

# Resident Impact Assessment

## York Way Cycle Route – Making Permanent

### 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 a 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

#### **Background and alignment to Islington cycling programme**

The expedited implementation of this cycle route was necessary in order to address the Covid-19 public health crisis and help prevent a mass increase in driving as people returned to work.

The route fulfils an aspiration of Islington's cycleways programme, contributes to the delivery of Islington's Transport Strategy (adopted in November 2020) and Islington's strategic cycle route network.

The York Way corridor has a north/south alignment on the western boundary of Islington forming a border with the London Borough of Camden. York Way is classified as being on the Strategic Road Network (SRN).

The corridor has been previously identified as a priority for cycling improvements and was prioritised for temporary protected cycle lanes as part of Islington, Camden and TfL's Covid-19 emergency transport response.

This Residents Impact Assessment covers the whole length of the existing route on the Islington side of York Way.

The scheme comprises the following measures in Islington:

- Mandatory cycle lanes, protected wherever possible by traffic wands;
- Narrowed general traffic lanes width to a general minimum 3.25m and absolute minimum of 3m at localised points;
- The removal of parking bays and reconfiguration of other bays to be 'floated' with the cycle lane between the parking and the kerb;
- Where mandatory cycle lanes have not been introduced due to carriageway widths or business loading requirements, advisory cycle lanes have been created with prohibition of waiting and loading at any time except for restricted loading at specified times and locations, and large cycle logos in the centre of the main carriageway;
- Replacement of the mini-roundabout at the junction of York Way and Market Road with a T-junction; and
- Bus stop bypass (floated bus stop) at Bus Stop M, including the following features:
  - Segregated 1.5m cycle track running through the bus stop area behind the bus shelter, thereby creating an island for passengers boarding and alighting at the stop
  - Asphalt cycle lane with 100mm dropped delineation kerb
  - 4m raised crossing area flush with footway
  - Mini 'informal' Zebra crossing markings
  - Blistered tactile tail paving to mark pedestrian crossing area
  - Signage to encourage cyclists to give way to pedestrians
  - Relocated bus shelter
  - Build-out into the carriageway by 1m, width varying between 2.6m and 3.6m
  - Horizontal and vertical deflection to slow down cycle users, including rumble strips and a 'kink' in the cycle lane.

## 2. Islington Residents Profile

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

<i>Source: 2011 Census data available at: <a href="https://www.nomisweb.co.uk/">https://www.nomisweb.co.uk/</a></i>		<b>London</b>	<b>Islington</b>	<b>Caledonian</b>	<b>Holloway</b>
		<b>Total: 8,173,941</b>	<b>Total: 206,125</b>	<b>Total: 13,896</b>	<b>Total: 14,983</b>
<b>Gender</b>	<b>Female</b>	<b>51%</b>	<b>51%</b>	<b>49%</b>	<b>51%</b>
	<b>Male</b>	<b>49%</b>	<b>49%</b>	<b>51%</b>	<b>49%</b>
<b>Age</b>	<b>Under 16</b>	<b>20%</b>	<b>16%</b>	<b>15%</b>	<b>16%</b>
	<b>16-24</b>	<b>12%</b>	<b>14%</b>	<b>17%</b>	<b>18%</b>
	<b>25-44</b>	<b>36%</b>	<b>42%</b>	<b>41%</b>	<b>42%</b>
	<b>45-64</b>	<b>21%</b>	<b>19%</b>	<b>18%</b>	<b>17%</b>
	<b>65+</b>	<b>11%</b>	<b>9%</b>	<b>9%</b>	<b>8%</b>
<b>Disability*</b>	<b>Disabled</b>	<b>14%</b>	<b>17%</b>	<b>Figure not found</b>	<b>Figure not found</b>
<b>Receiving PIP</b>	<b>Disabled</b>	<b>Figure not found</b>	<b>5.4%</b>	<b>6.2%</b>	<b>5.8%</b>
<b>Ethnic group</b>	<b>BME</b>	<b>40%</b>	<b>32%</b>	<b>29%</b>	<b>36%</b>
	<b>White</b>	<b>60%</b>	<b>68%</b>	<b>71%</b>	<b>64%</b>
<b>Religion or belief</b>	<b>Christian</b>	<b>48.5%</b>	<b>40%</b>	<b>41%</b>	<b>39%</b>
	<b>Muslim</b>	<b>12%</b>	<b>9%</b>	<b>9%</b>	<b>12%</b>
	<b>Other</b>	<b>10%</b>	<b>4%</b>	<b>4%</b>	<b>4%</b>
	<b>No religion</b>	<b>21%</b>	<b>30%</b>	<b>30%</b>	<b>34%</b>
	<b>Religion not</b>	<b>8.5%</b>	<b>17%</b>	<b>16%</b>	<b>16%</b>

\* The disability figure is extracted from the 2011 census. It highlights that the measure of Personal Independence Payments (PIP) payments is an imperfect measure of disability, as many people declaring a disability might not be recipients of that form of payment. The proportion of people receiving PIP therefore needs to be put in contrast with the much higher proportion of people declaring a disability or long term illness.

### Profile analysis

In Caledonian Ward it is noted that there are fewer people compared to the London average of the following groups: younger (under 16); older (65+); and BME.

In Holloway Ward it is noted that there is a higher proportion of BME people than the borough average.

In both wards there is a higher proportion of disabled people than the Islington average, particularly in Caledonian. This is of significance for this RIA, and is addressed in section 3 of this document.

Socio-economic data indicates that Caledonian is more deprived than the Islington average and is rated as 4<sup>th</sup> most deprived in the borough.

### **3. Equality impacts of York Way cycleway**

#### **Overview**

The implementation of the York Way cycleway has delivered positive impacts overall in terms of supporting public health and accommodating and enabling active travel. The York Way cycleway contributes to the delivery of a more equal future by: supporting local shops and businesses; making it easier and safer for people to travel on foot, by cycle and public transport; supporting people to live healthier lives; enabling residents to remain socially active and connected to their community; and creating a cleaner, greener and healthier environment for all.

However some aspects of the scheme are more problematic in terms of equality impacts and needs to be considered carefully. Bus stop bypasses can have negative impact on people with protected characteristics, in particular visually impaired people as well as disabled people, older people and children.

The council has a responsibility to its residents to ensure that the Equalities Act is upheld in all its work and projects and take decisions on the balance of the impacts identified.

#### **This Resident Impact Assessment (RIA)**

This RIA identifies the general impacts of the York Way cycleway 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 a group having a protected characteristic. 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 only 29% of households having access to a car<sup>1</sup>. TfL analysis has identified that two thirds of car journeys in London can be walked or cycled<sup>2</sup> - 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 rather than driving, and that many

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<sup>1</sup> TfL London Travel Demand Survey

<sup>2</sup> [https://www.london.gov.uk/sites/default/files/health\\_impact\\_of\\_cars\\_in\\_london-sept\\_2015\\_final.pdf](https://www.london.gov.uk/sites/default/files/health_impact_of_cars_in_london-sept_2015_final.pdf)

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 can make a significant contribution to reducing road traffic congestion and improving health. They are also an affordable way of getting around.

### **a) General positive impacts**

The successful implementation of the York Way cycle route has significantly improved cycling conditions on this key north/south route with a 127% increase in levels of people cycling, enabling and encouraging 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.

Protected cycle lanes 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 Black Asian and Minority Ethnic groups.

During and since the Covid-19 lockdown, 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 restricts public transport capacity. This scheme has enabled more people to cycle safely, therefore mitigating against the impact of congestion and poor air quality that would result from a rise in traffic volumes, whilst enabling people to travel in a way that enables them to socially distance.

The scheme has helped deliver improvements in line with the following Healthy Streets indicators:

- "People choose to walk and cycle": 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 can make people feel safer

when cycling thereby empowering people to do so, and since the introduction of the scheme there has been a significant increase in levels of cycling.

## b) Specific positive impacts

<b>Protected Characteristic</b>	<b>Specific positive impacts</b>
<b>Age</b>	<p>Providing safer cycling conditions can 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.</p> <p>The bus stop bypass provides protection away from traffic, for what would otherwise be an intimidating and dangerous part of the cycle route, benefitting older people and children.</p>
<b>Disability</b>	<p>Providing wider protected cycle lanes throughout the majority 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, 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.</p> <p>The bus stop bypass provides protection away from traffic, for what would otherwise be an intimidating and dangerous part of the cycle route, benefitting some disabled people who use standard or adapted cycles.</p>
<b>Gender reassignment</b>	<p>Officers do not consider the proposed changes to have any specific positive impact on gender reassignment.</p>
<b>Marriage and civil partnership</b>	<p>Officers do not consider the proposed changes to have any specific positive impact on marriage and civil partnership.</p>
<b>Pregnancy and maternity</b>	<p>Providing wider protected cycle lanes will 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.</p>

<b>Protected Characteristic</b>	<b>Specific positive impacts</b>
	The bus stop bypass provides protection away from traffic, for what would otherwise be an intimidating and dangerous part of the cycle route, benefitting some pregnant women or parents who cycle.
<b>Race</b>	Research suggests Covid-19 has impacted Black Asian and Minority Ethnic communities more severely. Black Asian and Minority Ethnic people 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 Black Asian and Minority Ethnic people.
<b>Religion or belief</b>	Officers do not consider the proposed changes to have any specific positive impact on religion or belief.
<b>Sex</b>	<p>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 routes<sup>3</sup>. 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.</p> <p>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.</p>
<b>Sexual orientation</b>	Officers do not consider the proposed changes to have any specific positive impact on sexual orientation.
<b>Socio-economic status</b>	Providing wider, protected cycle lanes 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.

<sup>3</sup> Sustrans (2018) Bike Life - Women: reducing the gender gap

## **c) Potential generally negative impacts**

### **Bus stop bypass / Floating bus stop**

The main negative impact of the scheme relates to the introduction of the bus stop bypass (floating bus stop) at bus stop M, which could impact people using buses, especially the visually impaired and those with sensorial impairments.

Bus passenger data indicates that Bus Stop M is an average use bus stop on York Way. It is located near the York Way Estate, Brecknock Primary and Bridge Primary Schools. The bus stop is well lit and the footways are wide. The bus stop serves two routes, 390 and 393 which connect to destinations such as King's Cross, Granary Square, and the Royal National Institute of the Blind. The location is therefore sensitive.

York Way is one way at this location, the previous layout of the road created risk of collisions with moving traffic for people cycling as they would appear from behind the floated parking bay. People cycling would then need to position themselves to the right and merge into the traffic lane to avoid the existing build-out at the bus stop. The conflict between moving traffic and people cycling potentially could have led to serious injuries or casualties. The risks of collision were exacerbated by the fact that the lightly segregated cycle lane before and after the bus stop create a sense of safety for both traffic and people cycling, who might not expect having to interact at the bus stop.

Video monitoring of the bus stop bypass has shown that over 36 hours of footage taken and consequent analysis there were a total of 2182 pedestrian and cyclist movements at the bypass resulting in 10 "interactions" - instances where people walking and cycling were judged to have been using the same section of the bus stop bypass facility. All of the interactions were classed as precautionary. Precautionary interactions are the lowest risk interaction whereby one or both parties sees the other and reacts in good time. The interactions are summarised below:

- Cyclist stops at give way line as pedestrian crosses – 2 instances
- Cyclist slowing down to account for pedestrian – 5 instances
- Pedestrian moving off cycle path out of cyclist's way – 3 instances

On site evaluation of the bus stop bypass was undertaken with Horizon, a group for visually impaired people in Islington. Together we identified some suggestions for improvements that could be made to the scheme, including:

- To explore and implement design solutions to connect visually impaired passengers to and from the bus – especially with tactile paving and delineation.
- To contact TfL to check the positioning of the bus stop flag and to ask them to consider adding an onboard announcement making people aware of the different layout, as is done elsewhere in London.



- To contact navigation apps such as Soundscape and Nazarilla to input on information about bus stop bypasses to flag the layouts to users.

These suggestions will be actively explored and implemented if possible.

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

A potential negative impact of the scheme is that due to the introduction of the following new waiting and loading restrictions and removal of parking in some areas, it will be more difficult to pick up and drop off passengers from the roadside along York Way:

- To maintain continuity of the cycle lanes, and reliability for bus services and other essential motor vehicle journeys using this road, waiting and loading on York Way will generally need to take place from side roads. Traffic wands are in place to protect the cycle lanes along the majority of the route, physically preventing vehicles from waiting at the kerb.
- To increase the continuity of the cycle lanes on the approach to the junction of York Way and Wharfdale Road, waiting restrictions have been introduced between Crinan Street and Wharfdale Road to prevent parking at any time (except Blue Badge holders).
- Between Brandon Road and Freight Lane, where there is insufficient space for protected cycle lanes, waiting and loading has been prohibited at any time, to protect people cycling from having to move out to overtake stationary vehicles. This restriction will prevent vehicles including Blue Badge holders from waiting at the kerb.
- Between Market Road and North Road, 15 residential parking spaces were removed to enable the installation of protected cycle lanes.
- Just north of Copenhagen Street, eight shared (residential and paid) parking spaces were removed to improve cyclist safety on approach to the junction of York Way and Copenhagen Street. The removal of this paid parking may reduce the options for protected groups (including older people, people with disabilities, and pregnant women) to park and from accessing local shops and services in the near vicinity if reliant on a car for transport.

The removal of this parking and the restriction of waiting and loading may reduce the options for protected groups (including older people, people with disabilities, and pregnant women) to park and from accessing local services in the near vicinity if reliant on car transport (whether private car, taxi or other commercial operator), inconveniencing people from these protected groups.

The council's Inclusive Design SPD sets out guidance regarding travel distances between parking or drop-off/pick-up points and the homes of disabled and vulnerable people. This issue has been considered in the design and addressed as follows:

- Drop-off and pick up of passengers using taxis or private cars will be possible from side roads. Additionally black cabs can pick up and drop off at bus stops.

- Passengers requiring the deployment of wheelchair ramps will need to use side roads to access the footway.
- Alternatively, taxis are permitted to put down or pick up passengers at the bus stops on York Way.
- At Copenhagen Street/York Way, it is observed that the existing parking spaces appear to be frequently used by trade vehicles, therefore the equalities impact may be limited. There is existing pay-by-phone parking to the south of Copenhagen Street which can be used by residents and other vehicle users. Designs have been drawn up for the potential for some of the removed parking to be relocated onto Copenhagen Street, if required. The council will continue to monitor for any complaints received from residents regarding parking availability.
- Along the northern section of the route there are very few residential frontages leading directly onto York Way whose access arrangements are being changed as a result of the scheme or which do not have alternative off-street vehicular access. These are limited to the addresses at 256 York Way, where there are existing “no waiting at any time” kerbside restrictions, therefore the impact of new loading restrictions and traffic wands to these properties has been minimal.
- The northern section of the route does not have any Islington addresses that are more than 75m from a side road, vehicular side entrance or parking bay.
- Along the northern section of the route, drop-off and pick up of passengers using taxis or private cars will be possible from side roads.

### **Emergency vehicle access to the kerbside**

The scheme has introduced some changes to where emergency service vehicles can access the kerb along York Way in locations where traffic wands have been installed. This could have an adverse impact particularly on vulnerable people if it risks delaying emergency access to them. The London Ambulance Service has stipulated on cycle route design that it requires a break in cycle lane segregation at any section where emergency vehicles would be more than 30m from accessing addresses.

This has been addressed in the scheme design which ensures that on York Way there will be no stretch greater than 30 metres where emergency vehicles will not be able to access the kerb or a side road or side entrance. The council has consulted with the emergency services who have confirmed that they do not object to the scheme proposals, and noted that the proposed stepped tracks would allow for vehicles to pull over to make space for emergency vehicles to pass.

To date, no complaints regarding the scheme have been received by the emergency services.

### **Cycle safety at bus stops and loading areas**

The absence of traffic wands and cycle lanes at bus stops (apart from at bus stop M), and the absence of traffic wands at areas where business loading is not being restricted, will provide a lower level of safety for people cycling at these locations than elsewhere on the cycle route, which may have a wider impact of preventing some people from using the cycle route.

Islington has considered design solutions to enhance cycle safety while providing safe and accessible bus stop facilities and business loading continuity and a bus stop bypass has been trialled at bus stop M. To minimise the impact, restrictions on the length of carriageway available for loading between Market Road and Brewery Road were introduced, and cycle logos were placed in the main carriageway lane southbound around the bus stop to indicate that cycles should be expected. Further proposals include improvements to protected cycle provision as consulted upon at bus stop C near Regents Canal, and the council intends to develop further proposals for the section between Market Road and Brewery Road at a future time to provide greater levels of separation.

### **Pedestrian safety crossing the road**

The installation of traffic 'wand-orcas' (horizontal 1m-long kerb units at the base of a bollard) along cycle lanes may impede pedestrians crossing the road away from formal crossings. The orcas may be difficult to detect for visually impaired people, and may provide a trip-hazard particularly for the visually impaired and people who are less mobile.

The narrowing of the traffic lanes between the protected cycle lanes may also encourage people to cross away from formal crossings, which may bring pedestrians into conflict with cycle users in the cycle lanes.

This negative impact is in part mitigated by the fact that the design avoids placing wand orcas in the vicinity of pedestrian crossings so as not to impede the crossings, and by the reflective high-visibility design of the wand-orcas. York Way is an A-road with significant proportions of buses and HGVs, so pedestrians may be unlikely to attempt to cross the road away from formal crossing points.

Other general negative impacts have not been identified as there are no further changes being made to the access to the kerbside or parking. No pavements are made narrower, other than at Bus Stop M, where the width still allows for unimpeded movement along the pavement with a clear width of at least 2m.

**d) Specific negative impacts**

Protected Characteristic	Specific negative impacts
<p><b>Age</b></p>	<p>Waiting and loading restrictions and traffic wands may increase the distance that older people who are reliant on taxis need to travel on foot or with mobility aids to access parts of York Way by taxi.</p> <p>Removal of residential car parking near to an older person's home may decrease their access to services, if reliant on a car for transport.</p> <p>Introducing traffic wands along the cycle lane may increase the time it takes for emergency services to access properties where there are older people.</p> <p>The safety issues posed by a lack of protected cycle lanes at bus stops and locations where bus 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.</p> <p>Traffic wand-orcas may impede older people who are less mobile and children with less developed judgement, when they are crossing the road away from formal crossings, and may pose a trip-hazard.</p> <p>Older people who might be less mobile and children might find the new bus stop bypass to be inaccessible and be discouraged from using it. There are also risks of collisions between people walking and cycling as people walking cross the cycle track to and from the bus stop.</p>

<b>Protected Characteristic</b>	<b>Specific negative impacts</b>
<b>Disability</b>	<p>Waiting and loading restrictions and traffic wands may increase the distance that disabled people who are reliant on taxis need to travel on foot or with mobility aids to access parts of York Way by taxi.</p> <p>Maintaining the use of traffic wands along the cycle lane may increase the time it takes for emergency services to access properties where there are disabled people.</p> <p>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.</p> <p>The safety issues posed by a lack of protected cycle lanes at bus stops and locations where business loading is permitted, may particularly disadvantage disabled cyclists who may be less mobile, more vulnerable to collisions and less able to react to collision risks.</p> <p>Traffic wand-orcas may impede physically disabled and visually impaired people when they are crossing the road away from formal crossings, and may pose a trip-hazard.</p> <p>Some disabled bus users, those with mobility impairments and visual impairments might find the new bus stop bypass to be inaccessible and be discouraged from using it. There are also risks of collisions between people walking and cycling as people walking cross the cycle track to and from the bus stop.</p> <p>Some disabled people, such as those who are visually impaired and blind might end up avoiding the bus stop bypass, which would result in exclusion and reduce their opportunities to use public transport. This problem would be 'invisible' and difficult to identify.</p>
<b>Gender reassignment</b>	Officers do not consider the proposed changes to have any specific negative impact on gender reassignment.
<b>Marriage and civil partnership</b>	Officers do not consider the proposed changes to have any specific negative impact on marriage and civil partnership.

<b>Protected Characteristic</b>	<b>Specific negative impacts</b>
<b>Pregnancy and maternity</b>	<p>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.</p> <p>Maintaining the use of traffic wands along the cycle lane may increase the time it takes for emergency services to access properties where there are pregnant people.</p> <p>The safety issues posed by a lack of protected cycle lanes at bus stops and 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.</p> <p>Traffic wand-orcas may impede pregnant people when they are crossing the road away from formal crossings, and may pose a trip-hazard.</p> <p>Some parents with children might find the new bus stop bypass to be inaccessible and be discouraged from using it, especially in regards to conflict or fear of collision with people cycling.</p>
<b>Race</b>	Officers do not consider the proposed changes to have any specific negative impact on ethnicity or race.
<b>Religion or belief</b>	Officers do not consider the proposed changes to have any specific negative impact on religion or belief.
<b>Sex</b>	Officers do not consider the proposed changes to have any specific negative impact on sex.
<b>Sexual orientation</b>	Officers do not consider the proposed changes to have any specific negative impact on sexual orientation.
<b>Socio-economic status</b>	People on lower income tend to be more reliant on bus services – the bus stop bypass might impact this group negatively if it acts as a deterrent to bus use.

## 4. Safeguarding and Human Rights impacts

### a) Safeguarding risks and Human Rights breaches

Regard should be had to the provisions of the Human Rights Act. In particular, the provisions of Article 1, of the First Protocol protection of property and Article 8, right to respect for private and family life.

In relation to Article 1, the scheme does not change any access to properties, therefore there is no impact.

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 York Way cycleway will impede on the right of individuals to respect for private and family life either in public or on private land.

No safeguarding risks for children or vulnerable adults have been identified as likely resulting from the York Way cycle route scheme.

**If potential safeguarding and human rights risks are identified, then please contact [equalities@islington.gov.uk](mailto:equalities@islington.gov.uk) to discuss further:**

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## 5. Action

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

<b>Negative Impact</b>	<b>Action</b>	<b>Responsible person or team</b>	<b>Deadline</b>
<p><b>Pick up, drop off and parking for older, disabled and pregnant people</b></p> <p>Waiting and loading restrictions and traffic wands may increase the distance that people who are reliant on taxis need to travel on foot or by mobility aid to access parts of York Way by taxi.</p> <p>Removal of residential parking may reduce the options for protected groups to park and access local services in the near vicinity if reliant on car transport , inconveniencing people from these protected groups.</p>	<p>The council monitored the scheme throughout the 18-month duration of the Experimental Traffic Order, including any complaints received regarding the reduction in parking and loading or disadvantage to groups with protected characteristics.</p> <p>As part of the scheme review and consultation report the council sought to identify any issues that could be rectified to improve pedestrian amenity at crossings and footways, in mitigation of the adverse impact caused by the fact that it will be more inconvenient to access the kerb by vehicle.</p> <p>No concerns requiring mitigation were identified.</p>	<p>Transport Strategy and Active Travel</p>	<p>Complete</p>



<b>Negative Impact</b>	<b>Action</b>	<b>Responsible person or team</b>	<b>Deadline</b>
<p><b>Emergency vehicle access to the kerbside</b></p> <p>Introducing traffic wands along the cycle lane may increase the time it takes for emergency services to access properties where there are vulnerable people.</p>	<p>The council monitored the scheme throughout the 18-month duration of the Experimental Traffic Order including any complaints received regarding any reduction in emergency access or disadvantage to groups with protected characteristics. The council maintained correspondence with the emergency services regarding the scheme and to date, no complaints have been received from the emergency services.</p> <p>The emergency services noted that the proposed improvements to provide stepped cycle tracks would allow any vehicles to pull over on to the cycle tracks in case emergency service vehicles need to pass.</p>	<p>Transport Strategy and Active Travel</p>	<p>Complete</p>
<p><b>Safety risk to people cycling at bus stops and areas where loading is permitted</b></p> <p>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.</p>	<p>The council introduced a bus stop bypass trial as part of this scheme, whilst taking into account the need to provide a safe and accessible bus stop facility for all users and particularly those with protected characteristics. More detail can be found below this table.</p> <p>The council will further engage with the relevant businesses to monitor the impacts of the scheme and consider additional measures to provide protection for people cycling in these locations.</p>	<p>Transport Strategy and Active Travel</p>	<p>Ongoing</p>

<b>Negative Impact</b>	<b>Action</b>	<b>Responsible person or team</b>	<b>Deadline</b>
<p><b>Safety risk to pedestrians crossing the road away from formal crossings</b> Wand-orcas may disadvantage older, younger, disabled and pregnant people who are less mobile or less able to detect the orcas. These people may be impeded crossing the road and more vulnerable to trip injuries.</p>	<p>The council monitored the scheme throughout the 18-month duration of the Experimental Traffic Order including for collisions involving pedestrians and any complaints received regarding the disadvantage to groups with protected characteristics caused by the traffic wand-orcas. To-date, no concerns have been reported.</p>	<p>Transport Strategy and Active Travel</p>	<p>Complete</p>

Bus stop bypasses are incrementally implemented across London to deliver safer cycle infrastructure. The council has researched these new layouts and their potential negative impacts since 2019. It is worth noting that council previously implemented a shared use bus boarder on New North Road, which is a layout where the cycle lane goes through the space where bus users board and alight from the bus. This layout was considered to create conflicts between bus users and people cycling, and the shared use bus boarder was removed.

In June 2019, the council produced a guidance note for Transport for London, issuing seven recommendations on bus stop bypasses / floating bus stops. In the context of the York Way scheme, the council is taking into account its own recommendations to help guide the decision as well as mitigating identified negative impacts. In particular, the council engaged with specific vulnerable user groups and committed to a post-implementation strategy including monitoring and site visits.

**Actions from this RIA**

<b>Negative Impact</b>	<b>Action</b>	<b>Responsible person or team</b>	<b>Deadline</b>
<p><b>Bus stop users, including those with mobility impairments and visual impairments, parents with children, older people and children might find the new</b></p>	<p>The design has evolved to respond to the challenges of negative impacts identified in the RIA.</p> <p>The council has engaged groups representing those with restricted mobility prior to and post implementation and will continue to</p>	<p>Transport Strategy and Active Travel &amp; Traffic and Highways (engineering</p>	<p>Ongoing</p>


Negative Impact	Action	Responsible person or team	Deadline
<p><b>bus stop bypass to be inaccessible and be discouraged from using it. There are also risks of collisions.</b></p>	<p>monitor the scheme, including a review of any complaints.</p> <p>The layout of the bus stop has been designed to address a number of the risks that were raised. For instance, the cycle lane features a 4m wide informal Zebra crossing markings, tactile tail blister paving and signage to encourage cyclists to give way to bus users. The bus island width varies between 2.6m and 3.6m, which is wide enough to accommodate a turning movement for wheelchair users.</p> <p>The layout incorporates more features to further prioritise pedestrians and bus stop users, including rumble kerbs, 'slow' markings for people cycling, give way to pedestrians, signage at the entrance to the bypass and on two low level bollards at the crossing point, and a 100mm delineation kerb to frame the cycle lane from the pavement and bus stop island. Cycle parking stands have been positioned along the cycle lane to minimise conflict points between people walking and cycling.</p> <p>As part of the scheme review the council has identified design improvements that can be explored to improve pedestrian amenity at the bus stop, including connections from the inner shoreline and the bus stop boarding and alighting points and onboard announcements to make people aware of the bus stop bypass layout.</p>	<p>aspects of the bus stop)</p>	

Negative Impact	Action	Responsible person or team	Deadline
<p><b>Certain groups such as the visually impaired and blind might end up avoiding bus stop M, which would result in exclusion and reduce their opportunities to use public transport.</b></p>	<p>Post-implementation, the council has further specifically engaged with groups representing visually impaired and blind users to understand the impacts of the bus stop and how mitigation is working and whether people are avoiding using the bus stop.</p> <p>Further improvements to the design are being explored.</p>	<p>Transport Strategy and Active Travel &amp; Traffic and Highways (engineering aspects of the bus stop)</p>	<p>Ongoing</p>
<p><b>Children and parents attending the Brecknock Primary School and Bridge Primary School might not be aware of the new bus layout.</b></p>	<p>The council engaged with the Bridge Primary School and will continue to review any feedback received from either school.</p>	<p>Transport Strategy and Active Travel</p>	<p>Ongoing</p>

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

**Staff member completing this form:**

**Head of Service or higher:**

  
 Transport Project Manager  
 Climate Change & Transport  
 Environment Department

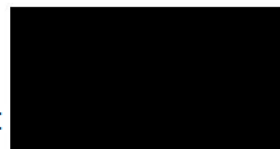
Martijn Cooijmans  
 Director Climate Change & Transport  
 Environment Department

Signed:



Date: 22/12/2021

Signed:



Date: 22/12/2021