

Resident Impact Assessment

Amwell People Friendly Streets scheme: Changes to the Low Traffic Neighbourhood

Service Area: Climate Change & Transport

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

Nothing will ever be quite the same again after the current COVID-19 health crisis. Concerted and timely action has been needed to make sure that Islington's streets remain safe and healthy as social distancing measures are revised and activity returns to the streets. In response to the pandemic the council has acted swiftly to implement a Low Traffic Neighbourhood (LTN) in the Amwell area in November 2020 consisting of four traffic filters designed to stop through-traffic cutting through the area.

The people-friendly streets (PFS) programme aims 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
- make it easier to practice social distancing now and in the future

Improvements to the borough's streets will ensure that they are friendly to all users – especially children, young people, older people, people with impaired mobility, disabled people and people in poor health. The Council is therefore committed to developing a borough-wide programme of people-friendly streets, which includes the delivery of Low Traffic Neighbourhoods (LTN).

The Amwell phase 1 LTN has been working well since its implementation in November 2020. However, a traffic filter on Margery Street, which was included in the scheme's Experimental Traffic Order (ETO) and was installed along with the rest of the scheme, was not able to be activated in November 2020. This was due to practical issues around

enforcing the filter restriction while exempting all vehicles that need to access land (including parking) or property on Margery Street, due to the constrained street layout on Margery Street. Therefore only three of the four planned filters have been active since the launch of the scheme in November 2020.

In order to ensure that Margery Street can benefit from being a low-traffic, people-friendly street along with the rest of the LTN, it is recommended to activate an amended filter. This will require amendment of the ETO to allow access to all vehicles that need to access land or property on Margery Street. Given the specific constraints of Margery Street being a one-way street with no alternative access west of the planned filter site, this approach is necessary to ensure essential vehicular access.

This RIA relates to the implementation of changes to the Amwell phase 1 LTN in Clerkenwell Ward.

2. Islington Residents Profile

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

	London Total: 8,173,941	Islington Total: 206,125	Clerkenwell Ward Total: 11,490
Gender: Female	51%	51%	49%
Gender: Male	49%	49%	51%
Age: Under 16	20%	16%	12%
Age: 16-24	12%	14%	20%
Age: 25-44	36%	42%	40%
Age: 45-64	21%	19%	20%
Age: 65+	11%	9%	8%
Disabled	14%	16%	15%
Ethnic group: BAME	40%	32%	27%

	London	Islington	Clerkenwell Ward
	Total: 8,173,941	Total: 206,125	Total: 11,490
Ethnic group: White	60%	68%	71%
Religion or belief: Christian	48.5%	40%	41%
Religion or belief: Muslim	12%	9%	7%
Religion or belief: Other	10%	4%	1%
Religion or belief: No religion	21%	30%	31%
Religion not stated	8.5%	17%	17%

Table 1 - Demographics of London, Islington and Clerkenwell Ward

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

Profile analysis

16% of people living in Islington identify themselves as having a disability compared to the London average of 14%. The larger percentage of Islington people who have a disability is particularly significant for this RIA and is referred to in the assessment of equalities impacts. Clerkenwell has a slightly lower percentage of disabled residents, at 15% compared to Islington's 16%.

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.

Socio-economic and disability data indicates that Clerkenwell Ward has slightly more deprivation than London overall, but less deprivation than Islington as a whole. 13% of Clerkenwell ward residents are listed as 'out of work' compared to 17% in Islington, and Clerkenwell has an Index of Multiple Deprivation (IMD) score of 27, which is 13 points lower than the Islington average of 36². For reference, London's average IMD score is 24.

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

² MHCLG: [Indices of Deprivation 2019](#)

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

3. Equality impacts of Amwell phase 1 People Friendly Streets

Overview

The implementation of the changes to the Amwell phase 1 LTN would support the existing Low Traffic Neighbourhood measures in delivering positive impacts overall in terms of supporting public health, improved air quality, and accommodating and enabling active travel. Amwell phase 1 LTN has the potential to contribute to creating a Fairer Islington by: making it easier and safer for people to travel on foot, by cycle and public transport; supporting people to live healthier lives; and enabling residents to remain socially active and connected to their community.

The main beneficiaries of the Low Traffic Neighbourhood are people walking, using wheelchairs or other mobility aids, cycling (including cycles adapted for disabled people) or using mobility scooters, by the removal of through-traffic from the scheme area and the reduction of road danger.

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

This assessment considers both positive and negative impacts of the proposals. 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 such a group. For example, while some disabled people may predominantly rely on cars for mobility there are also many disabled people who use other modes of travel 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 RIA

This RIA identifies general positive and negative impacts for groups with protected characteristics and details the specific positive and negative impacts of the changes to the Amwell phase 1 PFS scheme.

During the first lockdown from March 2020, public transport trips fell significantly across London due to a reduction in the demand for travel, and the need to maintain social distancing which severely restricted public transport capacity. Although almost 18 months have passed since the first lockdown, levels of public transport use in London remain low (tube travel 71% and bus travel 78% of normal demand, respectively), while levels of driving have returned to 97% of 2019 levels³.

Forms of social distancing may remain in place for the foreseeable future, and public confidence in using public transport may not fully return. As a result more people could continue to be drawn to driving, resulting in increased congestion on roads, increased pollution and conflicts with people walking and cycling. There is therefore a need to take action to prevent a further car-based recovery.

Islington has one of the lowest proportions of car ownership per household in the country, with 71% of households having no access to a car⁴. TfL has identified that one third of car journeys in London can be walked or cycled⁵ - 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.

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. More road space could also be reallocated to other uses which could benefit the community, for example public seating, greening and outdoor space for food and drink businesses.

a. Generally positive impacts

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

³ Figures from TfL Passenger Demand Report, 5 Sept 2021

⁴ GLA: [Streetspace funding guidance - Appendix 7 2021](#)

⁵ https://www.london.gov.uk/sites/default/files/health_impact_of_cars_in_london-sept_2015_final.pdf

The Amwell phase 1 LTN has reduced road danger and community severance caused by traffic, which should provide benefits to all residents with protected characteristics. The [Amwell LTN interim monitoring report](#)⁶ published in August 2021 shows that since its implementation traffic volumes on local roads within the LTN area have reduced by 44%, and there has been a 47% fall in the rate of speeding, with no adverse impact on London Fire Brigade response times, anti-social behaviour or crime levels, and a negligible (+6%) increase in traffic volumes on boundary roads (traffic flows fluctuate on a daily basis, generally up to 10%. As such, changes within -10% to 10% are considered insignificant i.e. no or negligible change).

However the monitoring report also showed that Margery Street, which does not have an active traffic filter, saw a negligible change in traffic volumes (8% decrease) since the LTN was introduced, and has therefore not significantly benefitted. At 1,118 vehicles per day, the volume of traffic on Margery Street is now significantly higher than on other local streets in the LTN which have seen a significantly greater decrease in traffic since the Amwell traffic filters were introduced.

The changes to introduce a filter to prevent through-traffic on Margery Street will provide these benefits of reduced road danger and community severance on Margery Street.

The design of the scheme has been developed with the aim to improve the Amwell phase 1 area in alignment with TfL's [Healthy Streets indicators](#) and [Islington Council's Transport Strategy](#). The list below shows how the programme meets each of the Healthy Streets indicators, with reference to the Islington Transport Strategy where relevant:

- Pedestrians from all walks of life: As a result of this scheme all types of people walking, using wheelchairs or other mobility aids will benefit from an increased reduction in road danger as a result of the lower volume of vehicles traveling through the Amwell area.
- Easy to cross: as a result of the Amwell phase 1 LTN there is considerably less traffic on many roads in the area. As a result of the scheme changes, traffic is expected to fall further on some streets in the area, particularly on Margery Street. 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 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 reduction in vehicle traffic on the roads of Islington will empower people with protected characteristics to cycle, as a significant obstacle to cycling for many people is fear of traffic. Moreover, the

⁶ [Amwell people friendly street trial: Results from the six month monitoring report](#) (Islington Council, August 2021)
Page **6** of **22**

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 on the roads in the Amwell phase 1 area is anticipated to lower the air pollution in the local area.
- 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 changes to the LTN will extend the benefits of healthy streets to Margery Street, by enabling the traffic filter there to be made operational. At the same time, the change to allow access to all vehicles that need to access land or property on Margery Street to the west of the filter will also enable people who rely on vehicular transport, deliveries, carers and other visitors and services, to continue to have access for these vehicles. Due to the constrained layout of Margery Street which is one-way westbound, this change to access is required in order to enable a filter to be introduced on Margery Street.

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

b. Specific positive impacts

Protected Characteristic: Age

The Amwell LTN area is a densely populated and built-up area with a scarcity of open spaces.

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 threat from road danger. Reduced road danger should facilitate independent travel for children and young people, which is crucial to healthy child development.

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

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 area. In addition, older people are also more likely to live with dementia and will benefit from reduced noise pollution.

The Amwell phase 1 LTN has created improved conditions for cycling since its implementation, particularly benefitting those older or younger residents with less balance who may want to choose adapted cycles away from traffic. A key cycle route, Cycleway 27, runs through the Amwell area, and the monitoring report showed that cycling has increased on Margery Street in the westbound direction, which shares the road with motor traffic, by 149%. The changes to introduce a traffic filter on Margery Street will maintain these improved conditions and further extend them to Margery Street.

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

The change to allow access to all vehicles that need to access land or property on Margery Street to the west of the filter will enable older people who may be less mobile to continue to be picked up and dropped off from outside their homes by taxi or private car and to receive deliveries.

The changes will also enable vehicle access to be retained to all properties for visitors which may be particularly important for combating loneliness among older people.

Protected Characteristic: Disability

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

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

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 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 walking⁷. Although there is an existing protected cycle lane on Margery Street, this is only in one direction (eastbound). The changes in Amwell phase 1 LTN will greatly improve conditions for disabled cyclists on Margery Street in both directions by reducing road danger for people cycling in westbound with traffic without the need for further traffic calming measures.

In this way, providing better conditions for cycling can empower more disabled people to cycle, particularly those with less balance who may want to choose adapted cycles away from traffic. All modal filters in Amwell phase 1 LTN, including the one to be made operational as part of this scheme change, 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.

The change to allow access to all vehicles that need to access land or property on Margery Street to the west of the filter will enable disabled people who may be less mobile or require transport, to continue to be picked up and dropped off from outside their homes by taxi or private car and to receive deliveries.

The changes will also enable vehicle access to be retained to all properties for home visits by health workers and carers which disabled people may be particularly likely to require, and for other visitors.

Protected Characteristic: Gender reassignment

No specific impacts identified.

Protected Characteristic: Marriage and civil partnership

No specific impacts identified

Protected Characteristic: Pregnancy and maternity

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

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

Parents or carers who use cycles or cargo cycles for family mobility will benefit from traffic filtering. All the traffic filters in the Amwell phase 1 LTN, including the one that will be introduced on Margery Street through this scheme change, are designed in a way that is permeable and accessible to larger cycles. It is also anticipated that increased safety for people who are cycling will help to empower more parents and carers to use cargo cycles for family mobility.

⁷ Wheels for Wellbeing: [Assessing the needs and experiences of disabled cyclists 2018](#)

The 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 may be particularly adversely impacted by air pollution. The Amwell phase 1 LTN (including this scheme change) is expected to reduce traffic volumes and congestion on Islington roads, which is expected to contribute to improved air quality on these streets.

The change to allow access to all vehicles that need to access land or property on Margery Street to the west of the filter will enable pregnant people who may be less mobile or require transport, to continue to be picked up and dropped off from outside their homes by taxi or private car and to receive deliveries.

The changes will also enable vehicle access to be retained to all properties for home visits by health workers and carers which pregnant people may be particularly likely to require, and for other visitors.

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 British people making them specifically more vulnerable since the pandemic.

As prescribed by Central Government guidance, creating safe cycle routes provides an alternative means of travel to avoid public transport as the country emerges from the health emergency.

The Amwell phase 1 LTN measures have decreased traffic on roads in the area, which will reduce road danger and thereby empower more cycling among BAME people who are underrepresented among people who cycle for transport and for exercise. The proposed changes will maintain and enhance these opportunities.

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.

In London, women are less represented than men in cycling, and lack of cycle infrastructure disproportionately impacts women, attributable in part to a more risk averse attitude to mixing with traffic. Reduced traffic across the LTN will benefit and empower more women to cycle.

The changes to make a traffic filter operational on Margery Street will extend these benefits to Margery Street. Although there is an existing protected cycle lane on Margery Street, this is only in one direction (eastbound). Introducing a traffic filter on Margery Street will greatly improve conditions for cycling westbound on Margery Street.

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. Notably, within the Amwell phase 1 LTN area, the Margery (social housing) Estate faces Margery Street on one side, as does Charles Rowan House, and Lloyd Baker Street on the other side. The Amwell phase 1 LTN has significantly reduced traffic on Lloyd Baker Street, and the changes to the scheme will further reduce traffic on Margery Street.

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."⁸

Walking and cycling improvements will benefit those living near busy roads and collision hot-spots when they are moving around their local area.

Car ownership is generally correlated to household income in London. Therefore, less affluent households are less likely to own a car, and more likely to be reliant on walking, cycling and public transport. The Amwell phase 1 LTN aims to benefit non-car owners by making it easier for them to travel by other modes and the proposed changes will reinforce this.

Finally, the greater connectivity via new cycle and walking routes should support social distancing whilst providing better healthy access to employment. Margery Street forms part of Cycleway 27, a strategic cycle route, which will particularly benefit from lower traffic volumes as a result of this scheme change.

c. Potentially general negative impacts

⁸ Equity in new active travel infrastructure: a spatial analysis of London's new Low Traffic Neighbourhoods (2021) <https://osf.io/preprints/socarxiv/q87fu/>

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

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

C1: Impact on those who rely on car usage

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

Following the implementation of the Amwell phase 1 LTN scheme, vehicles travelling to the area are still able to access or drive very close to access points of all properties. None of the measures being introduced to amend the Amwell LTN scheme will stop people who require access to the west end of Margery Street (including residents, businesses, visitors or delivery drivers) from driving to and from this area.

The implementation of the changes to the Amwell phase 1 LTN scheme will enable a traffic filter to be introduced on Margery Street. Due to the exceptional circumstances of Margery Street being a one-way street with no alternative access route to the west of the filter at Wilmington Street, the access arrangements for motorised traffic are different: only vehicles accessing land (including parking) or property on Margery Street between Wilmington Street and King's Cross Road/Farringdon Road will be able to travel on that part of Margery Street.

When the Amwell phase 1 LTN scheme was first implemented in November 2020, the council considered operating the traffic filter on Margery Street by allowing vehicle access for identified local addresses, residents and workers of which would be eligible to be Motor Vehicle Prohibition Zone permit holders, but preventing non-permit holders from legally passing through, meaning that servicing, delivery, taxi and private hire vehicle pick-up and drop-off would need to take place from nearby streets.

However, this would have made vehicular access significantly restrictive for people living on Margery Street to the west of the filter, with particular potential negative impacts for those who are more likely rely on car transport including some disabled, older and pregnant people, and parents/carers of children. The changes now being introduced will enable continued vehicular access to all land and property on Margery Street, by making the filter less restrictive by designating it "except for access". Vehicles seeking to make through-trips along Margery Street to reach King's Cross Road/Farringdon Road from Amwell Street without accessing land or property on Margery Street west of the filter,

will no longer be able to do so, but those accessing land or property on this section of Margery Street will be able to continue to do so.

The Amwell LTN, including the changes outlined here, maintains vehicle access to the area and to or close to all properties, therefore the implementation of the LTN and changes will not prevent those who rely on cars to travel in the area from doing so. However, the changes may result in increased inconvenience for motorists and could result in longer journey times with an increased cost if private vehicle hire or taxis are relied on.

It is acknowledged that longer routes may be more likely to inconvenience some older or disabled residents more than others and the specific impacts on those groups are addressed below. These should be considered on balance with the positive impacts the scheme will result in for those groups and the wider population as is outlined above.

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

By design the Amwell phase 1 LTN restricts through routes in the area, which will encourage non-local journeys to take place on roads surrounding the LTN area. In this case those roads are Pentonville Road/Penton Rise, King's Cross Road/Farringdon Road, Rosebery Avenue and Amwell Street, though Margery Street has remained open to through-traffic to date. It should be noted that the [Amwell LTN interim monitoring report](#)⁹ released in August 2021 presented data showing that overall traffic increases on boundary roads were negligible when comparing traffic before and after the scheme.

The changes to the scheme will further restrict through routes in the area by preventing through-traffic from using Margery Street, and may lead to traffic being displaced to boundary roads, potentially impacting on congestion and bus journey times as well as affecting air quality and community severance.

This would have a greater impact on 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.

In mitigation, current volumes of traffic on Margery Street as shown by the monitoring report (daily average of 1,118, May 2021) are unlikely to have a significant impact on traffic displacement in the area.

In addition, currently one third of car journeys in London are under 2km, a distance that could be walked or cycled by many¹⁰ – a potential shift which can become a reality when walking and cycling conditions are much improved. It is expected that the Amwell LTN

⁹ Amwell PFS Trial: [Results from the six month monitoring report](#) (Islington Council, August 2021)

¹⁰ https://www.london.gov.uk/sites/default/files/health_impact_of_cars_in_london-sept_2015_final.pdf

including the proposed changes on Margery Street, will contribute to an increase in local trips made by walking, cycling and scooting, rather than by car.

A monitoring strategy has been put in place to understand whether traffic displacement takes place onto Islington's main/LTN boundary roads. As noted above, the interim monitoring report has shown evidence of negligible overall change on surrounding roads so far. (Though the monitoring has shown a significant increase on Farringdon Road specifically, this could not be fully attributed to the impacts of the LTN.)

It is anticipated that immediately following the change there may 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 4.

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

d. Specific negative impacts

Some specific impacts have been identified for protected characteristic groups.

Protected Characteristic: Age

C1: Although access to all land and property is maintained as part of the scheme, older people may rely on private cars, private vehicles for hire, or taxis for more of their local trips and so older people who are not accessing the part of Margery Street that is to become 'access only', may be inconvenienced by longer journeys if their vehicular routes need to change as a result of the scheme changes. Longer journeys may also involve higher costs.

In mitigation, the changes to the scheme will make criteria for access through the filter on Margery Street less restrictive than previously proposed, enabling a filter to be introduced while maintaining access to all land and property on Margery Street between Wilmington Street and King's Cross Road/Farringdon Road. This will enable older people residing or working on that part of Margery Street to continue to be picked up and dropped off at their addresses by taxi or private hire vehicles, and to receive deliveries, services and visitors.

Other: Older and young people could be disproportionately disadvantaged by any increase in cycling and increased risk of conflict between pedestrians and cyclists if cycle infrastructure is not designed properly. However, this needs to be balanced against the greater risk of conflict with motor vehicles which the scheme aims to address, and may be offset by a reduction in motor traffic and overall reduction in road danger.

Protected Characteristic: Disability

C1: Although access to all land and property is maintained as part of the scheme, residents or visitors with a disability may rely on private cars, private vehicles for hire, or taxis for more of their local trips and so disabled people who are not accessing the part of Margery Street that is to become 'access only', may be inconvenienced by longer journeys. Longer journeys may also involve higher costs.

In mitigation, the changes to the scheme will make criteria for access through the filter on Margery Street less restrictive than previously proposed, enabling a filter to be introduced while maintaining access to all land and property on Margery Street between Wilmington Street and King's Cross Road/Farringdon Road. This will enable disabled people residing or working on that part of Margery Street to continue to be picked up and dropped off at their addresses by taxi or private hire vehicles, and to receive deliveries, services and visitors.

In terms of other disabled people travelling in the area, as referenced in the resident profile section, data indicates that private cars are just one means of travel for disabled residents and therefore should be considered on balance with the benefits.

The design of the Amwell phase 1 LTN scheme in its entirety has considered that because access to all land and property is maintained, any adverse impacts of traffic filters on disabled people that may result from needing to change their vehicular routes, need to be considered alongside the many benefits to all people from a decrease in through traffic in the area. As all land and property in the area can still be accessed by vehicle under the Amwell LTN and this will remain the case following the changes to the scheme, it is not considered appropriate to provide an exemption for blue badge holders, taxis or private hire cars from the 'access only'/non-physical closures. Therefore, for the purposes of the new Experimental Traffic Order, no vehicle will be allowed to travel through the traffic filters except those permitted to access Margery Street west of the traffic filter there.

The council is carefully considering feedback from residents relating to blue badge holders and exemptions from traffic filters. The outcome of this will inform the council's position on granting exemptions to traffic filters for blue badge holders.

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 which will offset some of the increase in costs resulting from slightly longer routes as a result of the Amwell phase 1 LTN scheme.

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

Other: Residents with a disability could be disproportionately disadvantaged by any increase in cycling and increased risk of conflict between pedestrians and cyclists if cycle infrastructure is not designed properly. However, this needs to be balanced against the

greater risk of conflict with motor vehicles which the scheme aims to address, and may be offset by a reduction in motor traffic and overall reduction in road danger.

Protected Characteristic: Gender re-assignment

No specific impacts identified.

Protected Characteristic: Marriage and civil partnership

No specific impacts identified.

Protected Characteristic: Pregnancy and maternity

C1: Although access to all land and property is maintained as part of the scheme, pregnant women and parents/carers with young children may rely on private cars, private vehicles for hire, or taxis for more of their local trips and so those who are not accessing the part of Margery Street that is to become 'access only', may be inconvenienced by longer journeys. Longer journeys may also involve higher costs. As referenced in the specific positive impacts section above, private cars are just one means of travel for parents/carers with young children, and some of these people may be encouraged by the reduction in motor traffic to travel by cargo cycles, so therefore this impact should be considered on balance with the benefits.

In mitigation, the changes to the scheme will make exemption criteria for access through the filter on Margery Street less restrictive than previously proposed, enabling the filter to be introduced while maintaining access to all land and property on Margery Street between Wilmington Street and King's Cross Road/Farringdon Road. This will enable pregnant women and those with young children residing and working on Margery Street to be picked up and dropped off at their addresses by taxi or private hire vehicles and to receive health workers and other visitors, services and deliveries.

Other: Pregnant women or parents/carers with young children could be disproportionately disadvantaged by any increase in cycling if the risk of conflict between people walking and cycling if new cycle infrastructure is not designed properly. However, this needs to be balanced against the greater risk of conflict with motor vehicles which the scheme aims to address, and may be offset by a reduction in motor traffic and overall reduction in road danger.

Protected Characteristic: Race

No specific impacts identified.

Protected Characteristic: Religion or belief

No specific impacts identified.

Protected Characteristic: Sex

No specific impacts identified.

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 more likely to use buses, which could be impacted by the reassignment of traffic to main roads. Should any traffic displacement occur, it could have a disproportionately negative impact on more deprived communities, with consequences in terms of congestion, severance and air quality. The council will be monitoring bus journey times to mitigate the risk if this impact occurring.

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 or 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 changes to the Amwell phase 1 LTN scheme.

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

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

In relation to Article 1, some residents using vehicles may no longer be able to use the most direct routes to and from their homes in the Amwell phase 1 Low Traffic Neighbourhood. However, 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 assessment and the accompanying delegated decision report. The council considers the measure to be in the public interest.

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

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

5. Action

How will you respond to the impacts that you have identified in sections 3 and 4, or address any gaps in data or information?

C1: Impact on those who rely on car usage

Longer, more inconvenient and/or more costly trips if taxis or private hire vehicles are relied on for people with disabilities, older people or pregnant women.

Action: As part of the public consultation expected to take place on the Amwell LTN during late autumn 2021, the council will proactively engage with disabled groups and individuals within the Amwell LTN area to ensure proportional representation and to ensure any inconvenience or experiences are accurately recorded and considered in deciding whether to transition to a permanent traffic order. This engagement will likely take the form of a disability focus group or workshop.

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. For eligible residents this could offset some of any increase in costs resulting

from slightly longer routes in the Amwell LTN. The council will work to promote uptake of this scheme amongst potentially affected groups.

Responsible person or team: Transport Projects and people-friendly streets

Deadline: Disability focus group as part of public consultation during autumn 2021

C2: Main roads impact

Possible increase of bus journey times which would impact on older, disabled or lower income residents disproportionately.

Action: A robust and comprehensive monitoring strategy is in place to gather data on the displacement impacts on main roads. This data will be considered carefully in deciding whether to transition to a permanent traffic order.

If required and informed by monitoring data, the council will work with Transport for London (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.

Responsible person or team: Transport Projects and people-friendly streets, Traffic and Engineering, and Transport for London.

Deadline March 2022 for final decision on permanent LTN scheme. December 2025 for any bus mitigation schemes.

C2: Boundary roads impact

Possible increasing in air pollution on the boundary roads which would impact disproportionately on residents living on boundary roads.

Action: A robust and comprehensive monitoring strategy is in place to gather data on the displacement impacts on main roads including air quality data where possible. This data will be considered carefully in deciding whether to transition to a permanent traffic order.

Air quality schemes are being rolled out in parallel, for instance the installation of Electric Vehicle Charging Points, School Streets and the Ultra-Low Emission Zone extension will take effect in October 2021.

Responsible person or team: Transport Projects and people-friendly streets, Air Quality team, and Traffic and Engineering.

Deadline March 2022 for final decision on permanent LTN scheme. Air quality schemes rollout is ongoing.

Other: Conflict between scheme users

Older and young people could be disproportionately disadvantaged by any increase in cycling and increased risk of conflict between people walking and cycling if cycle infrastructure is not designed properly.

Action: Potential conflict to be designed out, and a focus on legibility. All designs for the Amwell phase 1 LTN have been reviewed by an inclusive design officer. An independent Road Safety Audit was carried out on the Amwell phase 1 LTN scheme designs in summer 2020. Minor signage changes are the only physical infrastructure changes now being made to those designs.

The engagement with disabled groups outlined above will also identify if there are outstanding issues with regards to risks of conflict between people walking and cycling.

All cycle infrastructure should be designed for residents from all walks of life, so that cycling is an accessible option regardless of age, disability or types of cycles used. The design of infrastructure should have appropriate dimensions to accommodate adapted cycles and cargo cycles.

Reduction in motor traffic could mitigate or 'cancel out' any potential risk from increased cycle traffic.

Responsible person or team: Transport Projects and people-friendly streets, Traffic and Engineering

Deadline: Autumn 2021 consultation

Other: Cost of cycling

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 wouldn't have equal access to the new cycle infrastructure.

Action: The Council has a programme to help with the affordability of maintaining and securely storing cycles and although cycle hire does provide some affordable access to cycling, the pricing mechanism favours those who can afford greater one-off payments, for example. Islington's 'Try before you bike' scheme helps people purchase a new cycle with monthly payments (£20 for adult cycle, £10 for children), with the option of returning the cycle and stopping payments if they choose to.

Responsible person or team: Housing, Community Development and Transport Strategy.

Deadline: On going

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

Staff member completing this form:


Transport Planner

Signed:  Date: 14/09/2021

Head of Service or higher:

Martijn Cooijmans – Service Director, Climate Change and Transport

Signed:  Date: 14/09/2021