

Islington's Transport Strategy

Local Implementation Plan 2011 to 2031

March 2012

Appendix E

Equality Impact Assessment

Name of Service Area

Spatial Planning and Transport

Staff conducting the assessment

Joost Bergers and Nathan Kaczmariski

Date of assessment

December 2010 – March 2012

Reason for assessment

The purpose of this assessment is to identify potential impacts on equality groups on Islington's Transport Strategy and Local Implementation Plan 2011/12 to 2013/14.

Description of the project/program/strategy/policy/procedure being assessed

Islington's Transport Strategy and Local Implementation Plan 2011/12 to 2013/14 sets out the Council's transport objectives, policies, and programmes for the period from 2011 onwards, and describes how the Council will contribute towards the delivery of the Mayor's Transport Strategy for London.

Main Stakeholders/Beneficiaries

- the public
- Transport for London
- Islington Borough Police
- Metropolitan Police
- Islington's Mobility Forum
- Islington's Cycling Action Group
- Town centre managers
- London Borough of Camden
- London Borough of Hackney
- London Borough of Haringey
- City of London Corporation
- North London Transport Forum
- Central London Sub-region
- North London Sub-region
- English Heritage
- Environment Agency
- Natural England
- Living Streets

Equality Impact Assessment

This Equality Impact Assessment assesses Islington's transport policies from Islington's draft Transport Strategy and Local Implementation Plan.

The following symbols are used to indicate the nature of the impacts anticipated from the strategy:

+ Only positive impacts on the equality group have been identified

– Potentially negative impact on the equality group have been identified

~ No impact (positive or negative) on the equality group have been identified

+/- Both positive and potentially negative impacts on the equality group have been identified

If a policy has scored a – or +/- against one or more equality groups this impact will be discussed in more detailed in the next section.

| | Gender | Age | Disability | Race | Religion and belief | Sexual orientation | Child Poverty and other socio-economic impacts |
|--|--------|-----|------------|------|---------------------|--------------------|--|
| Policies | | | | | | | |
| Ensure that changes to the transport environment are subject to transparent decision-making processes that are open to all parts of the community | + | + | + | + | + | + | + |
| Ensure transport improvements support local economic activity and growth | + | + | + | + | + | + | + |
| Make more effective use of the existing transport network, and where practicable, increase capacity to accommodate increased demand resulting from population and economic growth | ~ | - | - | ~ | ~ | ~ | ~ |
| Manage the borough's limited road transport capacity by prioritising the competing demands for space on the road network based on the following road user hierarchy: <ol style="list-style-type: none"> 1. pedestrians 2. public transport 3. cyclists 4. taxis, delivery and servicing needs 5. private motorists and other road users (Consideration for disabled people shall be a key principle throughout this hierarchy) | ~ | ~ | ~ | ~ | ~ | ~ | + |
| Keep the transport network moving and minimise congestion | + | + | + | + | + | + | + |
| Ensure good, safe and secure transport access to town centres and all facilities used by the local community, especially for less mobile people | + | + | + | + | + | + | + |
| Create more attractive town centres, streets and public spaces to encourage local shopping and other economic and community activities | + | + | + | + | + | + | + |
| Ensure new housing developments are car-free and, where appropriate, contribute to transport investment | ~ | - | - | ~ | ~ | ~ | + |
| Reduce physical barriers associated with transport | + | + | + | + | + | + | + |

| Policies | Gender | Age | Disability | Race | Religion and belief | Sexual orientation | Child Poverty and other socio-economic impacts |
|--|---------------|------------|-------------------|-------------|----------------------------|---------------------------|---|
| Work with Transport for London and transport operators to improve public transport service quality and reliability, and to make interchanges easier, safer and quicker | + | + | + | + | + | + | + |
| Maintain servicing and delivery access to businesses whilst reducing the number and impact of heavy goods vehicles | + | + | + | + | + | + | + |
| Improve the condition of the road network and footways, using sustainable materials and techniques where practicable | + | + | + | + | + | + | + |
| Encourage healthier, more active forms of travel, and reduce the proportion of trips made by motor vehicles | + | -/+ | -/+ | + | + | + | + |
| Press the Mayor of London and rail operators to introduce a fair system of public transport tickets and fares, and other charges | + | + | + | + | + | + | + |
| Reduce the number of people killed or injured on Islington's streets | + | + | + | + | + | + | + |
| Reduce crime and the perception of crime within Islington's transport environment | + | + | + | + | + | + | + |
| Reduce vehicle and cycle theft | + | + | + | + | + | + | + |
| Reduce negative transport-related health impacts, particularly noise and NO _x and particulate emissions | + | + | + | + | + | + | + |
| Reduce carbon emissions from land-based transport in Islington | + | + | + | + | + | + | + |

Actual and potential impacts on equality groups

Actual or potential negative impacts resulting from the above equality impact assessment will be discussed in more detail below for each of the equality groups. However, in general, the impacts from the Transport Strategy's policies will be positive to all equality groups. In particular, the following themes are found in several policies that provide positive benefits to all groups:

- improvement to transport safety and security
- enhancement to the living environment through removing barriers (such as

- congestion), improvements to air quality and encouragement of growth
- creation of a fair and high-quality transport system

Gender

No actual or potential impacts from Islington's transport policies on religion, belief or faith have been identified.

Age

In order to *Ensure that changes to the transport environment are subject to transparent decision-making processes that are open to all parts of the community* it is essential to reach more hard to reach groups in the community such as the elderly.

Islington's transport policy to *Make more effective use of the existing transport network, and where practicable, increase capacity to accommodate increased demand resulting from population and economic growth* can have a potential negative impact on elderly people if a more effective use of the transport network would result a shorter duration of green lights at pedestrian crossings. Elderly people can also be discouraged if regular bus services would reduce stopping time at bus stops or reduce frequency of bus services. The Council wants to continue to deliver Hail and Ride Route 812 which is dedicated to provide an essential bus service to more vulnerable transport users and offers a bus services to local facilities, not serviced by the regular bus service. Hail and Ride Route 812 also has greater capacity for wheel chair users and operates on a less stringent time table than regular bus services.

Islington's transport policy to *Ensure new housing developments are car-free and, where appropriate, contribute to transport investment* can have a potential negative impact on elderly people if they rely on their car for transport and therefore alternative transport options must be available.

The policy to *Encourage healthier, more active forms of travel, and reduce the proportion of trips made by motor vehicles* can have a potential negative impact on elderly people if they rely on their car for transport. Overall the policy is expected to have a positive impact on young people and the elderly as it encourages them to undertake more active forms of transport such as walking and cycling.

Disability

In order to *Ensure that changes to the transport environment are subject to transparent decision-making processes that are open to all parts of the community* it is essential to reach more hard to reach groups in the community such as people with a disability. Islington has policies and guidance in place to provide accessible information for disabled people.

Islington's transport policy to *Make more effective use of the existing transport network, and where practicable, increase capacity to accommodate increased demand resulting from population and economic growth* can have a potential negative impact on people with a disability if a more effective use of the transport network would result a shorter duration of green lights at pedestrian crossings. People with a disability can also be discouraged if regular bus services would reduce stopping time at bus stops or reduce frequency of bus services. The Council wants to continue to deliver Hail and Ride Route 812 which is dedicated to provide an essential bus service to more vulnerable transport users and offers a bus services to local facilities, not serviced by the regular bus service. Hail and Ride Route 812 also has greater capacity for wheel chair users and operates on a less stringent time table than regular bus services.

Islington's transport policy to *Ensure new housing developments are car-free and, where appropriate, contribute to transport investment* can have a potential negative impact on people with a disability if they rely on their car for transport. Provisions are made through the planning process to accommodate car parking spaces for Blue Badge Holders (see Islington's Parking Policy Statement).

The policy to *Encourage healthier, more active forms of travel, and reduce the proportion of trips made by motor vehicles* can have a potential negative impact on people with a disability if they rely on their car for transport. Consideration for disabled people is given throughout Islington's road user hierarchy policy.

Race

In order to *Ensure that changes to the transport environment are subject to transparent decision-making processes that are open to all parts of the community* it is essential to reach more hard to reach groups in the community due to race or ethnicity, including refugees and migrants.

Religion, belief and faith

No actual or potential impacts from Islington's transport policies on religion, belief or faith have been identified.

Sexual orientation

No actual or potential impacts from Islington's transport policies on sexual orientation have been identified.

Child Poverty and other socio-economic issues

Islington's transport policy to *Ensure new housing developments are car-free and, where appropriate, contribute to transport investment* can have a potential negative impact on those with low-income if they rely on their car for transport and therefore alternative transport options must be available. However, by making more affordable modes of transport more accessible, there may also be a positive impact. In addition, the car-free policy has been defined so that households that already hold an Islington resident's permit (for one or more years) will be able to carry over this permit should they move into a development that is classified as car-free. This should lessen the initial impact and allow private car users the option of owning a vehicle if they need one.

Other

Hate crime is harassing, victimising, intimidating or abusing someone because of their race, faith, religion, disability, gender, or because they are lesbian, gay, bisexual or transgender. Over the last year, incidents of hate crime in Islington have increased, particularly those related to domestic violence. Islington has recently launched the new domestic violence strategy for 2009-2011, reinforcing Islington's commitment to this work.

Conclusion

Some potential impacts have been identified relating to specific policies but these are mitigated Islington's Transport Strategy and other council activities and as such no negative equality impacts are likely to result from Islington's Transport Strategy.

The Improvement Plan needs to outline actions you propose to take to mitigate actual or potential negative impacts. Actions from Improvement Plan should be included as part of the final report and implementation taken forward as a part of that process.

| ISSUE IDENTIFIED | ACTION REQUIRED | LEAD OFFICER | TIMESCALE | COMMENTS |
|--|---|---|------------------|---|
| Car-free housing policy may have negative impacts on certain target groups | Consider parking policy change to make car-free housing more flexible | John Galsworthy, Head of Parking | Feb 2012 | Parking policy change agreed by Executive in Feb 2012 |
| Hail and Ride funding gap in 2013/14 and 2014/15 | Secure £100k per annum to maintain the service | Eric Manners, Team Leader (S106 and Transport) | Feb 2013 | |