

Resident Impact Assessment

St. Mary's Church People-Friendly Streets Scheme: Low Traffic Neighbourhood

Service Area: Climate Change & Transport

1. What are the intended outcomes of this policy?

This report addresses Equality impacts relating to the implementation of the St. Mary's Church low traffic neighbourhood, part of the Islington people-friendly streets programme. This is a key part of the council's long-term plan for transforming Islington, as set out in the Islington Transport Strategy (2020) and Islington's Vision 2030 (Net Zero Carbon) Strategy (2020). The future direction of the programme is detailed in the 2021 people-friendly streets [Executive Report](#), which was accompanied by a [Resident Impact Assessment](#) (RIA) for the whole programme.

The people-friendly streets programme of low traffic neighbourhoods (LTNs), School Streets and cycleways was at the forefront of both responding to the Covid-19 public health emergency and preparing to move into the recovery phase. This has effectively accelerated the implementation of the long-term plan and progress against wider council ambitions related to public health, road danger reduction, clean air, climate change, social justice, greening and place-making.

The people-friendly streets programme was implemented as a series of 18-month-long active trials, using experimental traffic orders (ETOs). The council is committed to listening to feedback on the schemes and taking decisions to make changes to improve how the programme works for people.

Having realised some of its earlier ambitions for people-friendly streets, the council has reflected to ensure that its plan is appropriate for moving forward to embed and continue the transformation it set out to achieve.

The Resident Impact Assessments (RIAs) carried out in 2020 identified the potential negative impacts that the trials could have on people who have protected characteristics.

These RIAs set out an initial plan to monitor the trials, and mitigate any negative impacts which were observed. The council undertook to implement the RIA recommendations by gathering evidence to understand further the impacts that schemes might have on people with protected characteristics, in particular disabled people and those with complex mobility needs. The council engaged with various groups representing disabled people or people with complex mobility needs, analysed feedback including correspondence, trial feedback surveys and Commonplace comments, reviewed existing literature on LTNs and commissioned data on car journeys. Specifically, the engagement with disabled groups took the form of a number of officer meetings with disability groups and groups representing people who have complex mobility needs. Groups met include: Disability Action in Islington, the Carers' Forum, Islington Parents' Forum, London Travel Watch, Transport for All, Keeping Safe subgroup, Power and Control. Officers have also had email exchanges with Horizon on cycle schemes, low traffic neighbourhoods and pavement obstructions. This resulted in a change in the approach, which is set out in the Executive Report and its accompanying RIA (links in the first paragraph of this section).

The key change in approach resulting from the feedback from disability groups is the Blue Badge exemption approach, detailed below. Other changes included increased engagement with residents and businesses, the introduction of the People-friendly pavements programmes, and the commitment to greening the borough.

Works to implement the St. Mary's Church LTN will begin in the second half of January 2022, and are expected to take a few weeks to complete. Enforcement will begin on Tuesday 1 February 2022.

The St. Mary's Church area experiences significant levels of 'rat-running' traffic for a residential neighbourhood with narrow streets and narrower footways. Vehicles use the area as a short-cut between Upper Street, Canonbury Road, and Essex Road. Four camera enforced traffic filters will be introduced to address this, on Halton Road, Braes Street, Hawes Street and Cross Street.

The St. Mary's Church LTN will seek to include opportunities for greening, both at time of implementation and in the future, and will also look to improve footway accessibility as part of the people-friendly pavements programme. The first pedestrian improvements will be made at the junction where the southwest section of Canonbury Square meets Canonbury Lane. Footway buildouts here will improve access to green space in Canonbury Square.

The St. Mary's Church LTN will also be the first to include the council's Blue Badge exemption and people-friendly pavements proposals from the outset. The exemption will only apply for a single LTN and will allow Blue Badge holders to register a single motor vehicle for their personal use which is registered to their own address within (or on the LTN side of a boundary road of) the low traffic neighbourhood in which they live, as set out in detail this RIA.

The implementation of the St. Mary’s Church low traffic neighbourhood will support the council’s objectives of achieving net zero carbon emissions in Islington by 2030. It will also contribute to the delivery of a more equal Islington by: making it easier and safer for people to travel on foot, using a wheelchair or other mobility aid, by cycle 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.

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/or in poor health. The council is therefore committed to continuing the roll out of a borough-wide programme of people-friendly streets, which includes the delivery of low traffic neighbourhoods (LTN), School Streets and cycleways.

This RIA relates to the implementation of the St. Mary’s Church low traffic neighbourhood in St. Mary’s ward.

2. Islington Residents Profile

The St. Mary’s Church low traffic neighbourhood is located in St. Mary’s ward.

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

	London	Islington	St. Mary’s ward
	Total: 8,173,941	Total: 206,125	Total: 11,553
Gender: Female	51%	51%	51%
Gender: Male	49%	49%	49%
Age: Under 16	20%	16%	14%
Age: 16-24	12%	14%	12%
Age: 25-44	36%	42%	46%
Age: 45-64	21%	19%	19%
Age: 65+	11%	9%	9%
Disabled	14%	16%	15%
Ethnic group: BME	40%	32%	25%

	London	Islington	St. Mary's ward
	Total: 8,173,941	Total: 206,125	Total: 11,553
Ethnic group: White	60%	68%	75%
Religion or belief: Christian	48.5%	40%	40%
Religion or belief: Muslim	12%	9%	6%
Religion or belief: Other	10%	4%	4%
Religion or belief: No religion	51%	51%	33%
Religion not stated	49%	49%	17%

Table 1 - demographics of London, Islington and St. Mary's ward

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

Profile analysis

Sixteen percent of people living in Islington identify themselves as having a disability compared to the London average of 14%. The percentage of residents who have declared they have a disability in St. Mary's is lower than the Borough average, but just above the London average; this is referred to in the assessment of equalities impacts.

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 (81%), bus (58%), car as passenger (42%) and car as driver (24%).¹

Analysis of the London Travel Demand Survey (LTDS)² during the period 2016-19 shows the breakdown of all trips by mode shown in Table 2:

Mode	All users in London	People with disabilities in Islington
Walk	42.0%	41.2%
Pedal cycle	4.9%	1.2%
Car driver	7.4%	8.9%
Car passenger	6.2%	16.7%
Motorcycle	0.1%	0.0%

¹ Travel in London: Understanding our diverse communities 2019, (TfL, 2019)

² London Travel Demand Survey: <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/consultations-and-surveys#on-this-page-1>

Van	0.3%	0.2%
Bus (public)	14.3%	14.4%
Underground	15.0%	11.4%
National Rail train	4.9%	1.7%
Taxi - London black cab	0.8%	1.7%
Taxi - other/minicab	1.6%	1.5%
London Overground	2.2%	1.1%

Table 2 - Percentages of different trips by mode by different users

The LTDS analyses a sample of over 18million trips every year, and as such it provides a comprehensive picture of travel patterns. It is worth noting that when focusing on trips undertaken by Islington residents with disabilities, the size of the sample is only a small proportion of the overall sample. However, this is considered the best data source available which links travel patterns such as journey lengths and trip purpose to demographic characteristics.

Islington has a lower proportion of Black, Asian and minority ethnic people (32%) than the London average (40%), whilst St. Mary's ward has a lower proportion than both London and Islington overall, at 25%.

Socio-economic data indicates that the Islington deprivation index varies considerably between and within each ward. Some areas are within the top 15% most deprived areas in the country, whilst others feature in the top 50% least deprived areas of England. St. Mary's ward is ranked as the 12th most deprived ward of Islington's 16 wards³. 5.3% of St. Mary's ward residents are listed as claiming out of work benefits compared to 5.7% in Islington⁴.

The Islington average for the Index of Multiple Deprivation is 36 (the higher, the greater the deprivation). For reference, London's average IMD score is 24. St. Mary's has an Index of Multiple Deprivation (IMD) score of 25.6, 10.4 points lower than the Islington average of 36.

3. Equality impacts of People-Friendly Streets

Overview

The council has a responsibility to its residents to ensure that the Equality Act (2010) is upheld in all its work and projects.

This assessment considers both positive and negative impacts of the proposals. In some instances, a balanced view is taken between positive and negative impacts, in particular

³ MHCLG: [Indices of Deprivation 2019](#)

⁴ Labour Market Profile - Nomis - Official Labour Market Statistics (nomisweb.co.uk)

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 such a group. For example, while some disabled people may predominantly travel by private car 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. This split between different modes of travel is shown in 'Islington Residents Profile' under the heading of 'Profile analysis'. It shows, for example, that the proportion of trips walked by people with disabilities in Islington is roughly the same as the proportion of trips walked by Londoners as a whole (41.2% compared to 42%, respectively). The proportion of trips taken by car, as a driver or passenger, is 25.6% for people with disabilities in Islington and 13.6% for Londoners as a whole. The council has considered the higher proportion of people with disabilities that make trips by car and has made adjustments to the delivery of LTNs to address this. These adjustments include the Blue Badge exemption discussed in this RIA, and the introduction of the people-friendly pavements programme. Specifically in relation to the St. Mary's Church LTN, the pedestrian improvements at Canonbury Square will improve disabled access through the introduction of dropped kerbs.

The people-friendly streets programme is one part of a range of work Islington Council is undertaking to improve the health and well-being of people in the borough. As a programme, it was both a response to the Covid-19 public health emergency and a preparation for moving into the recovery phase, and helps progress against wider council ambitions related to public health, road danger reduction, clean air, climate change, social justice, greening and place-making.

People-friendly streets aims to encourage, enable and support more people into making healthier travel choices, by walking, wheeling or cycling. The council also campaigns for more accessible public transport, as this can help people with reduced mobility make more sustainable choices. People friendly-streets has an important role in the wider public health agenda to encourage more active lifestyles (including walking and cycling), to help tackle the rise of obesity, to reduce the impact of air pollution on people's health, and to reduce road danger. Using cycles for daily transport also opens up more economic opportunities for people, who can travel further for work at much less expense than using a private motor vehicle or public transport.

The 2021 Executive Report was in part a review of the PFS programme to date, and includes two main outcomes to improve access and mitigate the negative impacts previously identified in trial schemes:

- the new local exemption policy for Blue Badge holders and;
- the people-friendly pavements project.

Blue Badge exemption policy for low traffic neighbourhoods

The exemption policy will offer an exemption to Blue Badge holders who live inside a low traffic neighbourhood (LTN) in Islington (this includes properties on the LTN side of the boundary roads). The exemption will only apply for a single LTN and will allow Blue Badge holders to register a single car for their personal use which is registered to their home address within (or on the boundary of) the low traffic neighbourhood in which they live. A permit will be provided for this car, which will allow the Blue Badge holder to drive, or be driven, through the camera-enforced filters of the LTN in which they reside. The Blue Badge holder would need to be in the vehicle (as a driver or passenger) and the Blue Badge would need to be displayed. Blue Badge holders with access to their own vehicle are likely to represent a very small minority of residents in LTNs. The exemption will be complemented by an exceptional circumstance dispensation which will have its own application process.

This limited exemption shows the council's commitment to make reasonable adjustments towards people with protected characteristics (in this instance the protected characteristic of 'disability') if it can be demonstrated that such an adjustment will not increase the negative impacts on other people with protected characteristics (and all other local people) currently benefitting from the LTNs as they were originally implemented. This includes those who do not drive and/or those who have been benefitting from the reduction in traffic volumes and the decrease in road danger. Disabled people are five times more likely to be injured as a pedestrian than non-disabled people.⁵

There are 7,788 Blue Badge holders in Islington, 1,713 of whom live within existing LTNs. There may be additional applicants via the exceptional circumstance dispensation, and these numbers will be recorded.

In order to understand if the exemption policy would allow too much traffic through the LTN and therefore reduce its benefits, officers carried out an assessment of these numbers, by combining them with current data for vehicles breaching the restrictions at each filter to construct a model for maximum vehicles per hour passing through each filter at peak time. This assessment showed that, while there were possible increases of traffic at each of the LTN filters following the exemption, the forecasted level of two-way traffic was acceptable. It must be noted that, based on feedback gathered through correspondence and surveys, many drivers with disabilities have continued to make motor vehicle trips with the existing LTN restrictions in place. This means that allowing these drivers exemptions to local filters may not increase actual total trip numbers significantly. Furthermore, the length of these essential car journeys might actually decrease as routes become more direct. There could be an increase in Blue Badge applications which could encourage shorter car journeys and increase traffic in the LTNs. Officers will monitor applications to review this risk. Additionally, the approach might incentivise disabled people who rely on car transport such

⁵ <https://roadsafetygb.org.uk/news/disabled-and-low-income-pedestrians-at-higher-risk-of-road-injury/>

as taxis to purchase their own cars, which would increase car ownership, pressure on parking and increase the number of car trips within LTNs.

Nonetheless, officers believe that actual traffic volumes might not increase following the introduction of the exemption policy, and that local traffic levels should be acceptable. However, the council will monitor traffic levels on local LTN streets to ensure traffic is kept at low levels, so that exemptions do not result in unacceptable local traffic impacts which could deter active travel. If there are problematic increases in traffic volumes, a review of exemptions would take place.

As well as increases in traffic volumes, another risk of the exemption is increased road danger at filters, as people would not necessarily expect vehicles to drive through areas. This could be particularly dangerous for people crossing the road or cycling. People with mobility or other impairments could also be vulnerable to collision in those areas.

It is recommended that the designated traffic filters allowing people with exemptions through must be adequately signposted with an 'exemption' plate. This plate will use the School Street exemption plate as a model, which uses the phrase 'Except permit holders SMC', where 'SMC' is a particular reference number to a local permit for the St. Mary's Church LTN, issued to eligible vehicles. As the plate does not mention Blue Badges explicitly, this removes any potential confusion for drivers from another area (if they possess a Blue Badge) thinking they are exempt from the filter.

The limited nature of the exemption policy means that Blue Badge holders who do not live within an LTN are not eligible for the exemption, as journeys by car across their home neighbourhood are not affected by LTN restrictions. (These Blue Badge holders could apply via the exceptional circumstance dispensation if they have particular journeys which require access through a designated filter in an LTN). The decision not to exempt all Blue Badge holders in Islington from all the filters is informed by journey time and length data collected and analysed by Steer consultants, which showed that shorter car trips are most impacted by the LTNs while medium or longer journey lengths are not significantly impacted. As disabled people may be less likely to be able to replace these short car trips to and from their home LTN by other travel modes, they could be disproportionately affected by being unable to pass through the filters in their home LTN, which they would meet on every short local journey. Disabled people who do not live in an LTN do not have these short trips restricted in the same way, and impacts on medium and longer journeys are less significant.

Cars used by Blue Badge holders which are not registered to an address within the same LTN are also not included within the scope of this exemption – this could include vehicles used by carers, friends or family members, as well as taxis and private hire vehicles (PHVs). In some of these circumstances, the exceptional circumstance dispensation could be applied if there are particular journeys which require access through a designated filter in an LTN. It would not be feasible to implement a blanket exemption for vehicles not registered to a disabled person in an LTN in a way which (a) maintains the integrity of the

overall people-friendly streets programme and (b) applies the exemption only to journeys undertaken by residents with disabilities.

People-friendly pavements policy

The proposed people-friendly pavements programme is an additional complementary measure towards these reasonable adjustments so that all groups can benefit from the LTNs, and to enable equal access to active travel by:

- Footway repaving
- Foliage maintenance
- Additional dropped kerbs
- Tactile paving
- Street clutter removal

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

This RIA

This RIA identifies general positive and negative impacts for groups with protected characteristics and details the specific positive and negative impacts of the implementation of the St. Mary's Church low traffic neighbourhood.

Islington has one of the lowest proportions of car ownership per household in the country, with 71% of households having no access to a car.⁶ Transport for London (TfL) has analysed that two thirds of car journeys in London can be walked or cycled⁷ - this proportion is likely to be even greater in an inner London borough like Islington. The implication of these figures is that there is great potential for a large number of trips in Islington to be made by modes other than private car, and even that many existing car journeys could be shifted to active travel modes, with public health and air quality benefits for all Islington residents.

24.3 million more miles were driven through Islington in 2019 than 2013 – an almost 10% increase.⁸ Traffic on London's local ('C' or unclassified) streets has risen by 72%⁹ between 2009 and 2019, whereas traffic on A and B roads has seen a slight fall over the same timeframe. A and B roads were designed with signalised and multi-lane junctions, wider pavements, formal pedestrian crossings and bus lanes, all of which mean they are able to more safely manage higher volumes of motor traffic than local streets.

⁶ LBI: [Streetspace funding guidance - Appendix 7 2021](#)

⁷ GLA: [Health Impact of Cars in London 2015](#)

⁸ DfT: <https://roadtraffic.dft.gov.uk/local-authorities/96>

⁹ DfT: <https://roadtraffic.dft.gov.uk/regions/6>

There is also a disparity in the road danger present on minor and main roads. In the UK, the most common non-natural cause of death amongst children aged 5 – 14 is being hit by a vehicle¹⁰ with a mile driven on a minor road, compared to a mile driven on a main road, twice as likely to kill or seriously injure a child pedestrian, and three times more likely to kill a child cyclist.¹¹ However, LTNs installed in London in 2020 have been shown to reduce the number of injuries from road traffic collisions by half, relative to the rest of London, with no evidence of increased injury numbers or risk on LTN boundary roads.¹² The people-friendly streets programme has therefore improved the safety of local roads without putting excessive burden on boundary roads.

As the Islington Transport Strategy notes, “Children from black and minority ethnic backgrounds are one and a half times more likely to be killed or seriously injured in a road collision than children from other backgrounds”, so reducing road danger through implementing LTNs seeks to address this inequality directly.

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

The implementation of the St. Mary’s Church low traffic neighbourhood should support the continued delivery of streets that welcome people from all walks of life and represent a fairer balance of different modes of travel.

The measures in the St. Mary’s Church low traffic neighbourhood are aimed at improving accessibility (balancing this with road danger reduction), which should provide benefits to some residents with protected characteristics. The scheme should also reduce the negative impacts of traffic, improving air quality, reduce noise pollution, reduce injuries from road traffic collisions and reduce community severance. LTNs have the potential to make journeys more pleasant and easier, with benefits on mental and physical health.

The scheme aims to improve the local area in alignment with TfL’s Healthy Streets indicators and Islington Council’s Transport Strategy. The list below shows how the scheme meets each of the Healthy Streets indicators, with reference to the Islington Transport Strategy where relevant:

- Pedestrians from all walks of life: All people walking, using wheelchairs or other mobility aids will benefit from a reduction in road danger as a result of the lower volume of vehicles traveling through the people-friendly streets programme’s LTNs.

¹⁰ http://www.sd-commission.org.uk/data/files/publications/fairness_car_dependant.pdf

¹¹ <https://www.icevirtuallibrary.com/doi/pdf/10.1680/jmuen.16.00068>

¹² <https://findingspress.org/article/25633-impacts-of-2020-low-traffic-neighbourhoods-in-london-on-road-traffic-injuries>

- **Easy to cross:** There will be considerably less traffic on many roads where the people-friendly streets programme is implemented. This will mean that there are more opportunities to cross informally and formal crossings will be safer for people who are walking or using pavements.
- **Not too noisy:** The reduction in traffic volumes will also lead to a reduction in noise pollution
- **People choose to walk and cycle (and Islington's Transport Strategy 'Healthy' objective):** It is anticipated that as a result of the reduction in vehicle traffic on the roads of Islington it will empower people with protected characteristics to cycle, as a big 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 (and Islington's Transport Strategy 'Cleaner and Greener' objective):** Cars and other motor vehicles are a major source of air pollution. The reduction of traffic delivered through the people-friendly streets programme roads is anticipated to improve the air quality in local areas, which includes public spaces with seating and nearby residential streets. It also contributes towards the council's target to achieve net zero carbon by 2030.
- **People feel safe (and Islington's Transport Strategy 'Safe' objective):** Motor vehicles are a source of danger to people walking and cycling 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. The council is committed to working with the Mayor of London to achieve "Vision Zero" by 2041, by eliminating all deaths and serious injuries on Islington's streets and reducing the number of minor traffic collisions on our streets.

The people-friendly pavement project will benefit people from all walks of life who are pavement users, for example by removing existing barriers, installing dropped kerbs and improving maintenance of foliage.

People who are Blue Badge holders who live within an LTN and have access to a vehicle registered to their home address will also benefit from the proposed exemptions at designated camera-enforced filters in the LTNs where they reside.

Under the heading of 'Specific positive impacts' more details are given on how these could materialise for people with protected characteristics.

b. Specific positive impacts

Protected Characteristic: Age

An increase in activity, including 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, due to the threats from road danger. Reduced road danger should facilitate independent travel for children and young people, which is crucial to healthy child development.

Older people, who have higher instances 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 LTNs. In addition, older people are also more likely to live with dementia and will benefit from reduced noise pollution. Those older people who are able to increase their active travel will see benefits to their mobility and health.

The LTNs 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 motor vehicles 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 adults are also known to be particularly sensitive to air pollution.

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.

Children who have disabilities or mobility impairments may benefit from the Blue Badge exemption policy, if their carers live with them inside an LTN. The exceptional circumstance dispensation for this exemption may also benefit children who, for example, attend a school in an LTN. It is also likely that older people with limited mobility who travel by private car are likely to have Blue Badges, and could benefit from the same policy. The positive impacts of LTNs on local traffic levels, as evidenced by interim monitoring reports, means less congestion for exempt vehicles.

The people-friendly pavements project will further improve conditions for older and younger people walking (or using mobility aids, including wheelchairs) on pavements, by removing existing barriers, reducing clutter and improving maintenance.

Protected Characteristic: Disability

Compared to the London average, there is a higher proportion of people in Islington who identify themselves as being disabled (16%, compared to the London average of 14%). Compared to the London average, a slightly higher proportion of people in St. Mary's ward identify themselves as being disabled (St. Mary's 15%)

LTNs can enable easier or more pleasant journeys for disabled people: an increase in independence, a decrease in traffic danger and benefits to physical and mental health.

Pedestrian enhancements could be of particular benefit to people with a disability in terms of navigating the urban environment, including but not limited to those using walking aids, a wheelchair or a mobility scooter. This includes the improvements made through the people-friendly pavements project, which will remove existing barriers, reduce clutter and improve maintenance.

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. Moreover, some disabled people may feel more comfortable accessing the businesses in LTNs, due to the reduction in traffic as a result of the PFS measures.

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.¹³ The proposals in LTNs 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 traffic filters in the LTNs have been designed in a way that is inclusive and accessible to larger cycles such as tricycles and cargo cycles in line with the London Cycling Design Standards.

People who are Blue Badge holders who live within an LTN and have access to a vehicle registered at their address will also benefit from the proposed exemptions at designated camera-enforced filters in the LTNs where they reside. The exceptional circumstance dispensation for this exemption may also benefit disabled people who do not live in an LTN, by allowing access through a designated filter (for example, for medical appointments). The positive impacts of LTNs on local traffic levels means less congestion for exempt vehicles.

Protected Characteristic: Gender reassignment

No specific impacts identified.

Protected Characteristic: Marriage and civil partnership

No specific impacts identified.

Protected Characteristic: Pregnancy and maternity

¹³Wheels for Wellbeing: [Assessing the needs and experiences of disabled cyclists 2018](#)

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

Parents and carers with prams will benefit from a better walking environment and reduced traffic flows when crossing roads, especially in the vicinity of schools. This includes the improvements made through the people-friendly pavements project, which will remove existing barriers, reduce clutter and improve maintenance.

Parents or carers who use cycles or cargo cycles for family mobility will benefit from traffic filtering and reduced volumes of traffic. Road closures will be designed in a way that is permeable and accessible to larger cycles. It is anticipated that increased safety for people who are cycling will help to empower more parents and carers to use cargo cycles for family mobility.

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

Pregnant people and unborn children in particular may be adversely impacted by air pollution. LTNs are expected to reduce traffic volumes and congestion on Islington roads, which is expected to contribute to improved air quality on these streets.

Protected Characteristic: Race

Developing research has concluded that Black, Asian and Ethnic Minority people are twice more likely to die of coronavirus in the UK than white 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. As the Islington Transport Strategy notes, "Children from black and minority ethnic backgrounds are one and a half times more likely to be killed or seriously injured in a road collision than children from other backgrounds". The reduction of traffic volumes and road danger in the LTN should make cycling a more accessible transport mode 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 prams, and expectant mothers and mothers with young children - may also particularly benefit from improved walking and cycling conditions and reduced traffic levels. This includes the improvements made through the people-friendly pavements project, which will remove existing barriers, reduce clutter and improve maintenance.

In London, women are less represented than men in cycling, and lack of safe 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 benefit and empower more women to cycle.

Protected Characteristic: Sexual orientation

No specific impacts identified

Socio-economic status: To be treated as a Protected Characteristic under section 1 of The Equality Act 2010

Busier roads can, in some areas, dominate more deprived communities. Walking and cycling improvements will benefit those living near busy roads and collision hot-spots when they are moving around their local area. Islington is an extremely diverse borough and the index of deprivation across the borough shows that deprivation does not strictly follow main roads. One of the key findings of a 2021 paper on the interaction of socio-economic status and LTNs is that "Across London as a whole, people in the most deprived quarter of OAs [output areas, administrative areas containing around 300 residents] were 2.7 times more likely to live in a new LTN, compared to Londoners in the least deprived quarter."¹⁴

Generally, car ownership correlates to household income in London. Therefore, less affluent households are less likely to own a car – and be reliant on walking, cycling and public transport. The low traffic neighbourhoods in the PFS programme aim to benefit people who do not own cars by making it easier for them to travel by other modes. The council also offers assistance with the costs of purchasing and maintaining a cycle, please see the action listed on page 26 of this RIA.

Although the cost of motoring over the past ten years has risen at a lower rate than the cost of living (and significantly lower than rises in public transport costs)¹⁵ it is estimated that owning and running a car in the UK costs around £3,900 per household annually.¹⁶ There is clearly a benefit to those who are economically disadvantaged if LTNs reduce this cost burden, by removing the perceived need for a motor vehicle once other options become more attractive.

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

¹⁴ Equity in new active travel infrastructure: a spatial analysis of London's new Low Traffic Neighbourhoods (2021) <https://osf.io/preprints/socarxiv/q87fu/>

¹⁵ <https://www.racfoundation.org/data/cost-of-motoring-index>

¹⁶ <https://www.ons.gov.uk/peoplepopulationandcommunity/personalandhouseholdfinances/expenditure/articles/familyspendingexplorer/2020-03-26>

c. Potentially general negative impacts

As has been outlined above, the implementation of the St. Mary's Church low traffic neighbourhood will have many positive benefits for residents and businesses, and specifically for those with protected characteristics as discussed above. It is also the purpose of this RIA to 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. Research and engagement have highlighted that for some residents journey times have increased, and/or journeys are more difficult, with negative impacts on mental and physical health.

Key negative impacts of the implementation of the St. Mary's Church low traffic neighbourhood have been identified and considered below:

C1: Impact on those who travel by private car

The purpose of the 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 schemes, vehicles travelling to streets in and around the LTN will still be able to access all properties that can currently be accessed. None of the measures being introduced will stop people (including residents, businesses, visitors or delivery drivers) 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.

These changes may therefore result in some increased inconvenience for motorists and could result in longer journey times with an increased cost if private vehicle hire or taxis are relied on. Short journeys increase in length an average of 118%, more than doubling. In terms of absolute numbers, short journeys also had to travel the largest additional length, close to 1km extra. Whilst the average lengths of medium journeys and long journeys also increased, the impacts were not as significant (increases in journey length of 4% and 3%, respectively). Short journeys experience the greatest average increase in journey time (151%), more than doubling. Medium journeys increased by nearly 25%; and long journeys by nearly 15%

The council commissioned a piece of research from the consultants Steer to examine the impacts of small, medium and large LTNs on 167 journeys in the borough.¹⁷ The research looked at how those journeys were impacted in length and time before and after LTN implementation. In conclusion, while shorter journeys are most impacted (+118% in length), medium and long journeys were much less impacted (+4% and +3% in length

¹⁷ This can be found as Appendix 2 of the people-friendly streets Executive Paper (2021).

respectively). The research also highlighted that disabled people who travel by car are more likely to make shorter journeys.

It should therefore be acknowledged that longer routes are more likely to inconvenience some older or disabled residents, and the specific impacts on those groups is 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.

The proposed exemption policy at camera-enforced filters for Blue Badge holders within their home LTN for a single vehicle partly mitigate this identified impact on shorter journeys for some disabled people. The exceptional circumstance dispensation for this exemption may also benefit disabled people who do not live in an LTN, by allowing access through a designated filter (for example, for medical appointments). However, the exemption does not address the needs of those who rely on taxis or other private hire vehicles.

It should also be noted that residents in the area who may be on low incomes and rely on a car for work could be impacted by the slightly increased distances of routes to their properties depending on their direction of approach. However, it should be noted that whilst there might be an impact for shorter journeys our evidence shows that the impact on LTNs decreases with journey distances increase, and that on the plus side LTNs make cycling much safer for people who could explore that transport mode as an alternative.

C2: The impact on residents who may reside on the main roads surrounding the St. Mary's Church low traffic neighbourhood (Canonbury Road, Essex Road, Islington Green, Upper Street)

By design, the St. Mary's Church low traffic neighbourhood will restrict through routes between main roads, which will encourage non-local journeys to take place on the main road network surrounding the LTN area. This is with the exception of Canonbury Lane and Canonbury Square, which will remain open as a route between Upper Street and Canonbury Road; if this route were to be filtered, banned turns at Highbury Corner from Upper Street to Canonbury Road, and from Canonbury Road to Upper Street, would make it very difficult for essential journeys and those who rely on motor vehicles to travel around. Gaskin Street will also remain open in the initial stage of implementation as a through route between Upper Street and Essex Road; this compromise was agreed in response to business concerns about long detours between these roads. Currently, 1/3 of car journeys in London are under 2km, a distance which could easily be walked or cycled by many.¹⁸ This switch between different modes of travel could become a reality when walking and cycling conditions are much improved by the people-friendly streets programme measures.

Despite the opportunities of modal shift, there is a risk that the measures could nevertheless displace traffic onto main roads, which could increase congestion, which would affect bus journey times as well as affecting air quality and community severance.

¹⁸ https://www.london.gov.uk/sites/default/files/health_impact_of_cars_in_london-sept_2015_final.pdf

These impacts would affect 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 displacement takes place onto Islington's main roads. The baseline traffic counts were carried out at locations within the proposed LTN, on its boundary roads, and beyond its boundary in November 2021. The council continues monitoring traffic and will publish findings in a pre-consultation monitoring report in early 2023, followed by a new delegated decision report and RIA for the LTN.

It is anticipated that immediately following the scheme implementation there will be some displacement while people get used to new road layouts and identify alternative routes. If displacement has arisen as an issue in the medium term, then this will trigger some of the reactive mitigation measures outlined in section 5.

d. Specific negative impacts

Some specific impacts have been identified for protected characteristic groups (corresponding to the above general impacts).

Protected Characteristic: Age

C1: Although it will be possible to access all addresses once the scheme has been implemented, older people may travel by 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.

Children and older people who do not drive could be impacted by the exemption policy if local traffic rises. This could make streets unsafe, and create an intimidating environment for people who do not rely on cars for their mobility, ultimately hindering the objectives of the low traffic neighbourhoods.

Protected Characteristic: Disability

C1: Although it will be possible to access all addresses once the LTN scheme has been implemented, disabled residents or visitors who travel in private cars, private hire vehicles (PHVs), or taxis may have to use new routes for their local trips and so may be inconvenienced by longer journeys (which may also involve higher costs).

However, it must be noted that private cars are just one means of travel for disabled residents and therefore should be considered on balance with the benefits. Evidence in section 2, 'Islington Residents Profile', under the heading of 'Profile analysis', shows that the proportion of trips taken by car, as a driver or passenger, is 25.6% for people with

disabilities in Islington and 13.6% for Londoners as a whole. The main means of transport, used by 81% of disabled Londoners at least once a week is walking.

The council is committed to engaging with disabled people and has undertaken pre-consultation engagement with disabled people and groups representing them, and listened to feedback submitted via Commonplace, the trial feedback surveys and general correspondence. This engagement forms part of the evidence informing the proposed exemption policy. Once the PFS scheme has been in place for 12 months, a public consultation will be held to help inform the decision-making around the future of the scheme. Additional engagement with people with disabilities is planned during the consultation focus groups for the scheme.

The council is therefore now proposing exempting Blue Badge holders who live within (or on the boundary of) an LTN from certain local camera-enforced filters. Blue Badge holders will be able to register a single private vehicle for these exemptions, which should improve journey times for local trips. The exceptional circumstance dispensation for this exemption may also benefit disabled people who do not live in an LTN, by allowing access through a designated filter (for example, for medical appointments). However, this policy does not extend to covering trips across neighbouring LTNs, as the council has chosen to limit the exemption to shorter trips that are more impacted in terms of journey time and length compared to medium and longer trips.

Blue Badge holders who do not live within an LTN will see no change from the current position after the exemption policy is implemented. These Blue Badge holders have been given consideration, but will not be included in the exemptions, as traffic filters do not currently affect journeys from their home to nearby main roads around their local neighbourhood. However, they may be able to use the exceptional circumstance dispensation to apply for an exemption which allows access through a designated filter in an LTN.

Similarly, people with disabilities who rely on taxis and PHVs, carers who are not eligible for the Blue Badge exemption and doctors will not benefit from the new exemption policy. As discussed in the 'Overview' paragraphs at the start of section 3 of the programme-wide RIA, the council seeks to balance exemptions with the benefits of reducing local traffic for all residents, including those with protected characteristics who have benefitted from the LTNs as they currently exist.

At time of writing, it is not possible to implement an exemption for Blue Badge holders using taxis or PHVs, as enforcement cameras would not know whether a Blue Badge holder (who is resident in an Islington LTN) is travelling in a vehicle. To apply the exemption to these Blue Badge holders, the implementable solution would be to exempt all taxis and PHVs that could use Islington's roads, which would have significant impacts in terms of traffic volumes and dilute the benefits of the LTNs. There are 114,900 licenced taxis and

PHVs operating in London, as of 2020.¹⁹ This alternative is not considered acceptable. Therefore, for the purposes of the experimental traffic order and any future traffic order which supersedes the ETO, Penalty Charge Notices (PCNs) will apply to non-exempt vehicles going through the filters.

If a technological solution can be found which allows specific and timed exemptions for only those taxi/PHV trips taken by Blue Badge holders who are resident in Islington, compatible with our current use of Automatic Numberplate Recognition (ANPR), then the council will consider exemptions for taxis/PHVs for the purpose of carrying a Blue Badge holder. This would be of benefit only to the 3.2% of trips taken by disabled people which are in taxis or PHVs (this is calculated in 'Islington Residents Profile' under the heading of 'Profile analysis').

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 LTN schemes.

C2: An increase in traffic on main roads could lead to bus delays that could disproportionately impact disabled residents who rely on bus journeys for mobility.

Other: Disabled people who do not drive could be impacted by the exemption policy if local traffic rises. This could make streets unsafe, and create an intimidating environment for people who do not rely on cars for their mobility, ultimately hindering the objectives of the LTNs. Disabled people are five times more likely to be injured as a pedestrian than non-disabled people.²⁰ Limiting the range of the exemption to Blue Badge holders within their own LTN should help to limit the increase in traffic volumes seen within LTNs, to mitigate this concern.

Disabled people could also be disproportionately impacted by the introduction of new street furniture and infrastructure (such as signage or cycleway wands) which may affect their accessibility if infrastructure is not suitably positioned. All designs are taken to a peer review panel, and an Inclusive Design officer given the opportunity to comment on any concerns, with adjustments made to designs if any issues are identified.

Protected Characteristic: Gender re-assignment

No specific impacts identified.

Protected Characteristic: Marriage and civil partnership

¹⁹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/944680/taxi-and-private-hire-vehicle-statistics-2020.pdf

²⁰ <https://roadsafetygb.org.uk/news/disabled-and-low-income-pedestrians-at-higher-risk-of-road-injury/>

No specific impacts identified.

Protected Characteristic: Pregnancy and maternity

C1: Although access to all addresses is maintained as part of LTN schemes, pregnant women and those with young children 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.

C2: Pregnant women or parents/carers with young children may have reduced mobility, take longer to cross the road, be more vulnerable to traffic collisions and/or be more reliant on car transport, therefore they may be particularly impacted if schemes result in increased traffic and congestion on streets they live on. Pregnant women and unborn children may be particularly impacted by poorer air quality which may result from increased traffic and congestion on their streets.

Other: Pregnant women or parents/carers with young children who do not drive could be impacted by the exemption policy if local traffic rises. This could make streets unsafe, and create an intimidating environment for people who do not rely on cars for their mobility, ultimately hindering the objectives of the LTNs.

Pregnant women or parents/carers with young children could also be disproportionately impacted by the introduction of new street furniture and infrastructure (such as signage or cycleway wands) which may affect their accessibility if infrastructure is not suitably positioned.

Protected Characteristic: Race

No specific impacts identified

Protected Characteristic: Religion or belief

No specific impacts identified

Protected Characteristic: Sex

There could be a perceived increase in crime or anti-social behaviour within the LTN, leading to a perceived decrease in women's feeling of safety.

This cannot be supported by data from the monitoring so far. On crime, evidence has shown no significant impact on anti-social behaviour and crime rates, and no significant impact on London Fire Brigade response times. There have also been no reported delays to the London Ambulance Service or the Metropolitan Police Service in statements provided for the monitoring reports published so far. Crime is very much dependent on the local area. The reduction of motor traffic volumes in the existing LTNs has happened alongside an increase in people cycling. People driving in vehicles would be moving faster through the area and would be less observant of people walking, so could be less likely to stop.

Walking levels have only been monitored in the Clerkenwell Green LTN, and unlike traffic data the pedestrian data was not normalised to account for national lockdowns. However, the data from Clerkenwell Green showed an increased number of pedestrians since the introduction of the LTN, and if this pattern is followed elsewhere, in line with cycling levels, then there would be an increased presence of people on the streets, increasing passive surveillance.

The council has not been able to find evidence that a higher presence of motor vehicles in an area reduces crime rates (discounting the crimes which can be attributed to the drivers themselves, such as speeding and dangerous driving). A study by Anna Goodman and Rachel Aldred (2021) examined the relationship between LTNs and street crime over a 7-year period after the implementation of LTNs in Waltham Forest, based on police data. The report found that the introduction of an LTN was associated with a 10% decrease in street crime, and this effect increased with a longer duration since implementation (18% decrease after 3 years). An even larger reduction was observed for violence and sexual offences, the most serious subcategory of crime. The only subcategory of crime that increased significantly was bicycle theft, plausibly largely reflecting increased cycling levels. There was no indication of displacement of any crime subcategory into adjacent areas.

The St Peter's LTN consultation, the only consultation on an LTN in Islington to have been completed at this stage as part of the PFS programme, asked a specific set of questions on how subjective safety (how safe people feel when using the streets) has changed since the implementation of the LTN. 37% of respondents said they felt more safe using the street at night (compared to 34% who felt less safe, and 25% who noticed no change). 46% felt more safe using the street in the day (compared to 25% who felt less safe, and 27% who noticed no change). These results suggest that a majority of local people feel that the implementation of the LTN has resulted in streets that are as safe or safer than they were prior to the LTN: 62% during the night, and 73% during the day.

Nonetheless, while statistics shows that the implementation of LTNs has not increased crime rates, individual feelings of safety and security when travelling through Islington are subjective, and personal to each person's experiences and situation – the council recognises that women in particular might experience feelings of insecurity. The council has taken note of these comments and is investigating actions it can take to improve the public realm in ways which could deter the potential for crime, and to make areas feel subjectively safer. These public realm improvements could include improving sightlines for people walking and introducing new or improved public lighting. In addition the council is committed to work with its Community Safety Team and the Metropolitan Police to make Islington's streets safer.

Protected Characteristic: Sexual orientation

No specific impacts identified

Socio-economic status: To be treated as a Protected Characteristic under section 1 of The Equality Act 2010

C2: Lower-income households are less likely to have access to private cars and tend to be more represented amongst bus passengers. This means that any displacement of traffic onto main roads which affects bus journey times could disproportionately impact people on lower incomes. Should any traffic displacement occur, it could also have a disproportionately negative impact on some of Islington's more deprived communities, with consequences in terms of congestion, severance and air quality. However, as noted in the positive impacts, "people in the most deprived quarter of OAs [output areas, administrative areas containing around 300 residents] were 2.7 times more likely to live in a new LTN, compared to Londoners in the least deprived quarter."²¹ This means that any increase of traffic volumes within LTNs as a result of the new exemption policy could disproportionately impact some of Islington's more deprived communities.

Other: Purchasing and maintaining a cycle is significantly less expensive than the comparable costs for motor vehicles, and can be cheaper than public transport fares. Nonetheless, 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 would not have equal access to the new cycle infrastructure or not benefit so much from the improved cycling environment.

4. Safeguarding and Human Rights impacts

a. Safeguarding risks and Human Rights breaches

No safeguarding risks for children or vulnerable adults, or human rights breaches, have been identified as likely resulting from the implementation of the St. Mary's Church low traffic neighbourhood.

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

- Article 1 of the First Protocol – the protection of property;
- Article 8 – 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, under the operation of these schemes, 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 public interest benefits are outlined within this report and the Executive Report. Exemptions are also proposed for some filters for Blue Badge holders. 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.

²¹ Equity in new active travel infrastructure: a spatial analysis of London's new Low Traffic Neighbourhoods (2021) <https://osf.io/preprints/socarxiv/q87fu/>

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 St. Mary's Church low traffic neighbourhood 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. Actions

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 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 LTN schemes. The council will work to promote uptake of this scheme amongst potentially affected groups.</p>	<p>Transport Projects and people-friendly streets team</p> <p>London Councils</p>	Ongoing
<p>C1: More inconvenient car trips</p> <p>The new exemption policy does not include taxis and private hire vehicles, doctors or carers.</p>	<p>The council will work with other boroughs, TfL and taxi/PHV providers to explore the possibility of a technological and regulatory solution, which would allow specific and time-limited exemptions for taxis/PHVs which are carrying Blue Badge holders who are Islington residents.</p> <p>The exemption policy for Blue Badge holders is complemented by an exceptional circumstance dispensation which will benefit some people who do not meet the exemption criteria.</p>	<p>Transport Projects and people-friendly streets team</p> <p>Transport for London</p> <p>London Councils</p>	Ongoing

Negative Impact	Action	Responsible person or team	Deadline
<p>C2: Main roads impact</p> <p>Possible increase of bus journey times which would impact on older, disabled or lower income residents disproportionately.</p>	<p>The council has a robust and comprehensive monitoring strategy to gather data on the displacement impacts on main roads. This data will be one of the factors to be considered carefully in deciding to transition to a permanent traffic order or to introduce mitigating measures.</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 Projects and people-friendly streets team</p> <p>Transport for London</p> <p>Traffic and Engineering</p>	<p>12 month monitoring data deadline relevant to the scheme</p> <p>2025 for bus mitigation schemes</p>

Negative Impact	Action	Responsible person or team	Deadline
<p>C2: Main roads impact</p> <p>Possible increase in air pollution on the main roads which would impact disproportionately on residents living on main roads</p>	<p>The council has a robust and comprehensive monitoring strategy to gather data on the displacement impacts on main roads including air quality data where possible. This data will be one of the factors to be considered carefully in deciding to transition to a permanent traffic order or to introduce mitigating measures.</p> <p>Air quality schemes are being rolled out in parallel, for instance the installation of Electric Vehicle Charging Points and the Ultra-Low Emission Zone extension from October 2021.</p>	<p>Transport Projects and people-friendly streets team</p> <p>Air quality Team</p> <p>Traffic and engineering</p>	<p>12 month monitoring data deadlines relevant to the scheme</p> <p>Air quality schemes roll out is ongoing</p>
<p>Other:</p> <p>Purchasing and maintaining a cycle is significantly less expensive than the comparable costs for motor vehicles, and can be cheaper than public transport fares. Nonetheless, 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 would not have equal access to the new cycle infrastructure.</p>	<p>The council has a programme to help with the affordability of maintaining and securely storing cycles. Islington's 'Try before you bike' scheme helps people purchase a new cycle with monthly payments (£20 for an adult cycle, £10 for children), with the option of returning the cycle and stopping payments if they choose to.</p>	<p>Housing, Community development</p> <p>Transport Strategy and Active Travel.</p>	<p>Ongoing</p>

Negative Impact	Action	Responsible person or team	Deadline
<p>Other: People with restricted mobility could be disproportionately disadvantaged by the introduction of new street furniture and infrastructure (such as signage and cycleway wands) which may affect their accessibility if infrastructure is not suitably positioned.</p>	<p>The people-friendly pavement initiative will ensure impacts are minimised and accessibility improved in the public realm.</p> <p>Potential conflict to be minimised through the assessment of locations for proposed street furniture/ infrastructure to minimise and or eliminate negative impacts on accessibility.</p> <p>Engagement with disabled groups will also identify if there are outstanding issues with accessibility for people with restricted mobility.</p>	<p>Transport Projects and people-friendly streets team</p> <p>Traffic and engineering</p>	<p>On going</p>
<p>Other: Traffic on local LTN streets rises as a result to the exemption policy.</p> <p>Benefits of the LTN are diluted, with worsening air and noise pollution, traffic danger, which will hinder uptake to active travel and the council's ambitions to achieve net zero carbon by 2030. Exempt vehicles might take people walking by surprise, which could result in collisions.</p> <p>This would impact in particular protected groups such as age, disability and parental status.</p>	<p>Monitoring traffic levels after implementation of the exemption policy to ensure traffic is kept at low levels. If traffic increases significantly, a review of exemptions would take place.</p> <p>Ensure signage is appropriate at camera-enforced filters.</p> <p>There might be no exemptions at traffic filters where there is a road danger such as lack of visibility.</p>	<p>Transport projects and people-friendly streets</p>	<p>Annual monitoring with a review at 12 months post exemption policy implementation</p>

Summary of actions:

- **People-friendly pavements:** Ensure impacts are minimised and accessibility improved in the public realm. The engagement with disabled groups will also identify the opportunities for people-friendly pavements to be implemented and if there are outstanding issues with accessibility for persons with restricted mobility.
- **Exemption policy:** Monitor local traffic levels within LTN after implementation of the exemption policy to ensure traffic is kept at low levels. If traffic increases significantly, a review of exemptions would take place. Ensure signage is appropriate at camera-enforced filters where there are exemptions.
- **Engagement:** As part of the public consultation, proactively engage with groups representing those with specific mobility needs and disabled individuals in each LTN area to ensure that the interests and concerns of these groups and individuals is represented, understood and considered in deciding to transition to a permanent traffic order.
- **Impacts on main roads:** Continue gathering data on impacts on main road, including on traffic volumes and air quality and bus journey times. This data will be one of the factors to be considered carefully in deciding to transition to a permanent traffic order or to introduce mitigating measures. 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. Air quality schemes are being rolled out in parallel, for instance the installation of Electric Vehicle Charging Points and the Ultra-Low Emission Zone extension from October 2021.
- **Cycle affordability:** The council has a programme to help with the affordability of maintaining and securely storing cycles. Islington's 'Try before you bike' scheme helps people purchase a new cycle with monthly payments (£20 for an adult cycle, £10 for children), with the option of returning the cycle and stopping payments if they choose to.
- **Technological and regulatory solution:** The council will work with other boroughs, TfL and taxi/PHV providers to explore the possibility of a technological and regulatory solution, which would allow specific and time-limited exemptions for taxis/PHVs which are carrying Blue Badge holders who are Islington residents.

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

Staff members completing this form:


Transport Planner



Signed: _____ Date: 21/12/2021

Head of Service or higher:

Martijn Coojmans
Director of Climate Change & Transport



Signed: _____ Date: 21/12/2021