Farringdon Road, Rosebery Avenue and Amwell Street. Over 2/3 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 walking, cycling and scooting, rather than by car, the measures could nevertheless reassign traffic onto boundary roads, which could increase congestion, potentially impacting on bus journey times as well as affecting air quality and community severance.

Increases in congestion, community severance and worse air quality would impact residents living on the main road network or near 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.

A monitoring strategy has been put in place to understand whether traffic reassignment takes place onto Islington's main / LTN boundary roads. It is anticipated that immediately following the scheme there will be some reassignment while people get used to new road layouts and identify alternative routes. If reassignment has arisen as an issue, then this will trigger some of the reactive mitigation measures outlined in section 4.

In the below section these two impacts are broken down into how the Amwell phase 1 LTN may impact different groups with protect characteristics along with other potential impacts.

d. Specific negative impacts

Some specific impacts have been identified for protected characteristic groups.

Protected Characteristic: Age

C1: Although it will be possible to access or get very close to all addresses, except those in Margery Street between the proposed traffic filter and King's Cross Road/ Farringdon Road, once the scheme has been implemented, older people may rely on private cars, private vehicles for hire, or taxis more for their local trips and so may be inconvenienced by longer journeys. Longer journeys may also involve higher costs. Older people residing on Margery Street may find it more onerous to cover the extra distance between their home and drop-off and pick-up points on Margery Street (east of the filter), Fernsbury Street, Wilmington Street, Yardley Street, Lloyd Baker Street (where the vehicular access to the Margery Street Estate is located) and Farringdon Road than their younger counterparts.

Other: 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.

Protected Characteristic: Disability

C1: Although it will be possible to access or get very close to all addresses, except those in Margery Street between the proposed traffic filter and King's Cross Road/ Farringdon Road, once the scheme has been implemented, residents or visitors with a disability may rely on private cars, private vehicles for hire, or taxis more for their local trips and so may be inconvenienced by longer journeys. Longer journeys may also involve higher costs. As referenced in the resident profile section data indicates that private cars are just one means of travel for disabled residents and therefore should be considered on balance with the benefits.

People with a disability residing on Margery Street between the proposed traffic filter and King's Cross Road/ Farringdon Road may find it more onerous to cover the extra distance between their home and drop-off and pick-up points of a taxi or other transport (e.g, carer's private vehicle used to transport client to appointments or outings) from Margery Street (east of the filter), Fernsbury Street, Wilmington Street, Yardley Street, Lloyd Baker Street (where the vehicular access to the Margery Street Estate is located) and Farringdon Road than their able-bodied counterparts.

The design of this scheme has considered that exempting blue badges, taxi's or cars for hire holders from the camera enforced closures and the resulting increase in inconvenience does not outweigh the many benefits to all people from a decrease in through traffic in the area. Therefore, for the purposes of the Experimental Traffic Order, parking control notice tickets will apply to any vehicle going through the exemptions, though as outlined below in actions this can be reviewed following statutory consultation in October 2021.

The London Taxicard Scheme offers subsidised travel in licenced taxis and private hire vehicles to London residents with serious mobility impairments or who are severely sight impaired. This could offset some of the increase in costs resulting from slightly longer routes as a result of the Amwell phase 1 scheme.

C2: An increase in traffic on main roads could lead to bus delays which would disproportionately impact residents with a disability who rely on the bus journeys for mobility.

Other: Residents with a disability 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.

Disabled people could also be disproportionately disadvantaged by the introduction of new street furniture and infrastructure (such as signage) which may affect their accessibility if infrastructure is not suitably positioned.

Protected Characteristic: Gender re-assignment

No specific impacts identified.

Protected Characteristic: Pregnancy and maternity

Expectant mothers and parents with young children residing on Margery Street between the proposed traffic filter and King's Cross Road/ Farringdon Road who rely on private cars, private vehicles for hire, or taxis may find it more onerous to cover the distance between their home and drop-off and pick-up points of a taxi or other transport from Margery Street (east of the filter), Fernsbury Street, Wilmington Street, Yardley Street,

Lloyd Baker Street (where the vehicular access to the Margery Street Estate is located) and Farringdon Road.

Protected Characteristic: Race

No specific impacts identified.

Protected Characteristic: Religion or belief

No specific impacts identified.

Protected Characteristic: Sex

C1: In the case of people of different genders residing on Margery Street between the proposed traffic filter and King's Cross Road, women (who research shows are more likely to be carrying shopping or moving about with children and/ or pushchairs) and pregnant women who rely on private cars, private vehicles for hire, or taxis may find it more onerous to cover the distance between their home and drop-off and pick-up points of a taxi or other transport from Margery Street (east of the filter), Fernsbury Street, Wilmington Street, Yardley Street, Lloyd Baker Street (where the vehicular access to the Margery Street Estate is located) and Farringdon Road.

Other: 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.

Protected Characteristic: Sexual orientation

No specific impacts identified.

Protected Characteristic: Socio-economic status

Other: 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 or not benefit so much from the improved cycling environment.

C2: Lower income households are more likely to use buses, which could be impacted by the reassignment of traffic to main roads. Should any traffic reassignment occur, it could have a disproportionately negative impact on more deprived communities, with consequences in terms of congestion, severance and air quality.

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 Amwell phase 1 LTN scheme.

The council has considered the provisions of the Human Rights Act for potential breaches that may occur as a result of the proposal and consider that two articles are relevant:

- Article 1 of the First Protocol – the protection of property; and
- Article 8 of the First Protocol – the right to respect private and family life.

In relation to Article 1, some residents may no longer be able to use the most direct access to their homes. However, if the scheme is implemented, alternative access will be in place. Further, the right under Article 1 is qualified rather than absolute as it permits the deprivation of an individual's possessions or rights where it is in the public interest. The council considers the proposal to be in the public interest.

In relation to Article 8, right to respect for private and family life has a broad interpretation and extends to being in a public place if there is a reasonable expectation of privacy there. This right can be interfered with where lawful, necessary and proportionate to protect a number of other concerns including public safety and health. It is not considered that the implementation of the Amwell LTN will impede the rights to individuals to respect for private and family life either in public or on private land. Further, the scheme is proposed in order to reduce the number of vehicles on the road, which will enhance public safety and health.

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?

Negative Impact	Action	Responsible person or team	Deadline
<p>C1: More inconvenient car trips</p> <p>More costly trips if taxis or private hire vehicles are relied on for some people falling into protected characteristics groups such as age, disability and parental status.</p>	<p>The project team will undertake pre-consultation engagement with groups representing those with specific mobility needs who may be negatively impacted by the measures as has been outlined above. This is in order to understand impacts and develop mitigation actions if considered required. The pre-consultation engagement strategy for these groups will be approved by the Head of Service in consultation with the Lead Member for the Environment and Transport.</p> <p>As part of the public consultation taking place during June 2021, the team will proactively engage with groups representing those with specific mobility needs in the Amwell LTN area to ensure proportional representation and to ensure any inconvenience or experiences are accurately recorded and considered in deciding to transition to a permanent traffic order. This engagement will likely take the form of a focus group or workshop.</p>	<p>Transport Planning</p>	<p>Pre-consultation engagement before January 2021</p> <p>Disability focus group as part of consultation during June 2021</p>

Negative Impact	Action	Responsible person or team	Deadline
C1: More onerous trips to pick-up and drop-off points of taxis, private hire cars and other transport for Margery Street residents	Localised monitoring and further local assessments to better understand resident requirements on Margery Street.	Transport Planning	Prior to enforcement of the Margery Street filter
C2: Main roads impact Possible increase of bus journey times which would impact on older, disabled or lower income residents disproportionately.	<p>A robust and comprehensive monitoring strategy will be put in place to gather data on the displacement impacts on main roads. This data will be considered carefully in deciding to transition to a permanent traffic order.</p> <p>If required and informed by monitoring data, the Council will work with TfL to identify bus priority corridors to improve bus journey times. Bus priority schemes will be implemented in consultation with TfL to protect bus journey times if data demonstrates that there are increased delays in bus journeys for a sustained period.</p>	<p>Transport Planning</p> <p>Transport for London</p> <p>Traffic and Engineering</p>	<p>March 2022 for 18-month monitoring data</p> <p>December 2022 for bus mitigation schemes</p>

Negative Impact	Action	Responsible person or team	Deadline
<p>C2: Boundary roads impact. Possible increasing in air pollution on the main roads which would impact disproportionately on residents living on main roads</p>	<p>A robust and comprehensive monitoring strategy will be put in place to gather data on the displacement impacts on main roads including air quality data where possible. This data will be considered carefully in deciding to transition to a permanent traffic order.</p> <p>Air quality schemes are being rolled out in parallel, for instance the installation of Electric Vehicle Charging Points, School Streets and the Ultra-Low Emission Zone extension will take effect in October 2021.</p>	<p>Transport Planning Air quality Team Traffic and engineering</p>	<p>March 2022 for 18-month monitoring data.</p> <p>Air quality schemes roll out is ongoing</p>
<p>Other: 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>Potential conflict to be designed out, and a focus on legibility; all designs for Amwell phase 1 LTN have been reviewed by an inclusive design officer.</p> <p>The engagement with disabled groups outlined will also identify if there are outstanding issues with regards to risks of conflict between pedestrians and cyclists.</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>Sept 2021</p>

Negative Impact	Action	Responsible person or team	Deadline
Other: Purchasing and maintaining a cycle 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.	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.	Housing, Community development and transport planning.	Ongoing

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

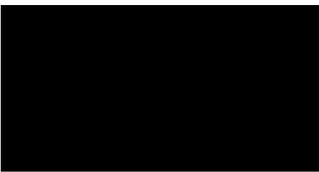
Staff member completing this form:


Transport Planner

Signed:  Date: 23/09/2020

Head of Service or higher:

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


Signed: _____ Date: 23/09/2020