

Resident Impact Assessment

Cycleway 38 (Southern section)

Service Area: Planning and Development

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

The current COVID-19 crisis will have lasting impacts on people's health and general livelihoods, and will greatly influence how government departments and agencies respond to the ever-changing circumstances as a result. Without timely and concerted action, Islington's streets will become unsafe and unhealthy as social distancing measures are relaxed 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. 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, people with disabilities and people in poor health, and will aim to:

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

Background and alignment to Islington's cycling programme

This project will create a north-south cycle route along Liverpool Road, Tolpuddle Street and Penton Street that forms the southern section of Cycleway 38 (C38, formerly referred to as Quietway 10). This is a key north-south cycle route, which is especially urgent in the context of COVID-19 to improve safety for an anticipated increased number of people cycling as a result of the pandemic. Construction of the northern section of the C38 route began just before the COVID-19 lockdown, was paused

because of COVID-19 and will recommence in the coming weeks. The southern section is being brought forward sooner than originally planned to address the current public health crisis and help encourage those returning to work to cycle rather than using private motor vehicles by providing a safe and direct cycle route.

This Resident Impact Assessment refers only to the southern section of the route, between Madras Place and Penton Street.

The scheme comprises the following measures:

- The creation of mandatory and advisory cycle lanes, with parts of the mandatory route featuring light segregation in the form of traffic wands.
- The removal of some build outs and traffic islands to provide space to introduce cycle lanes.
- The retention of loading for the Business Design Centre and businesses between Richmond Avenue and Barnsbury Street.
- The removal of 96 residential parking bays to provide space to introduce cycle lanes.

2. Islington Residents Profile

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

	London Total: 8,173,941	Islington Total: 206,125	Barnsbury Ward Total: 12,201	St Mary's Ward Total: 11,553
Gender: Female	51%	51%	49%	51%
Gender: Male	49%	49%	51%	49%
Age: Under 16	20%	16%	15%	14%
Age: 16-24	12%	14%	15%	12%
Age: 25-44	36%	42%	42%	46%
Age: 45-64	21%	19%	19%	19%

Age: 65+	11%	9%	9%	9%
Disability*	14%	16%	14%	15%
Ethnic group: BME	40%	32%	26%	25%
Ethnic group: White	60%	68%	71%	75%
Religion or belief: Christian	48.5%	40%	41%	40%
Religion or belief: Muslim	12%	9%	9%	6%
Religion or belief: Other	10%	4%	4%	4%
Religion or belief: No religion	21%	30%	30%	33%
Religion not stated	8.5%	17%	16%	17%

*Disability defined here as percentage of households with one person in household with a long-term health problem or disability.

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

Profile analysis

In Barnsbury and St Mary's Wards it is noted that there are fewer people compared to the London average of younger (under 16) and older (65+) people, in line with the trend for Islington. The higher than London and Islington averages for the proportion of people between the ages of 25 and 44 in both wards indicates that improved cycle provision may be of particular benefit to this group of working-age people.

The 2019 Indices of Multiple Deprivation indicates that Barnsbury is the eighth most deprived ward in Islington, with St Mary's ward the twelfth most deprived. Cleaner and healthier streets can be enjoyed by everyone, so this project is likely to benefit these communities.

3. Equality impacts of Cycleway 38 (Southern section)

Overview

The implementation of the southern section of the C38 cycle route would deliver positive impacts overall in terms of supporting public health, improved air quality, and accommodating and enabling active travel. The route has the potential to contribute to creating a Fairer Islington by: supporting local shops and businesses; making it easier and safer for people to travel on foot, by bicycle and public transport; supporting people to live healthier lives; and enabling residents to remain socially active and connected to their community.

On balance the council has a responsibility to its residents to ensure that the Equalities Act is upheld in all its work and projects.

This Resident Impact Assessment (RIA)

This RIA identifies the general impacts of the proposed southern section of the C38 cycle route for protected groups, and details the specific positive and negative impacts of the scheme.

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 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 disabled people 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.

Islington has one of the lowest proportions of car ownership per household in the country, with 65% of households having no access to a car¹. TfL has analysed that two thirds of car journeys in London can be walked or cycled² - this proportion is likely to be even greater in an inner London borough such as Islington. This has two implications: that a majority of people in Islington rely on walking and cycling for their daily trips

¹ TfL London Travel Demand Survey 2013/14

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

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.

Over the next two decades, London's population is expected to age in relative terms. In 2041, older people are projected to comprise 15% of London's population, with a corresponding fall in the proportion of younger people to 29%. The health of younger and older people are affected disproportionately by the effects of poor air quality levels as well as fear of road danger and traffic which can result in isolation and exclusion. Inactivity is also a concern: these age groups are the least active, so more active lifestyles will improve health among these groups, reducing health inequalities.

Given the reasons above, it is concluded that 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 southern section of the C38 cycle route is expected to significantly improve cycling conditions on this key north/south route, and promote the use of active travel modes on the corridor while contributing to the mitigation of impacts of the COVID-19 health crisis and improving the safety and health of people in the area. The scheme comprises the installation of mandatory cycle lanes (with light segregation where possible) and advisory cycle lanes that allow for loading and to accommodate the 812 hail and ride bus service. The scheme requires the removal of parking from the route, which will allow the creation of measures that protect cyclists from traffic to provide a safe, convenient and visible route that will encourage more people to cycle.

The sections of the route with light segregation will provide considerable benefits to many people with protected characteristics by facilitating and encouraging cycling, most notably for women, older people, younger people, those with various physical and mental disabilities and people of BAME groups.

During the COVID-19 lockdown, public transport trips have significantly fallen across London due to a reduction in the demand for travel and the need to maintain social distancing, which severely restricts public transport capacity. This scheme will enable more people to cycle safely, reducing the impact of congestion and poor air quality that would result from a rise in traffic volumes, and enabling people to travel in a way that enables them to socially distance.

The scheme will help deliver improvements in line with the following Healthy Streets indicators:

- “People choose to walk and cycle”: it is anticipated that as a result of the protected cycle lanes people with protected characteristics will be empowered to cycle, as a big obstacle to cycling for many people is fear of traffic.
- “People feel safe”: motor vehicles are a source of danger to pedestrians and cyclists traveling on the roads. The protection from motor vehicles is expected to make people feel safer when cycling thereby empowering people to do so.

b. Specific positive impacts

Protected Characteristic: Age

Providing safer cycling conditions will increase the propensity of children and older people to cycle, thereby improving their mental and physical health, independent mobility, social inclusion and improved access to opportunities.

Protected Characteristic: Disability

Providing mandatory cycle lanes with light segregation along sections of the route will increase the propensity of people with a disability to cycle (including the use of adapted bicycles), thereby improving their mental and physical health, supporting independent mobility, social inclusion and improved access to opportunities. The cycle lanes have also been designed in an inclusive way, to widths that can accommodate larger adapted cycles such as tricycles or hand powered cycles.

Protected Characteristic: Gender reassignment

Officers do not consider the proposed changes to have any specific positive impact on gender reassignment.

Protected Characteristic: Marriage and civil partnership

Officers do not consider the proposed changes to have any specific positive impact on gender reassignment.

Protected Characteristic: Pregnancy and maternity

Providing wider protected cycle lanes can increase the propensity of pregnant women or women with very young children to cycle, thereby improving their mental and physical health. Wider cycle lanes can also more easily be used by parents who use cargo cycles. The lanes have been designed to accommodate larger cycles such as cargo cycles.

Protected Characteristic: Race

Research suggests COVID-19 has impacted BAME communities more severely. BAME may therefore be expected to be reluctant to use public transport due to the associated

difficulty to socially distance and enclosed spaces. Providing facilities that enable cycling as a safe mode of transport would therefore particularly benefit BAME people.

Protected Characteristic: Religion or belief

Officers do not consider the proposed changes to have any specific positive impact on gender reassignment.

Protected Characteristic: Sex

Women currently make just 27% of cycle trips in London, and research shows that women have a stronger desire for protected cycling infrastructure and direct routes³. In countries where cycle infrastructure offers a high degree of protection from traffic, levels of cycling are higher among women. For example, in Holland, Germany and Denmark women cycle as often as men.

Providing safer cycling conditions will increase the propensity of women (as well as less confident males) to cycle, thereby improving their mental and physical health and access to services and employment. This will help readdress the existing imbalance whereby more men tend to cycle than women.

Protected Characteristic: Sexual orientation

Officers do not consider the proposed changes to have any specific positive impact on gender reassignment.

Protected Characteristic: Socio-economic status

Providing mandatory cycle lanes with light segregation along the majority of the route will increase the propensity of people to cycle, which is a low cost alternative to driving or using public transport. This will benefit people with a disadvantaged socio-economic status, particularly as those on a lower income are more reliant on buses.

c. Potentially generally negative impacts

Waiting restrictions and parking removal

A potential negative impact of the scheme is that some people who rely on roadside parking along Liverpool Road may have to park further away, as the scheme requires the removal of 96 resident parking spaces. Older people and people with disabilities who rely on this parking may be inconvenienced by these changes.

To maintain continuity of the cycle lanes and essential motor vehicle journeys along the route, increasing waiting and loading restrictions are proposed outside the shops on Penton Street between White Lion Street and Pentonville Road and on Liverpool Road

³ Sustrans (2018) Bike Life - Women: reducing the gender gap

between Richmond Avenue and Barnsbury Street. Businesses may object to longer restrictions that prevent deliveries outside their frontages, although waiting and loading will be provided outside peak hours to service the frontages.

To address the above:

- Along the length of this route the drop-off and pick up of passengers using taxis or private cars will be possible from side roads.
- Passengers requiring the deployment of wheelchair ramps will need to use side roads to access the footway.

Cyclist safety at loading areas

There will be mandatory but unsegregated cycle lanes at sections of the route where business loading is being permitted (such as on Penton Street south of White Lion Street, the bay adjacent to the Business Design Centre and on Liverpool Road between Richmond Avenue and Barnsbury Street). There will be a lower level of safety for cyclists at these locations than elsewhere on the cycle route. This may have a wider impact of preventing some people from using the cycle route.

Removal of informal crossings

A potential negative impact of the scheme is that some people who use informal crossings on Liverpool Road (one to the north of Theberton Street and one to the north of Barnsbury Street) will find it harder to cross the road when the traffic islands at these points are removed. These changes will also increase the average distance between kerb to refuge island from 5 metres to 11 metres kerb to kerb. This will affect all pedestrians and any cyclists who cross the road at these points. However, there are a series of signalised and zebra crossings along the route that can still be used, with a zebra crossing close to the informal crossing that will be removed north of Barnsbury Street and a zebra crossing close to the informal crossing that will be removed north of Theberton Street. This impact will be mitigated by monitoring how the changes work and introducing new crossings if required. Plans to bring forward the Barnsbury St Mary's Low Traffic Neighbourhood as part of the People Friendly Streets programme will reduce traffic volumes on Liverpool Road in the long-term.

Emergency vehicle access to kerb

There will be some changes to where emergency service vehicles can access the kerb along the Cycleway 38 route in locations where traffic wands are to be installed. For every stretch of 30 metres of traffic wands along the route there will be a break of 8 metres to allow for emergency vehicle access to the kerb.

Pick up, drop off and parking for disabled and vulnerable people

Islington's Inclusive Design SPD requires that there is parking or drop-off/pick-up points no more than 75 metres from the homes of disabled and vulnerable people. Distances between pick up/drop off and parking and homes will vary along the route but the remaining parking and proximity of side roads along the route should ensure that the policy requirement is met. This will be mitigated by providing allocated parking to disabled users if requested and the requirements are met.

d. Specific negative impacts

Protected Characteristic: Age

Parking removal, waiting restrictions and traffic wands on segregated sections of the route may prevent older people who are reliant on taxis accessing parts of Liverpool Road by taxi.

The safety issues posed by a lack of protected cycle lanes at locations where business loading is permitted, may particularly disadvantage older and younger cyclists who may be more vulnerable to collisions and less able to react to collision risks.

Protected Characteristic: Disability

Waiting restrictions and traffic wands may prevent people with disabilities and who are reliant on taxi transport to be picked-up and dropped off kerbside on Liverpool Road by taxi.

The removal of residential car parking near to the home of a person with a physical, visual or cognitive disability may decrease their access to services, if reliant on a car for transport.

The safety issues posed by a lack of protected cycle lanes at locations where business loading is still permitted may particularly disadvantage disabled cyclists who may be less mobile, more vulnerable to collisions and less able to react to collision risks.

Protected Characteristic: Gender re-assignment

Officers do not consider the proposed changes to have any specific negative impact on gender reassignment.

Protected Characteristic: Marriage and civil partnership

Officers do not consider the proposed changes to have any specific negative impact on gender reassignment.

Protected Characteristic: Pregnancy and maternity

Removal of residential car parking near to the home of a pregnant woman or a woman with very young children may decrease their access to services, if reliant on a car for transport.

The safety issues posed by a lack of protected cycle lanes at locations where business loading is permitted, may particularly disadvantage cyclists who are pregnant or accompanying young children who may be more vulnerable to collisions and less able to react to collision risks.

Protected Characteristic: Race

Officers do not consider the proposed changes to have any specific negative impact on ethnicity or race.

Protected Characteristic: Religion or belief

Officers do not consider the proposed changes to have any specific negative impact on ethnicity or race.

Protected Characteristic: Sex

Officers do not consider the proposed changes to have any specific negative impact on ethnicity or race.

Protected Characteristic: Sexual orientation

Officers do not consider the proposed changes to have any specific negative impact on ethnicity or race.

Protected Characteristic: Socio-economic status

Officers do not consider the proposed changes to have any specific negative impact on ethnicity or race.

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 Cycleway 38 scheme.

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

5. Action

This section of the assessment addresses how any negative impacts on the proposed scheme identified in Section 3 will be responded to and the mitigated actions if any that will be put in place.

Negative Impact	Action	Responsible person or team	Deadline
Restrictions on parking along the route Older, disabled and pregnant people who rely on car transport will be inconvenienced in reaching locations along Liverpool Road.	The council will monitor the scheme through the 18-month duration of the Experimental Traffic Order including any complaints that come in regarding the reduction in parking or disadvantage to groups with protected characteristics. The council will consider whether new parking should be introduced in the area.	Transport Planning	March 2022
Safety risk to cyclists at areas where loading is permitted Older, younger, disabled and pregnant people and parents accompanying young children, may be particularly vulnerable to collisions with vehicles at locations where the cycle lane is not protected from traffic.	In the time leading up to construction, the council will continue to monitor options to improve cycle safety at locations where loading is still permitted.	Transport Planning	September 2020
Removal of informal crossings A potential negative impact of the scheme is that some people who use informal crossings on Liverpool Road will find it harder to cross the road when the traffic islands at two locations are removed	Monitor how the changes work and introduce new crossings if required. Plans to bring forward the Barnsbury St Mary's Low Traffic Neighbourhood in this area programme will reduce traffic volumes on Liverpool Road in the long-term.	Transport Planning	After construction

Negative Impact	Action	Responsible person or team	Deadline
<p>Pickup, drop off and parking for disabled and vulnerable people</p> <p>Provide parking or drop-off/pick-up points no more than 75 metres from the homes of disabled and vulnerable people. Distances will vary along the route but the remaining parking and proximity of side roads along the route should ensure that the policy requirement is met.</p>	<p>This will be mitigated by providing allocated parking to disabled users if requested and the requirements are met.</p>	<p>Transport Planning</p>	<p>After construction</p>

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


Staff member completing this form:


 Transport Project Manager, Strategic Projects & Transport Planning

Signed:  Date: 02/09/2020

Head of Service or higher:

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


 Signed: _____ Date: 02/09/2020