

Cabinet



Supplemental Agenda 2 – Item 6.1 Liveable Streets Bow



Public Information

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A Guide to CABINET

Decision Making at Tower Hamlets

As Tower Hamlets operates the Directly Elected Mayor system, **Mayor John Biggs** holds Executive powers and takes decisions at Cabinet or through Individual Mayoral Decisions. The Mayor has appointed nine Councillors to advise and support him and they, with him, form the Cabinet. Their details are set out on the front of the agenda.

Which decisions are taken by Cabinet?

Executive decisions are all decisions that aren't specifically reserved for other bodies (such as Development or Licensing Committees). In particular, Executive Key Decisions are taken by the Mayor either at Cabinet or as Individual Mayoral Decisions.

The constitution describes Key Decisions as an executive decision which is likely

- a) to result in the local authority incurring expenditure which is, or the making of savings which are, above £1million; or
- b) to be significant in terms of its effects on communities living or working in an area comprising two or more wards in the borough.

Upcoming Key Decisions are published on the website on the 'Forthcoming Decisions' page through www.towerhamlets.gov.uk/committee

Published Decisions and Call-Ins

Once the meeting decisions have been published, any 5 Councillors may submit a Call-In to the Service Head, Democratic Services requesting that a decision be reviewed. This halts the decision until it has been reconsidered.

- The decisions will be published on: **Friday, 27 November 2020**
- The deadline for call-ins is: **Friday, 4 December 2020**

Any Call-Ins will be considered at the next meeting of the Overview and Scrutiny Committee. The Committee can reject the call-in or they can agree it and refer the decision back to the Mayor, with their recommendations, for his final consideration.

Public Engagement at Cabinet

The main focus of Cabinet is as a decision-making body. However there is an opportunity for the public to contribute through making submissions that specifically relate to the reports set out on the agenda.

Members of the public may make written submissions in any form (for example; Petitions, letters, written questions) to the Clerk to Cabinet (details on the previous page) by 5 pm the day before the meeting.

Cabinet

Wednesday, 25 November 2020

5.30 p.m.

		Pages
6 .1	Liveable Streets Bow consultation outcome report	5 - 140
<p>Report Summary: This item presents the results of the Bow Liveable Streets project which was taken to public consultation on Monday 29 June until Wednesday 29 July 2020.</p> <p>This item seeks a decision on the next stages of the Liveable Streets in Bow.</p> <p>Wards: Bow East; Bow West Lead Member: Cabinet Member for Environment and Public Realm (Job Share) - Lead on Environment, Cabinet Member for Environment and Public Realm (Job Share) - Lead on Public Realm Corporate Priority: A borough that our residents are proud of and love to live in</p>		



<p>Cabinet</p> <p>25 November 2020</p>	
<p>Report of: Ann Sutcliffe – Corporate Director, Place</p>	<p>Classification: Unrestricted</p>
<p>Bow Liveable Streets</p>	

Lead Member	Cllr Dan Tomlinson, Cabinet Member for Environment
Originating Officer(s)	Dan Jones, Divisional Director, Place Chris Harrison, Programme Director
Wards affected	Bow East, Bow West
Key Decision?	Yes
Forward Plan Notice Published	11 September 2020
Reason for Key Decision	Financial impact
Strategic Plan Priority / Outcome	Priority 2 – A borough that our residents are proud of and love to live in. Priority 3 – A dynamic, outcomes-based council using digital innovation and partnership working to respond to the changing needs of our borough.

Reason for Urgency

The report was not published five clear days in advance of the meeting. This is due to the additional time required to review the large volume of appendices and respondents to the consultation. If the outcome of the consultation is not considered at this meeting it will impact of the timely delivery of the scheme and risk potential funding loss from third party sources.

Executive Summary

On Wednesday 30 October 2019 Cabinet approved the Liveable Streets programme, governance and delivery plan for 17 project areas.

The Liveable Streets programme will make fundamental improvements to the infrastructure on the street and open spaces and change the travel behaviour of residents, businesses and visitors to Tower Hamlets.

Through an online engagement forum, community meetings, co-design workshops, and liaison with Ward Councillors, the Liveable Streets team created a series of proposals to carry out improvements in the Bow area. These proposals were presented to the Bow community for comment through a public consultation from Monday 29 June 2020 to Wednesday 29 July 2020.

The consultation attracted over 3,800 responses. All the proposals gained broad public support, with the majority of all responses falling into 'supportive' or 'very supportive' categories. Through the consultation period there were concerns raised by some residents and businesses, as well as various alternative suggestions put forward which have been considered by the project team and changes made, where feasible.

This report details the results of the public consultation, the alternatives considered and the reasons why they have or have not been included, seeks approval on the final design and outlines the next steps.

Recommendations:

For the reasons set out in this report, and having regard to the Council's public sector equality duty The Cabinet is recommended to:

1. Receive and conscientiously consider the results of the engagement to date and public consultation of Bow Liveable Streets (Appendix C & D)
2. Approve the final scheme design for the Bow area as part of the Liveable Streets programme (Appendix B) and summarised in section 3.3 of this report
3. Allow blue badge holders within the Bow area to pass through the Roman Road bus gateway and Coborn Road timed closure during the hours of operation. Ensure that this element of the scheme is designed in such a way so that, should a future decision be made, further local exemptions could be implemented at a later date.
4. Approve the use of existing frameworks or term contracts to award an order up to a value of £3 Million for the completion of the Works.

1 REASONS FOR THE DECISIONS

1.1 This project will make fundamental improvements to infrastructure on the street, public spaces and change the travel behaviour of residents, businesses and visitors to the Bow area. These changes seek to address the following known issues in the area:

- High through-traffic which equates to 49% of all vehicle journeys in the area
- Lack of sufficiently wide footways and dropped kerbs, providing a barrier to walking particularly for the mobility impaired or those with pushchairs.
- Speeding traffic and anti-social driving
- Air pollution which in areas is at unhealthy levels, affecting children and adults' health and life expectancy.

1.2 An extensive engagement process has been undertaken over the past

eighteen months involving residents, businesses, disability groups, tenant and resident associations, emergency services and internal council services. The outcome of this extensive engagement process shows overall support for the proposals. However, it should be noted there were concerns raised by some residents and businesses on delivery, disabled parking and potential congestion to main roads.

- 1.3 As part of the 30 October 2019 Cabinet approval, the decision making for the Liveable Streets programme is:
- Under £250k – decision to be made by Divisional Director, Public Realm.
 - Over £250k-below £1 million – Decision to be made by Divisional Director, Public Realm in consultation with the Mayor and Lead Member.
 - Over £1 million or significant impact on two or more wards – decision to cabinet for political decision.
- 1.4 Due to the estimated spend of the Bow proposals being £3 million this is for Cabinet.

2 ALTERNATIVE OPTIONS

- 2.1 Throughout the public consultation, we have received suggestions and alternative proposals which have been assessed by the project team for viability and alignment with the Liveable Streets objectives. These options and recommendations can be found in Appendix E.
- 2.2 There have been a number of alternative suggestions that have been accepted from resident groups and have been included within the final scheme.
- 2.3 The key alternative proposals that have been included, but not limited to, are:
- Allow blue badge holders within the Bow area to pass through the Roman Road bus gateway and Coborn Road timed closure during the hours of operation
 - Narrowing of the carriageway on Fairfield Road underneath the railway bridge
 - Further engagement with businesses and Market Traders on the location of loading bays and streetscape within Roman Road East
 - Increasing the access and parking spaces on non-market days for blue badge holders within Roman Road East
 - Extend the School Street outside Olga Primary School to include a section of Medway Road
 - Increase capacity of Roman Road/ St Stephen's Road junction by removing parking spaces on the junction approaches and a left turn only leaving Roman Road East onto St Stephen's Road (southbound).
 - A permitted right turn at the junction of Coborn Road and Bow Road during the timed closure hours on Coborn Road.

- 2.4 Some of the key alternative proposals that have not been included are:
- Providing residential permits and exemption for taxis at bus gateways and timed closure points
 - Two-way contraflow cycle lane on Old Ford Road east of Parnell Road
 - Cycle lanes on Old Ford Road west of Parnell Road
 - Fairfield Road becoming one-way north bound
- 2.5 In summary, these options would either not achieve the aims and objectives of the Liveable Streets programme or are not required due other measures already being implemented.
- 2.6 A full summary of each alternative proposal and their reason for inclusion or exclusion can be found in Appendix E.

3 DETAILS OF THE REPORT

Engagement and consultation

- 3.1 Starting in April 2019, Tower Hamlets council has been undertaking an extensive engagement process in the Bow area. This has included the following (a full report can be found in Appendix C):
- 3.1.1 Early engagement to obtain information about people's travel habits, key issues in the area and suggestions for improvement. This engagement was carried out using an online survey, interactive map, drop-in sessions and meetings with groups in the community. A walkabout was carried out with Ward Councillors. Leaflets were delivered to the area, and over 100 stakeholder emails were sent. In total, 306 residents responded.
- 3.1.2 In November and December 2019, three community co-design workshops took place with 128 attendees. In February 2020, a trader and business owners co-design workshop also took place with an additional 14 attendees. The attendees were presented with plans showing suggestions to improve the area and tackle issues based on feedback received from residents, businesses, schools and other stakeholders during early engagement. The workshops consisted of two exercises, the first focussed on traffic management and cycling improvements, and the second exercise focussed on improving the pedestrian environment, accessibility to public transport and public spaces. Attendees were asked to feedback on the suggestions presented to further develop the designs to the desires and needs of the community. We also met with schools during this time to discuss potential School Streets proposals and get their feedback on the suggestions.

- 3.1.3 Throughout the engagement period, we met with council departments and reached out to emergency services and Safer Neighbourhood Team contacts.
- 3.1.4 A public consultation exercise was carried out from Monday 29 June to Wednesday 29 July 2020. Consultation packs were delivered to over 14,780 residential and business addresses within the consultation area, with extra copies made available on request. There were also 8 social media tweets and the consultation received local press coverage. Emails were sent to internal and external stakeholders on the Bow Liveable Streets mailing list and to over 250 residents during the consultation period. In place of face-to-face drop in sessions, virtual 'chat with the team' sessions were held over the phone and zoom on 8, 11, 15 and 18 July which provided the opportunity for attendees to review the proposals with the project or programme team to discuss any changes which may be desired. Virtual meetings were offered to all schools in the area, and the project team met the Malmesbury and Fairfield Residents Associations. The project team visited every business in the impacted areas of Roman Road and handed out posters to display in the shops, as well as display posters on-street. A postcard was delivered to 14,780 properties on Monday 20 July 2020 to remind people to respond to the consultation.

Proposals

- 3.2 The proposals seek to improve the area for walking, cycling and access to public transport, improve air quality, reduce short motor vehicle trips and help to discourage through-traffic and anti-social driving.
- 3.3 The final design proposals can be seen on the map in Appendix B. The objectives are to be achieved through a combination of footway improvements, road closures, improvement of shared public spaces, greening and safety improvements. The key elements of the final scheme are:

Scheme 1

- In consideration to both resident and business feedback the implementation of a bus gateway on Roman Road during the hours of 6:30am to 9:30am and 2:30pm to 7pm Monday to Friday.
- Exemptions for blue badge holders within the Bow area to pass through the Roman Road bus gateway. This will allow blue badge holders in the Bow area to register a vehicle/s that will then be able to pass through the Roman Road bus gateway without incurring a fine. The administration, including the fee to register, will align with the other bus gateways in the borough.
- Improvements to the junction of St Stephen's Road and Roman Road to improve vehicle flow during non-operational times including the removal of four parking spaces on Roman Road and four spaces on Stephen's Road.
- Left turn only to be installed for those travelling along Roman Road onto St Stephen's Road.
- The number of parking spaces to remain the same.

- Omission of the closure on Thoydon Road with a review of traffic levels after other scheme 1 measures have been implemented. If there is reasonable increase in traffic further engagement to take place with local residents on a closure point.

Scheme 2

- Increase restriction of vehicle movements on Roman Road East to non-market days, subject to further engagement with market traders and businesses to develop detailed design and allow additional blue badge parking and exemptions on non-market days.

Scheme 3

- Vehicle closure on Old Ford Road at Skew Bridge including more planting.
- Conversion of Old Ford Road/St Stephen's Road roundabout to a T-Junction.
- New short stay parking spaces and cycle parking near the shops.
- Additional resident parking bays either side of Skew Bridge.

Scheme 4

- In consideration to resident and business response and other recommended closure times the implementation of a timed closure during the hours of 6:30am to 7pm Monday to Friday. This is subject to liaison with TfL on the reintroduction of a right turn to/from Bow Road.
- Exemptions for blue badge holders within the Bow area to pass through the Coborn Road timed closure. This will allow blue badge holders in the Bow area to register a vehicle/s that will then be able to pass through the Coborn Road time closure without incurring a fine. The administration, including the fee to register, will align with the other timed closures in the borough.
- A permitted right turn at the junction of Coborn Road and Bow Road during the timed closure hours on Coborn Road.
- Motor vehicle closure at the south end of Selwyn Road at the junction with Antill Road.
- Closure on Antill Road, west of the junction with Coborn Road.
- Making Antill Road between Lyal Road and Coborn Road two-way.
- Reinstate the right turn from Tredegar Road into Coborn Road, and one parking space removed to improve visibility.

Scheme 5

- Improvements to various walking and cycling routes of which can be found within the map in Appendix B. This includes the introduction of dropped kerbs, improving crossing points, and the decluttering of street furniture.

Scheme 6

- Introduction of traffic calming both horizontal and vertical on Fairfield Road, Parnell Road and Jodrell Road, including raised pedestrian crossings and speed tables.

Scheme 7

- The implementation of School Streets at Chisenhale Primary School, Olga Primary School, Old Ford Primary School and Malmesbury Primary School.
- The implementation of road safety measure outside Phoenix Upper School
- The school streets will be subject to further engagement with the representatives of each school on the detailed traffic management requirements and plans.

Consultation Results and Final Design

- 3.4 Over the 4-week period we received a total of 3,814 respondents to the consultation of which 2,599 were received online and the remaining 1,215 were paper responses. Overall, there were 2,174 responses from within the consultation area (residents could choose more than one option if it applies). The responses are categorised as follows:

- 2,124 residents that live within the scheme area
- 78 business
- 8 visitors
- 224 working in the area
- 15 not stated/other

A breakdown of each question is provided in Appendix D, Consultation Results. The results from those responding from within the area showed 70% were supportive of the scheme, 17% unsupportive and 13% neutral or don't know.

Finance

- 3.5 The funding of the Bow area is to be split over two financial years of 2020/21 and 2021/22.
- 3.6 The total cost of the scheme is estimated at £3 million. Capital Investment in the Liveable Streets programme will be required for the financial year 2021/22. Further funding is being identified within the TfL Liveable Neighbourhood bid, local implementation fund and S106 monies.
- 3.7 The procurement of works and service will be carried out using existing frameworks or term contracts which have already received council approval.
- 3.8 Detailed design will take place after Cabinet, if approval is awarded, on all proposals with works to start in Spring 2021. Some measures to be agreed by Cabinet will be accelerated to be implemented before the end of 2020.

Governance

- 3.9 As part of the Cabinet decision on Wednesday 30 October 2019, the decision making for the Liveable Streets programme is:
- Under £250k – decision to be made by Divisional Director, Public Realm

- Over £250k-below £1 million – Decision to be made by Divisional Director, Public Realm in consultation with the Mayor and Lead Member
- Over £1 million or significant impact on two or more wards – decision to cabinet for political decision

4 EQUALITIES IMPLICATIONS

- 4.1 The Bow project would provide enhanced opportunities for vulnerable road users, with one of the main objectives of making it safer and easier to walk and cycle within the borough. A full Equalities Impact Assessment has been carried out for the proposals taking into account the final design, which can be seen in Appendix F.

5 OTHER STATUTORY IMPLICATIONS

- 5.1 Many of the proposals will require changes to the highway and therefore traffic regulation orders will need to be advertised and made. These will be advertised and consulted on in accordance with the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996, or the Road Traffic (Temporary Restrictions) Procedure Regulations 1992 in respect of temporary orders.
- 5.2 As part of the design we shall consider Section 17 of the crime and disorder act 1998, to ensure that we do all that it reasonably can to mitigate the impacts of crime and disorder, substance misuse and reoffending.

6 COMMENTS OF THE CHIEF FINANCE OFFICER

- 6.1 The cost of completing the planned Liveable Streets works for Bow is £3m. This expenditure is capital in nature and will form part of the liveable streets capital programme.
- 6.2 A total of £4.480m has been allocated within the capital programme for Liveable Streets in 2020/21. There are no further capital allocations over the remaining two years of the capital programme. It is planned to fund these works from £1m CIL income and £3.480m from s106 income. The Bow expenditure will be spent against this allocation but must be considered alongside other commitments within the Liveable Streets programme to ensure sufficient funding is available.
- 6.3 At present it is not anticipated to borrow to fund the Bow programme, If this were to change then there would be a revenue implication and in such a case resources would need to be identified to cover this revenue cost before borrowing these monies.

7 COMMENTS OF LEGAL SERVICES

- 7.1 The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996, or the Road Traffic (Temporary Restrictions) Procedure

Regulations 1992(in respect of temporary orders) sets out the legal process to be satisfied when making traffic orders. The legal procedure includes provision for calling a Public Inquiry where appropriate. The Road Traffic Regulation Act 1984 section 1, 6 and Schedule 1 sets out the purposes for which a Road Traffic Regulation Order may be made. Legal services will provide advice in relation to each such Order at the time that they are proposed to be made.

- 7.2 This report seeks the authority of Cabinet to receive the results of the engagement and consultation exercise undertaken to date in respect of the Bow Liveable Streets programme set out in paragraph 3.4 and evidenced in Appendix D, and to approve the final scheme design (Appendix D). Further, Cabinet is asked to approve the use of using existing frameworks or term contracts to award an order to finance the completion of the works within the stipulated threshold .
- 7.3 The common law provides that a public body must adopt a fair procedure to decision-making to ensure that members of the public, affected by a potentially adverse decision, are given a fair and informed opportunity to make representations and provide their comments before the decision comes into effect. If a public body embarks on a consultation procedure, the outcome of which may be to deprive someone of a benefit that they previously enjoyed, then the common law imposes basic criteria that must be satisfied in order for that procedure to be considered lawful and fair.
- 7.4 The case of *R. v Brent London Borough Council, ex. p. Gunning* [1985] 84 LGR 168 established the following basic criteria (now known as the Sedley criteria), that all fair consultations must satisfy: 1. consultation must be undertaken at a time when proposals are still at a formative stage; 2. sufficient reasons must be given for any proposal to allow an intelligent consideration of and response to the proposal; 3. adequate time must be given for consideration and response; and 4. responses must be conscientiously taken into account in finalising any proposal.
- 7.5 It is also worth noting that more recent case law has suggested that "consulting about a proposal does inevitably involve inviting and considering views about possible alternatives," and "sometimes... discarded alternative options."
- 7.6 Paragraph 3 and Appendix C of the report sets out the extent of the consultation exercise undertaken in evidence of a a fair and robust process. Further, paragraph 2 of the report and Appendix E set out the assessment of the alternative options undertaken and that "intelligent consideration" was provided by the Council in its review and account of consultation responses. Full reasons are provided where particular options are not being pursued thereby satisfying the legal tests set out in paragraph 7.4 above.
- 7.7 Lastly, paragraph 4.1 advises that a full Equalities Impact Assessment has been undertaken in respect of the proposals set out at Appendix F in satisfaction of the Public Sector Equality Duty (s149 Equalities Act 2010) and the requirement for the Council to have regard to the impact of the proposed

scheme upon those residents who share the Protected Characteristics specified under the Act.

Linked Reports, Appendices and Background Documents

Linked Report

- NONE

Appendices

Appendix A – Consultation Document

Appendix B – Final Design Map

Appendix C – Engagement and Consultation Summary

Appendix D – Consultation Results

Appendix E – Alternatives Considered

Appendix F – Equalities Impact Assessment

Background Documents – Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2012

- NONE

Officer contact details for documents:

Chris Harrison – Liveable Streets Programme Director



LOVE
YOUR
NEIGHBOUR
HOOD



LIVEABLE STREETS BOW

Liveable Streets is a multi-million-pound borough-wide street and public space improvement programme. It aims to improve the look and feel of public spaces in neighbourhoods across the borough and make it easier, safer, and more convenient to get around by foot and bike. Tower Hamlets would like to hear your views on the proposals for Bow.

We've listened to your concerns on issues including:

- The volume and speed of vehicles in residential areas
- Unfriendly pavements, public spaces and poor crossings for pedestrians
- Hostile environments for cyclists, particularly for children

This booklet contains our proposals to help tackle these problems. Let us know what you think before midnight on **Wednesday 29 July 2020**.

Coronavirus: Please refer to page 4 for details on our response to the pandemic.



Old Ford Road Visualisation

MAYOR OF
TOWER HAMLETS

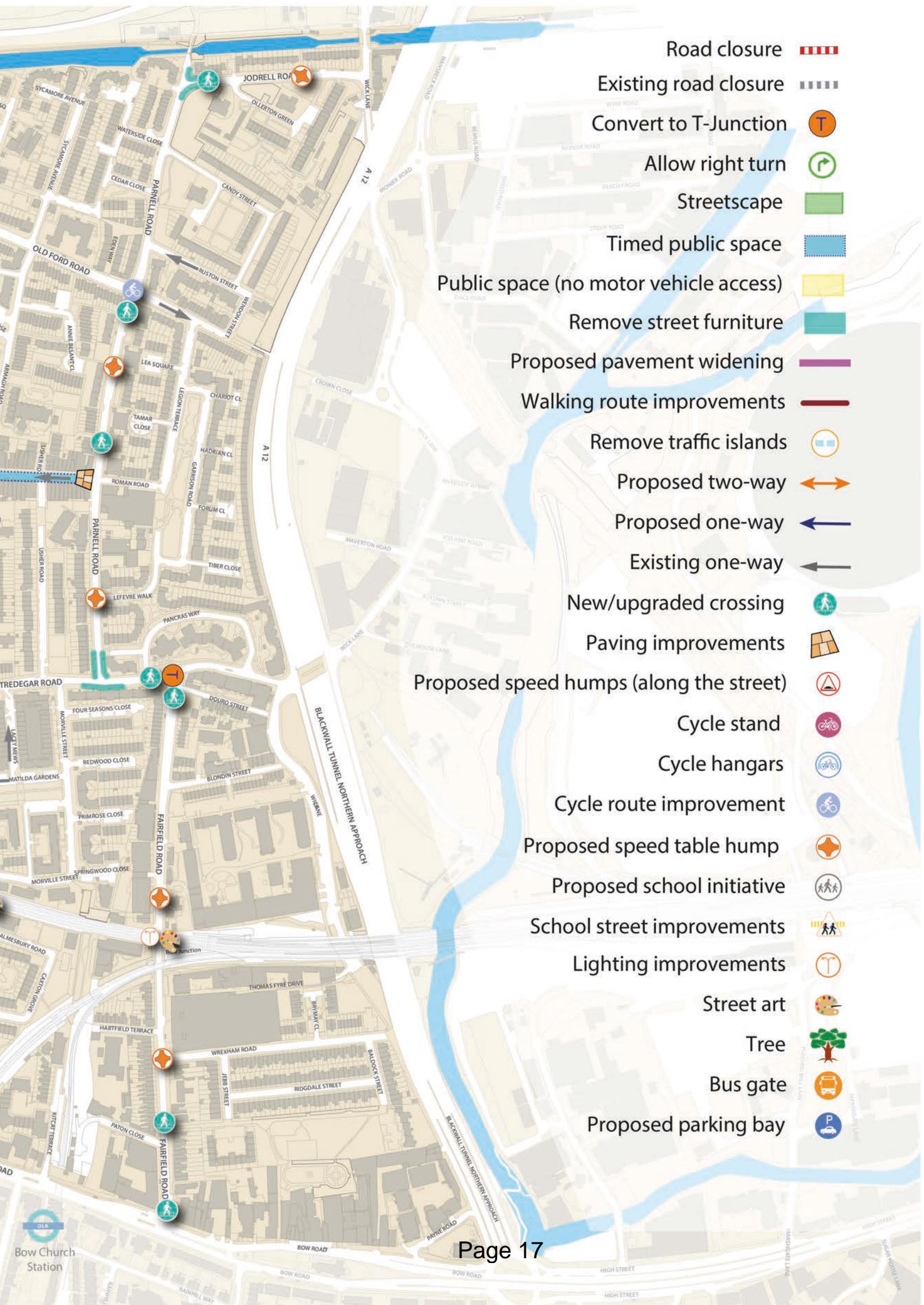
www.towerhamlets.gov.uk/liveablestreets

THE PROPOSALS



Schools:

- 1 Olga Primary School
- 2 Chisenhale Primary School
- 3 Old Ford Primary School
- 4 Malmesbury Primary School
- 5 Cet Primary School
- 6 Central Foundation Girls School
- 7 Central Foundation Sixth Form
- 8 Phoenix Primary and Secondary School



- Road closure 
- Existing road closure 
- Convert to T-Junction 
- Allow right turn 
- Streetscape 
- Timed public space 
- Public space (no motor vehicle access) 
- Remove street furniture 
- Proposed pavement widening 
- Walking route improvements 
- Remove traffic islands 
- Proposed two-way 
- Proposed one-way 
- Existing one-way 
- New/upgraded crossing 
- Paving improvements 
- Proposed speed humps (along the street) 
- Cycle stand 
- Cycle hangars 
- Cycle route improvement 
- Proposed speed table hump 
- Proposed school initiative 
- School street improvements 
- Lighting improvements 
- Street art 
- Tree 
- Bus gate 
- Proposed parking bay 

BOW

Our response to Coronavirus

The council is working with its partners across Tower Hamlets to help tackle the spread of the virus and to make sure that residents, particularly those most vulnerable, are given all the support they need. Visit www.towerhamlets.gov.uk/coronavirus for information and advice.

While our frontline resources are focused on the response to the virus, work on other council programmes is continuing. The majority of our staff are working remotely, including the Liveable Streets team. Social distancing measures will mean we have to change the way we engage with residents but we are working on new ways to do this remotely so that you can continue to shape the positive changes happening in your area.

Coronavirus has given a new urgency to the question of how we share our public spaces and how we can champion walking, cycling and the safe use of public transport. For these reasons, there has never been a more important time to move forward with this project.

What's happened so far?

During the early engagement period, from April to May 2019, you gave your feedback through an online survey, interactive map and drop-in sessions. More than 1,000 comments and ideas were generated from across the interactive map and survey. Over 70% of the survey responses came from the residents of Bow.

We held co-design workshops with more than 140 residents, business representatives and local traders in attendance in November 2019 and February 2020, where the project team, local businesses and residents worked together to develop these proposals.

SCHEME 1 ROMAN ROAD JUNCTION

You told us the junction of Roman Road and St Stephen's Road is noisy, polluted and congested. Survey results also showed Roman Road is used by drivers who are cutting through Bow; they are not stopping and spending time in the area.

PEDESTRIAN IMPROVEMENTS

Did you know pedestrians cross over the Roman Road/St Stephen's Road junction over 5,600 times every day? Most of those journeys are heading to and from the market section of Roman Road. On market days this number grows to over 10,000!

We want to create a safer and more pleasant environment for pedestrians crossing at the St Stephen's Road/Roman Road junction.

What is being proposed?

Seven schemes have been developed to improve walking and cycling, create better public spaces, discourage through-traffic and improve air quality.

We are proposing traffic changes and calming measures to make local streets safer for everyone. Pedestrian improvements, better street lighting, tree planting and cycling infrastructure are also considered. The map on pages 2-3 shows an overview of the project area and proposals.

Why are these proposals important?

Every day there are over 33,000 journeys within the Bow area. Of these, 49% are vehicles travelling through the area and not stopping. This means over 16,000 journeys are from non-residents of the local area and these vehicles are contributing to the already unacceptable levels of air pollution on your streets, outside your schools and around your local shops.

The Liveable Streets proposals will help improve road safety, public spaces, air quality and give the streets back to the residents. However to achieve this some local residents who want to drive may have to travel longer distances.

Bow Trial

The 2019 one-week trial in Bow ended on the first day due to concerns raised by some members of the Bow community as well as traffic routing complications.

A positive outcome of the trial was higher levels of visibility and engagement in the Bow Liveable Streets area and the recognition of the importance of improving road safety, the environment and air quality. This outcome was observed through high attendance at co-design workshops. We are confident the proposals outlined in this document reflect the feedback from across the Bow community.

We can transform the public space around the junction by widening pavements, planting trees, removing cluttered guardrails, providing more cycle parking, seating and creating more waiting space at bus stops.

BUS GATEWAY

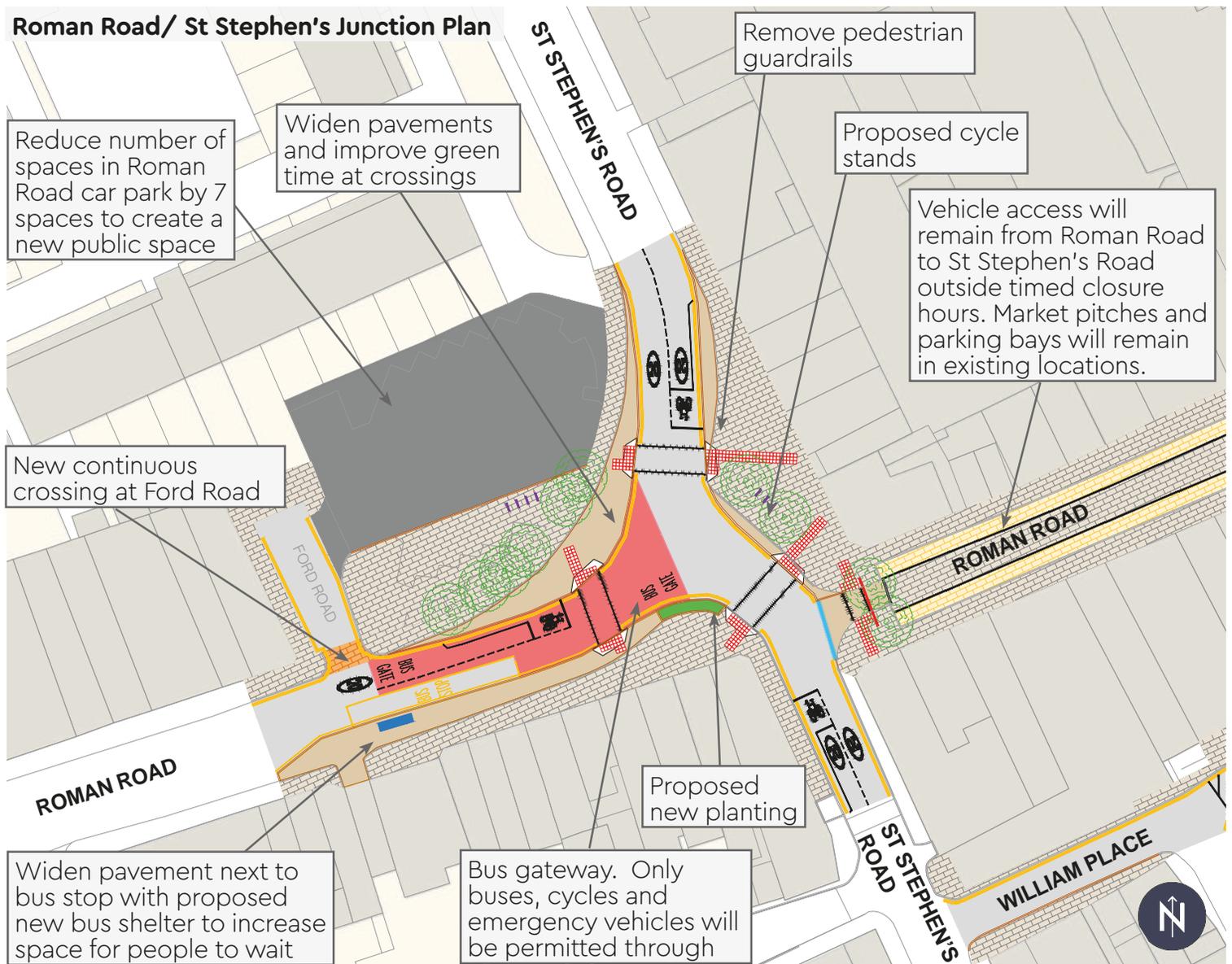
To create a better junction and help prevent vehicles travelling through your neighbourhood each day, we are proposing a bus gateway on Roman Road between Ford Road and St Stephen's Road. This means only buses and cyclists will be allowed to travel through this part of the road. Preventing other vehicles also reduces additional noise, road danger and anti-social behaviour, making your streets feel safer for walking and cycling.

We are consulting on different options for how this bus gateway could operate:

- 24 hours a day, Monday to Sunday
- Between 7am and 7pm, Monday to Friday
- From 7am to 10am, and 2.30pm to 7pm, Monday to Friday

ROMAN ROAD CAR PARK

To further enhance the public space, an upgrade to the layout of the Roman Road carpark is also proposed. The new layout reduces the total capacity by 7 spaces. An assessment of use, shows even at the busiest times only 49% of the car park spaces are used. We think this space could be better used to enhance the town centre environment.



ROMAN ROAD - WEST SECTION

The aim for Roman Road, between St Stephen's Road and Grove Road, is to enhance the streetscape outside of shops even further and ensure an accessible route throughout the area.

Proposals for this section of the road include:

- A raised continuous pavement at Ford Road and the estate entrances
- Removing 8 out of 16 loading bays and converting them to short stay/residential parking and parklets
- Ensuring dropped kerbs in all appropriate locations

ADDITIONAL ROAD CLOSURE

A closure is also proposed on Thoydon Road, west of Strahan Road to prevent cut-through traffic avoiding the traffic signals. See plan on page 2 for exact location of closure.

Air pollution is consistently at unacceptable levels at the junction of Roman Road and Ford Close

SCHEME 2 ROMAN ROAD EAST

The Scheme 2 proposal focuses on transforming the town centre, the heart of Bow, and aims to establish a pedestrian friendly space, attracting more visitors to the area.

TRAFFIC CHANGES

We want to create an environment that attracts more people and makes it more pleasant for the thousands of pedestrians walking along Roman Road every day. By extending the existing timed pedestrian hours from the three to seven days and investing in the public space, we hope to achieve this goal.

We propose to increase the pedestrian hours to 10am to 4.30pm, seven days a week.

Further details:

- Licensed market pitch locations remain as usual and will not be impacted
- Loading for businesses remains the same outside of pedestrian hours
- The impact on resident parking is minimised as permit holders can still park on the street outside pedestrian hours.

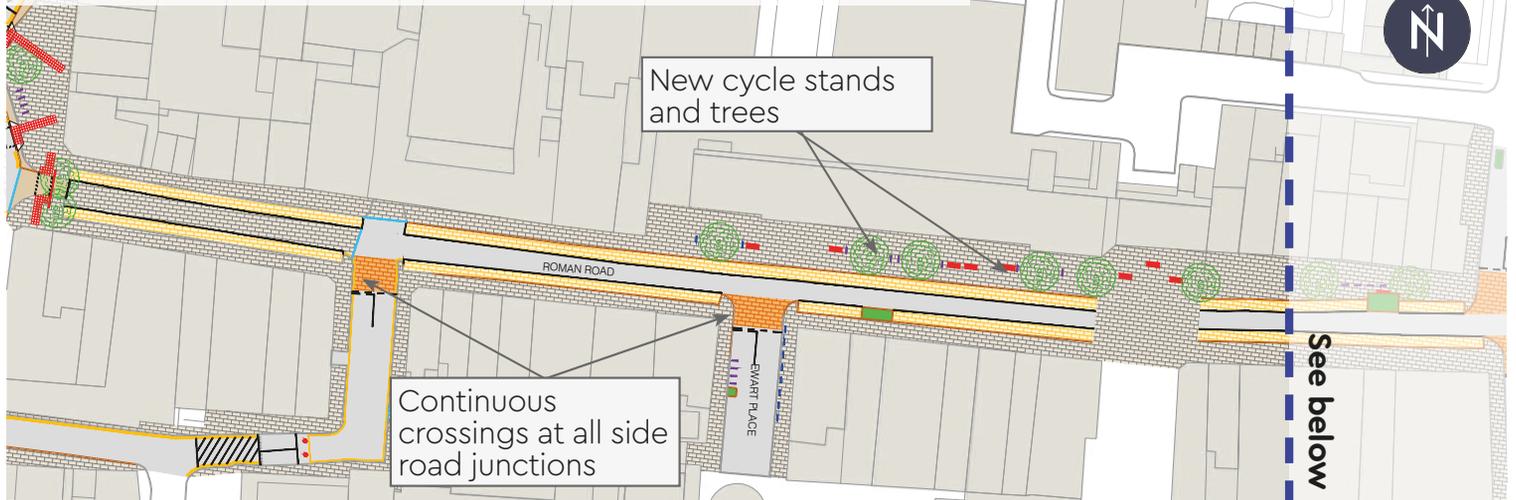
PUBLIC SPACE

After removing the day time traffic, we propose investing heavily in this area by widening pavements, tree planting, and creating a new public space, where people can stop, rest and spend time. By doing this the town centre becomes even more of a local 'destination' and supports the local economy to thrive.



If proposals are carried forward, further local engagement on public spaces will be carried out with businesses, market traders and local residents.

Roman Road Plan between Parnell Road and St Stephen's Road



SCHEME 3 OLD FORD ROAD

WALKING AND CYCLING IMPROVEMENTS

Old Ford Road forms one of the busiest through-traffic routes in Bow. Over 16,000 vehicles use this residential road each day, with more than 55% of vehicles using it as a cut-through by drivers who don't stop locally.

Skew Bridge is temporarily closed in relation to social distancing due to Coronavirus. However residents have suggested closing Skew Bridge permanently to motor vehicles to improve road safety, air quality, and reduce noise pollution.

By reducing traffic volume on Old Ford Road, we can create a cycle and pedestrian friendly environment as a safe alternative to Victoria Park, particularly when the park is closed. This will also link Victoria Park with the nearby shops which improve Bow.

ADDITIONAL PARKING

We are proposing additional resident bays on the either side of Skew Bridge.

ST STEPHEN'S ROAD JUNCTION

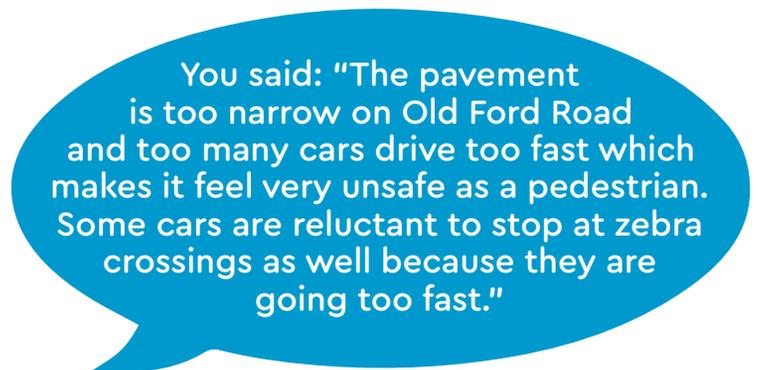
We propose to convert the roundabout at junction of St Stephen's Road/Old Ford Road to a T-Junction to increase the safety of pedestrians and cyclists. Three new short stay parking spaces and cycle stands are proposed outside the shops east of St Stephen's junction.



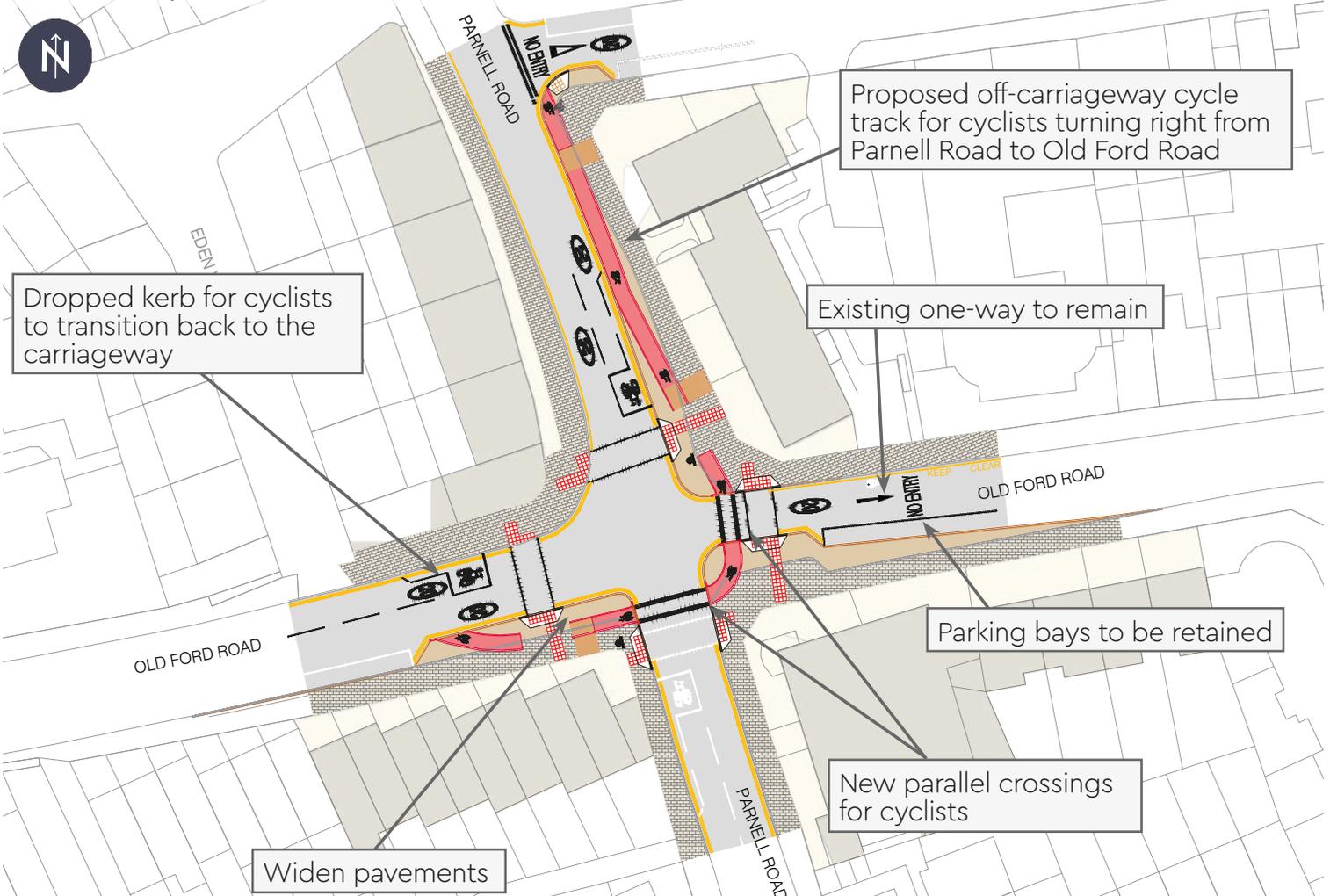
Skew Bridge, Old Ford Road Visualisation

PARNELL ROAD JUNCTION

We also want to improve cycle safety at the junction of Old Ford Road and Parnell Road, to provide a safe route to and from the cycle bridge over the A12.



Parnell Road/Old Ford Road Junction Plan



SCHEME 4 ANTILL AND COBORN ROADS

With the proposed closure on Old Ford Road and bus gateway on Roman Road, traffic is likely to seek alternative cut-through routes. In order to stop this from happening and protect walking and cycling routes for residents and young children travelling to school, work and the town centre, several changes to traffic are proposed in this area.

You said: "Antill Road suffers terribly as part of the rat-run - our road is filthy and dangerous with heavy and often speeding through traffic - please help!"

We propose the following:

- Closure at the junction of Selwyn Road and Antill Road.
- Timed closure under the rail bridge on Coborn Road.
- To re-introduce the right turn from Coborn Road into Bow Road. We are also investigating the possibility to reinstate the right turn from Bow Road into Coborn Road with TfL.
- A cycle filter at the existing road closure on Morgan Street. One parking space on Grove Road will be removed to facilitate this.
- To remove three parking spaces on Coborn Road to create passing spaces for vehicles.

COBORN ROAD CLOSURE

We are consulting on different options for how Coborn Road could operate:

- 24 hours a day, Monday to Sunday (this option would allow for a new public space at the closure point with planting and wider pavements)
- Between 7am and 7pm, Monday to Friday
- From 7am to 10am, and 2.30pm to 7pm, Monday to Friday

PUBLIC SPACE IMPROVEMENTS

By removing the traffic, we are able to plant new trees and planting to make the area look and feel more pleasant. We also want to improve the lighting under the rail bridge, making it feel safer and introduce some street artwork to reflect the old Coborn Station history.

Children in Tower Hamlets have up to 10% less lung capacity than the national average because of air pollution



SCHEME 5 BOW WALKING ROUTES

ACCESSIBILITY IMPROVEMENTS

We want to make walking one of the best ways to get around Bow.

Several roads are well-used walking routes but currently lack the features to make walking safe and accessible for all.

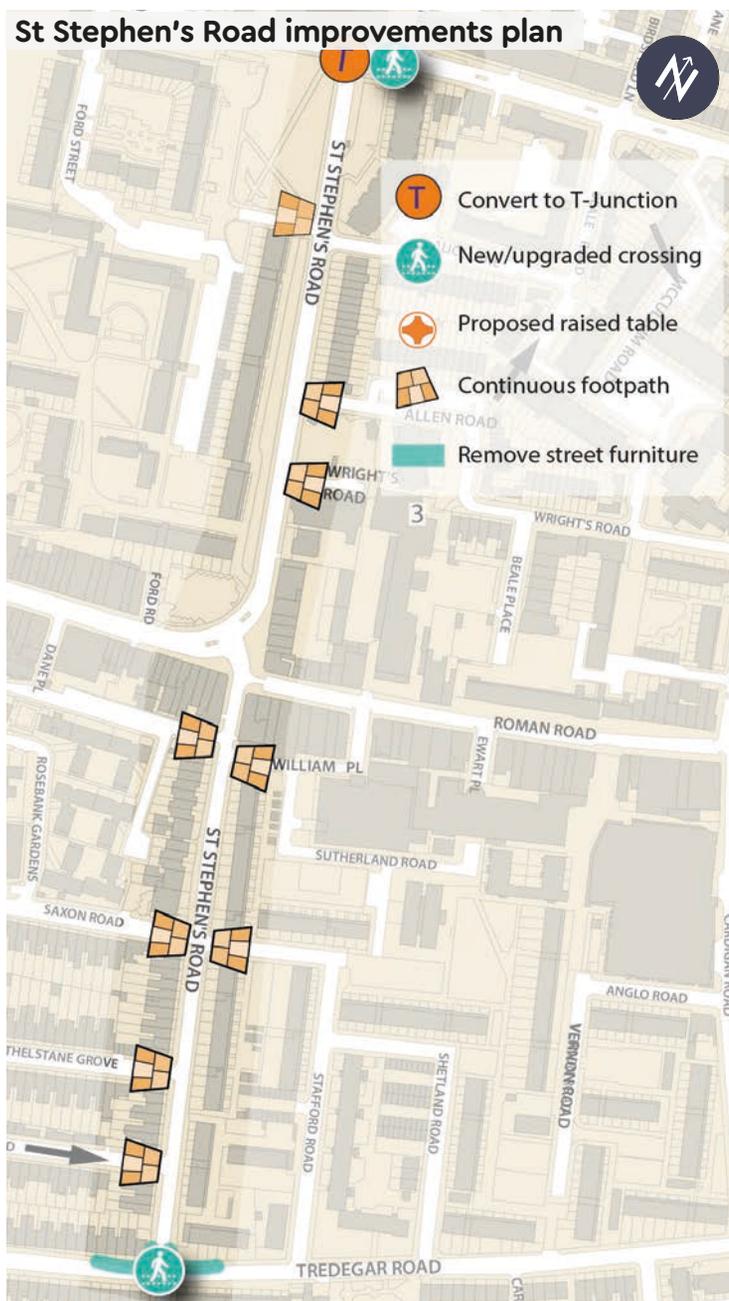
To fix this, we propose the introduction of appropriate dropped kerbs, safe crossing points and pavements wide enough for exploring the neighbourhoods easily.

A safe and convenient walking route, connecting public transport links south of the Roman Road Town Centre and north towards Victoria Park is a priority. To support a reduction in air pollution we want to encourage people to walk, rather than using their cars.

The **Scheme 4** proposal details:

- Continuous crossings at all side-road junctions on St Stephen's Road and Coborn Road to give visual priority to pedestrians.
- Decluttered pavements wide enough for buggies and wheelchairs where possible and dropped kerbs in all appropriate locations on Coborn Road, Tredegar Square, Morgan Road, Medway Road, Addington Road and Vernon Road.
- Improvements to the area around Tom Thumb's Arch. Better lighting, new public art and a safer crossing area. If proposals are carried forward, there will be further local involvement on the new public artwork.
- A new zebra crossing is proposed on Malmesbury Road and a raised table at the Mostyn Grove, Ordell Road and Morville Street junction.
- Wayfinding upgrades to separate cycle and pedestrian routes on Lawrence Close and improvements to lighting and the planted area.
- Decluttering the pavements on Tredegar Road by removing the pedestrian guardrails.
- It is also proposed to slightly reposition the crossing at the junction with St Stephen's Road to improve visibility of pedestrians and make the crossing safer.
- A new raised table on Tredegar Road near the junction with Coborn Road will make crossing easier and will slow down vehicles.
- We are also working with Old Ford Housing Association to improve the walking route along McCullum Road into Wright's Road.

You said: "Make walking along and crossing Tredegar, Coburn and St Stephens Road safer and more relaxed. Reduce the number of parked cars, narrow the road, wider pavements, traffic calming, less street clutter."



Example of an existing continuous crossing

SCHEME 6 FAIRFIELD ROAD

TRAFFIC CALMING

We want to improve safety for pedestrians and motorists by slowing vehicle speeds on Fairfield Road, Parnell Road and Jodrell Road by introducing more raised tables. This includes raising zebra crossings on these roads to encourage vehicles to slow down in high pedestrian areas.

With less traffic travelling through Bow, we propose to also update the signal timing at the junction of Fairfield Road and the A11 to allow for a pedestrian crossing across the Fairfield Road arm of the junction.

WALKING IMPROVEMENTS

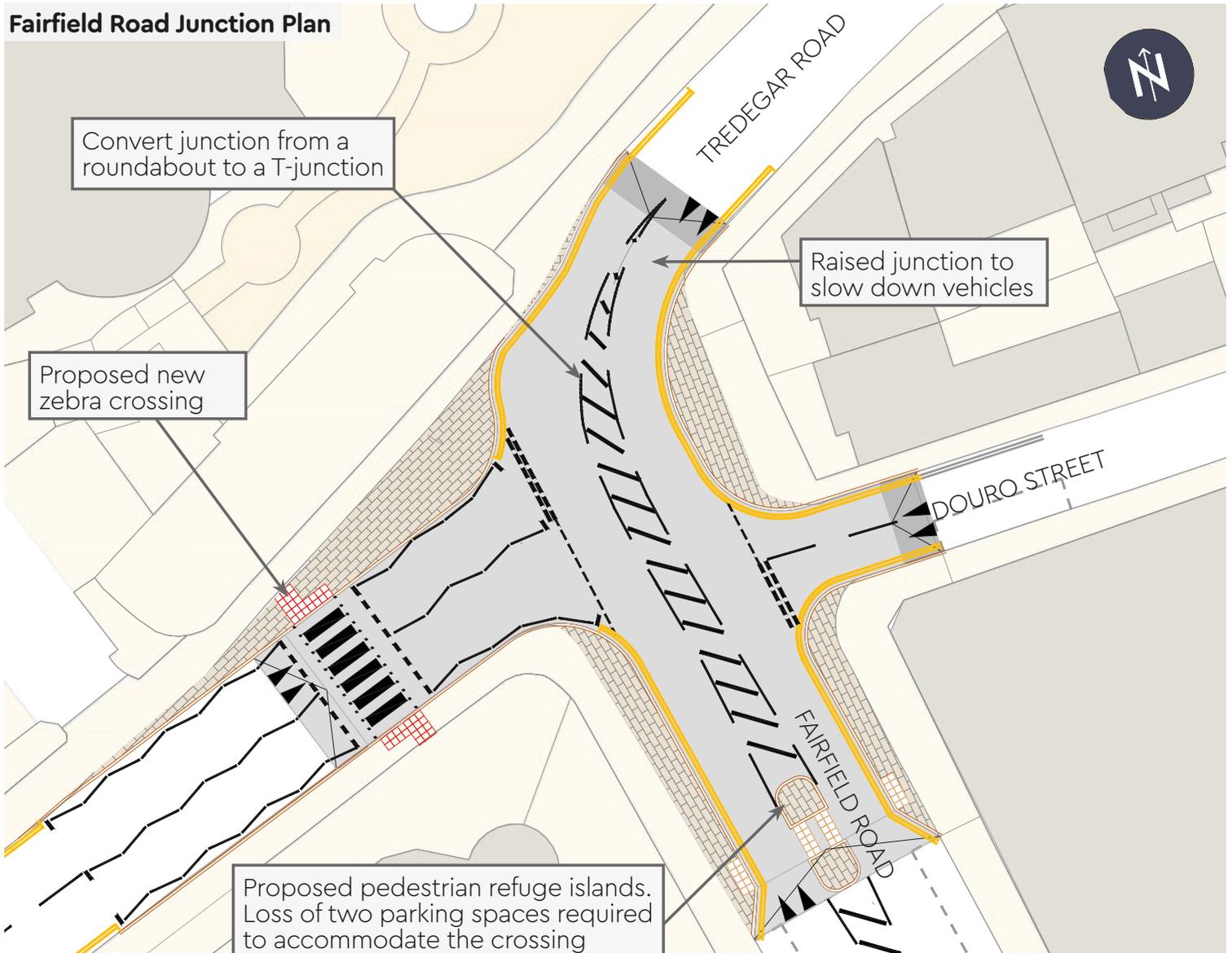
To enable safer pedestrian crossing facilities, it is proposed the roundabout at Fairfield and Tredegar Road becomes a T-Junction.

Pedestrian crossing facilities include a zebra crossing on Tredegar Road and a pedestrian refuge island on Fairfield Road.

Complementary measures such as cycle hangars, play streets and cycle training are also included in the Liveable Streets Bow programme.

You said: "Constant speeding. Motorists use Fairfield Road as a rat-run. Needs to be one way, single-lane, or have speed bumps."

68% of vehicles on Fairfield Road travel above the 20mph limit



SCHEME 7 SCHOOL STREETS

As part of our ongoing commitment to reduce emissions around schools, we are proposing to introduce School Streets in the area. This would enable streets to be closed to motor vehicles in the morning and afternoon of each school day to allow children, parents, and staff to get to and from school via walking, cycling or scooting in a safe, healthy environment.

SCHOOL STREETS

Roads outside schools will be closed to motor vehicles between 08:15am to 09:15am in the morning and 3:00pm to 4:00pm in the afternoon. This will enable children and parents to arrive and leave the schools safely and encourage more active travel.

Enforcement of school street restrictions will be done via Automatic Number Plate Recognition (ANPR) cameras with all residents living on roads closed at school times eligible to apply for exemptions.

SCHOOL STREET SCHOOLS

- At Chisenhale Primary School, pedestrian and cycle zones on Vivian Road, Zealand Road and Chisenhale Road are proposed. Wider pavements and planting outside the school gate on Chisenhale Road, where existing yellow zig zag markings lie, are also included in the proposals.
- At Olga Primary School, pedestrian and cycle zones are proposed on Lanfranc Road and Conyer Street, with better lighting also under investigation on the walkway between Olga Street to Arbery Road.

- At Old Ford Primary School, pedestrian and cycle zones are proposed on Allen Road and a section of Wright's Road to remove cars from outside the school gate and prevent resident carparks from being used at pick-up and drop-off. Timed pedestrian hours are also proposed for the Wright's Road cul-de-sac off St Stephen's Road, along with streetscape improvements and student-led designs for a colourful paving upgrade. These proposals create a playful, positive space.
- As part of Tower Hamlets School Streets programme outside Malmesbury Primary School, Coborn Street will be made a pedestrian and cycle zone between 8.15am to 9.15am and 3.00pm to 4.00pm on school days. New cycle parking and planted areas are also proposed. The plan is overleaf on page 12.

To increase safety for children, staff and families at Central Foundation Girls School and Sixth Form proposals on Harley Grove were re-consulted in 2019. A decision will be released later this year.

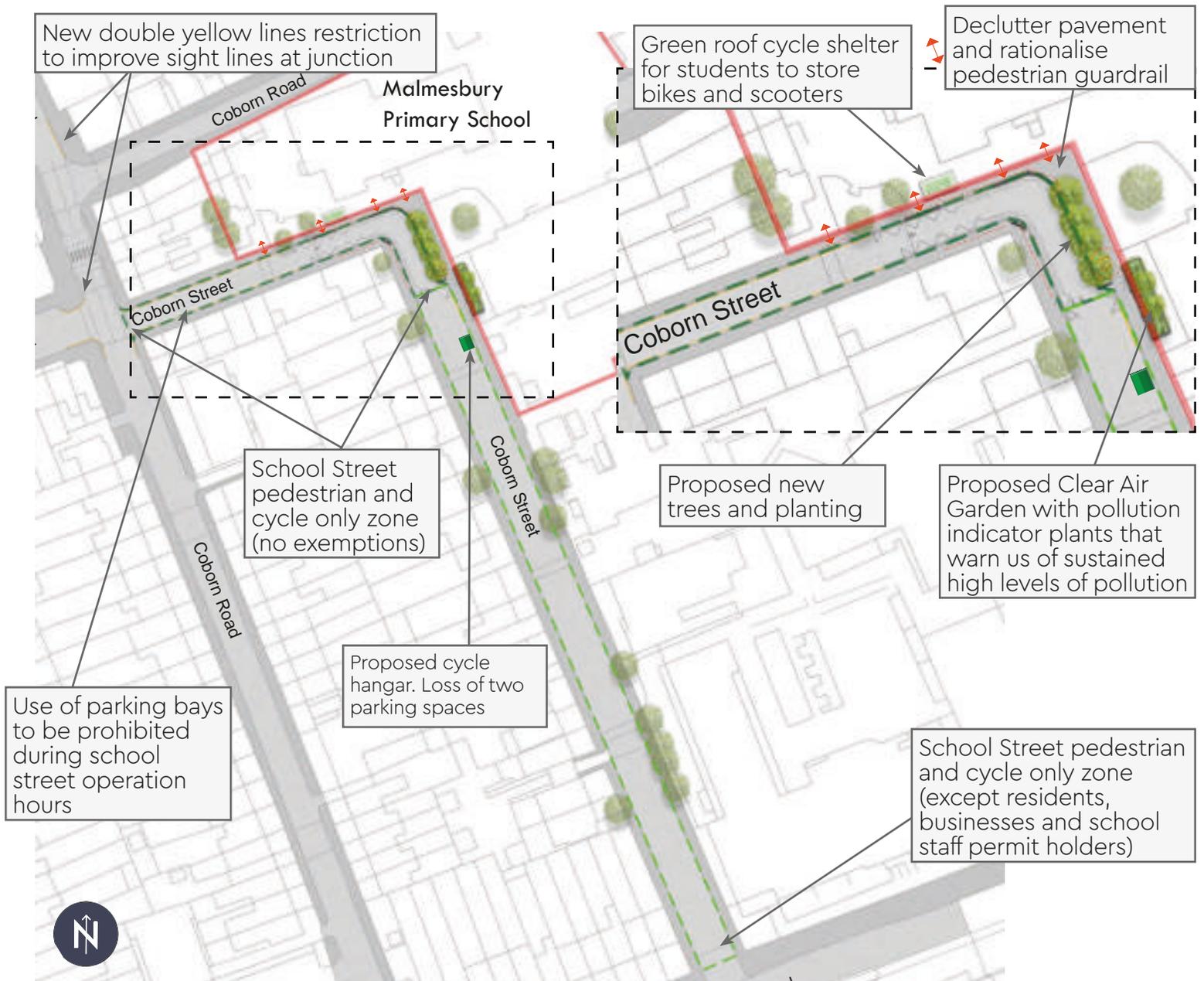
You said: "There is too much pollution near schools. Schools should have more planting, cycle storage, greener streets."

Example of an existing student-led School Street design in Tower Hamlets



You said: "Every school and nursery in Bow should have a school street to allow parents to pick up and drop off easily and healthily."

MALMESBURY PRIMARY SCHOOL PLAN



HAVE YOUR SAY

Your views are important to us. We want everyone who lives, works and studies in the Bow area to have their say on the proposed changes by midnight on Wednesday 29 July 2020.

Have your say by filling out the survey attached to this booklet, or to fill it out online please visit: www.towerhamlets.gov.uk/liveablestreets

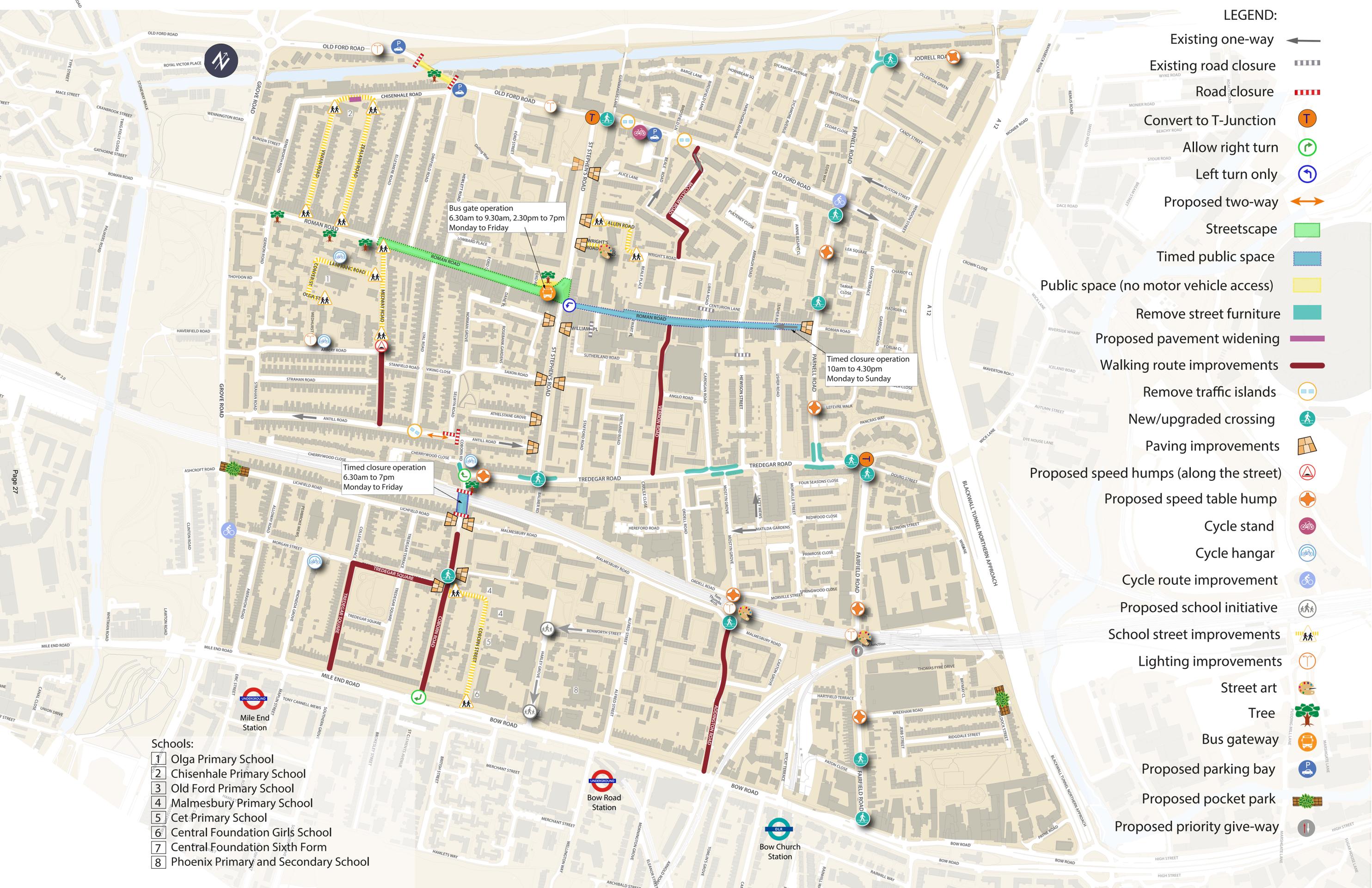
If you require information in another format or have any further questions, email, phone or write to us at:

liveablestreets@towerhamlets.gov.uk

0203 092 0401

Liveable Streets
6th Floor Mulberry Place
PO Box 55739
5 Clove Crescent
London E14 2BG





LEGEND:

- Existing one-way
- Existing road closure
- Road closure
- Convert to T-Junction
- Allow right turn
- Left turn only
- Proposed two-way
- Streetscape
- Timed public space
- Public space (no motor vehicle access)
- Remove street furniture
- Proposed pavement widening
- Walking route improvements
- Remove traffic islands
- New/upgraded crossing
- Paving improvements
- Proposed speed humps (along the street)
- Proposed speed table hump
- Cycle stand
- Cycle hangar
- Cycle route improvement
- Proposed school initiative
- School street improvements
- Lighting improvements
- Street art
- Tree
- Bus gateway
- Proposed parking bay
- Proposed pocket park
- Proposed priority give-way

Bus gate operation
6.30am to 9.30am, 2.30pm to 7pm
Monday to Friday

Timed closure operation
10am to 4.30pm
Monday to Sunday

Timed closure operation
6.30am to 7pm
Monday to Friday

- Schools:
- 1 Olga Primary School
 - 2 Chisenhale Primary School
 - 3 Old Ford Primary School
 - 4 Malmesbury Primary School
 - 5 Cet Primary School
 - 6 Central Foundation Girls School
 - 7 Central Foundation Sixth Form
 - 8 Phoenix Primary and Secondary School

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Bow Liveable Streets

Appendix C – Consultation and engagement delivery

17/11/2020



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Background

This document outlines the consultation and engagement process for the Liveable Streets programme in the Bow area.

The council has developed proposals based on feedback from residents and businesses in Bow. This approach meets the aims and objectives of the Liveable Streets programme; to improve the look, feel and safety of the area for the Bow community. A nine-step plan to deliver the Liveable Streets programme in Bow is followed, as shown in the table below, Phase 1 – Phase 7 has been carried out to date.

Design process

Phase 1	Early Engagement – Perception survey to understand the issues in the area
Phase 2	Concept Design – Development of the concepts based on early engagement feedback
Phase 3	Trial – Testing changes to the road layout
Phase 4	Workshop – Co-design workshops with residents and key stakeholders
Phase 5	Preliminary Design – Development of design based on workshop feedback
Phase 6	Public Consultation – Consultation of the proposed design
Phase 7	Detailed Design – Design of chosen scheme based on consultation feedback
Phase 8	Construction – Build on-site with consideration to construction impacts
Phase 9	Review – 3-year review of implemented schemes

Phase 1 – Early Engagement

Phase 1 - Early Engagement took place in April to May 2019. The full Early Engagement report can be found online at the council Liveable Streets and Talk Tower Hamlets webpage:

- towerhamlets.gov.uk/ignl/community_and_living/Liveable_Streets.aspx
- talk.towerhamlets.gov.uk/lbow

By using an online survey, interactive map, community drop-in sessions, and stakeholder meetings with community groups, the Early Engagement phase heard the views of over 400 people. The deadline for Early Engagement feedback via the online survey and interactive map was 21 May 2019, although where practical, feedback received after this deadline was considered. 306 responses to the online survey were recorded, with 294 leaving their postcode.

Using face to face engagement, online engagement and printed promotional materials across a range of channels, an extended spread of the community had access to the Bow Liveable Streets engagement campaign and key messages circulated by the project team.

Phase 2 – Concept Design

Following the early engagement community feedback, traffic and pedestrian counts, parking stress surveys, collision studies and air quality monitoring, a concept design was developed to meet the Liveable Streets programme objectives.

Phase 3 – Trial

A trial of changes to the road layout in the centre of Bow was proposed to run from Saturday 13 July to Sunday 21 July 2019. A drop-in session to address community questions was held in advance on Tuesday 9 July 2019.

The purpose of the trial road changes was to investigate the impact of proposed closures on modes of transport and residential roads and to demonstrate the opportunities low traffic streets provides.

The trial ran for 11 hours from 7am – 6pm on Saturday 13 July. The decision to suspend the trial was for two reasons:

- The plan to re-route the traffic flow away from the road closures needed to be revised.
- The bus gate on Tredegar Road was opposed by some groups and residents. Some aggressive behaviour was experienced by staff on the site.

Despite the suspension, some aims of the trial were still achieved. Many people who were previously unaware of the scheme became aware and numerous residents also reported they enjoyed the benefits of a low-traffic environment on their street.

Phase 4 – Workshops

In November 2019, December 2019, and February 2020 co-design workshops were held with residents, stakeholders, businesses, and market traders from the Bow community. The workshops were designed to:

- Raise awareness of the programme
- Provide feedback on the early engagement and survey work undertaken
- Better understand the issues and concerns in the area
- Discuss potential proposals and receive feedback
- Discuss aspirations for the area

The results from the early engagement and the data analysis were presented to attendees. The presentation was followed by two exercises in which suggestions for improvements were presented and attendees were able to provide their thoughts. Issues and opportunities were actively debated between groups and suggestions on improving the scheme and the area overall were recorded.

The feedback received during the workshop exercises was collated and used to inform the development of Phase 5 - Preliminary Design.

Phase 5 – Preliminary Design

Taking details and feedback gathered from the previous phases, the traffic layout proposals were developed further in preparation for Phase 6 - Public Consultation.

Phase 6 – Public Consultation

The Bow consultation ran from Monday 29 June to Wednesday 29 July 2020. The deadline for feedback was Wednesday 29 July 2020.

Consultation pack distribution

Consultation packs, containing an information booklet, paper survey and freepost envelope, were delivered to the 14,480 properties within the consultation area.

Community Engagement

Due to COVID-19, the Liveable Streets team did not engage with community groups in a face-to-face setting. However, the team remained focussed on keeping everyone up to date and involved in the Bow Liveable Streets consultation. Digital communication methods were used to ensure an inclusive engagement approach with residents, businesses and targeted stakeholder groups. The engagement activities are listed in full below.

Stakeholder meetings

During the consultation, the Liveable Streets team carried out a number of activities, public events and met with key stakeholders. A summary of the activities for the project area are shown below.

- Drop-in events were held virtually or by phone on:
 - Wednesday 8 July 2020, 5pm – 8pm
 - Saturday 11 July 2020, 12noon – 3pm
 - Wednesday 15 July, 10am – 1pm
- Virtual meetings were hosted and attended by the Liveable Streets team:

- St Paul's Church, Thursday 9 July 2020
- Roman Road businesses, Tuesday 14 July 2020
- REAL/Local Voices Presentation to Active Members, Thursday 16 July 2020
- Mile End Old Town Residents' Association (MEOTRA). Thursday 16 July 2020
- AgeUK, Link Age Plus, Caxton Hall and Older People's Reference Group, Friday 17 July 2020
- Malmesbury Residents Association, Monday 27 July 2020
- Communities Driving Change group, Friday 24 July 2020
- Fairfield Road TRA, Wednesday 29 July 2020

Email distribution and enquiry

- Emails were distributed to all those signed up to the Bow Liveable Streets mailing list, to over 1600 email addresses/contacts, keeping them updated on the public consultation key issues and dates and inviting them to take part in the consultation.
 - Wednesday 1 July 2020 - Have your say on safer streets in Bow
 - Monday 24 August 2020 - Update on Skew Bridge and Bow Consultation
- Comments and queries were directed to the dedicated e-mail address liveablestreets@towerhamlets.gov.uk. The email address was listed on the consultation pack, e-newsletters and website.
- Emails were distributed to 70+ Market traders notifying them of the consultation and providing contact details.

Talk Tower Hamlets

- The Bow Talk Hamlets site received over 19,600-page views throughout the consultation period. The site featured various methods for the community to feedback and engage with the project team alongside the online survey.
- The Talk Tower Hamlets Q&A function received 40 queries from the public during the Public Consultation for Bow. The Liveable Streets team addressed each question, answering either publicly or privately based on the nature of the question.
- Alongside the Q&A function the Talk Tower Hamlets page also featured, the Bow Proposals Overview Map, a breakdown of each of the seven schemes within the proposal plans, project FAQs, School Street Ideas section and the project key dates and documents.

School Engagement

- While the programme team were not able to engage with school communities in a face-to-face setting, the team remained focussed on keeping schools in Bow up to date and engaged in the Bow Liveable Streets consultation. All schools in the area were offered a meeting.
- The Liveable Streets team held virtual meetings with the following schools:
 - Chisenhale Primary School

- Old Ford Primary School
- Olga Primary School
- Schools also received a hard-copy consultation pack through the post as well as electronic material. Schools were encouraged to share this information via their internal channels with parents, teachers, and students.
- The team was in regular email contact with Old Ford Primary School, Olga Primary School and Chisenhale Primary School throughout June, July and August 2020.
- Written informational and promotional content was provided for school newsletters to Chisenhale Primary School, Old Ford Primary School, Olga Primary School, Phoenix Primary and Secondary School, Malmesbury Primary School, and Central Foundation Girls School.
- Large promotional banners were hosted at Olga Primary School, Old Ford Road Primary Academy and Chisenhale Primary School.

Business engagement

- Businesses on Roman Road were visited by the project team multiple times leading up to and throughout the consultation window to raise awareness about the proposals and answer potential questions.
- Posters were displayed in prominent community locations throughout Bow, focusing on major thoroughfares including Roman Road, Old Ford Road, St Stephen's Road, Coborn Road, Tredegar Road, Parnell Road, Addington Road, Fairfield Road, Tredegar Square, Medway Road, Allen Road, Chisenhale Road and Tom Thumb's Arch.
- Social media posts were published on council channels to raise awareness of the consultation and encourage responses from the community.
- Emails were distributed to 70+ Market traders notifying them of the consultation and providing contact details. 20 traders had postal addresses only and were sent hard copies of the consultation pack.

Postcard distribution

- Postcards were distributed to 14,480 business and residential properties within the Bow project area on Monday 20 July 2020 to serve as further awareness and a reminder of the public consultation date closing date.



Dear Neighbour

We want to know what you think about the proposals for a low-traffic neighbourhood in Bow. We want to make your streets safer, improve the air quality and make it easier to get around on foot or by bike.

The proposals aim to discourage cut-through traffic to give the streets back to the residents and local businesses.

Visit talk.towerhamlets.gov.uk/lbbow for more information on the proposals and let us know your feedback, suggestions and ideas by filling in the survey before 29 July 2020!

We'd love to hear from you.

The Liveable Streets team



Neighbour _____
Bow _____
London, E3 _____

Complete the survey online at
talk.towerhamlets.gov.uk/lbbow

Liveable Streets phonenumber

- A dedicated phonenumber was available for public queries during business hours.

Consultation Response Rate

- There was a total of 3,814 respondents to the consultation. 2,599 people completed the online survey. 1,215 paper surveys were returned via post. 3,473 identified themselves as residents. 154 identified themselves as business owners.
- Responses have been collated and analysed, the results are found in Appendix D.

Phase 7 – Detailed Design

Following the public consultation, the results and feedback will be considered. This will be taken to cabinet on 25 November 2020 for a final decision. Once this decision is made the proposal will be developed in more detail ready for Phase 8 - Construction.

Phase 8 – Construction

If approved, construction will begin in March 2021 and run for approximately 12 months. The implementation will be carried out using an experimental traffic order.

Phase 9 – Review

Should the project be constructed, traffic levels and feedback on the schemes will be monitored and a review will commence 6 - 18 months after completion of the full scheme.

Bow Liveable Streets

Appendix D – Consultation Results

17/11/2020

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Consultation results

This report details the responses received for the Bow Liveable streets public consultation and responses from those within the consultation area.

Section 1 provides a summary of the overall respondents to the consultation, whether they identify themselves as a resident, business owner/worker or visitor and how they travel around the area.

Section 2 breaks down the results by scheme area. For each scheme we have analysed the results from all respondents, respondents within the consultation area and respondents who live in each scheme area.

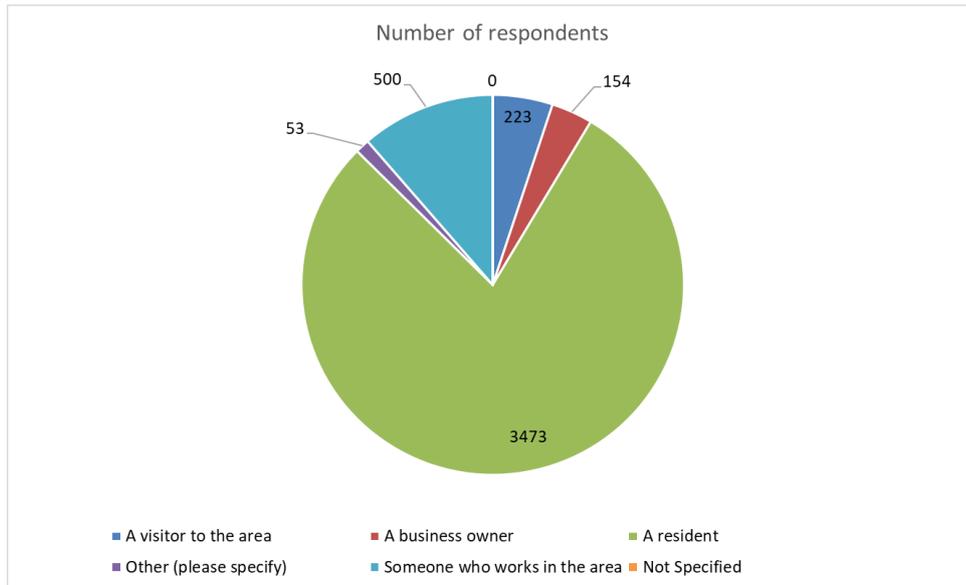
Section 3 breaks down the results by scheme area for the response received by business owners and workers in the area.

Section 4 provides further analysis of responses plus responses to questions unrelated to specific proposals.

Section 1 – Respondents

This section provides a summary of the respondents to the consultation and how they travel around Bow. There was a total of 3,814 respondents to the consultation of which 2,599 were received online and the remaining 1,215 were paper responses. In the responses below respondents could choose more than one option.

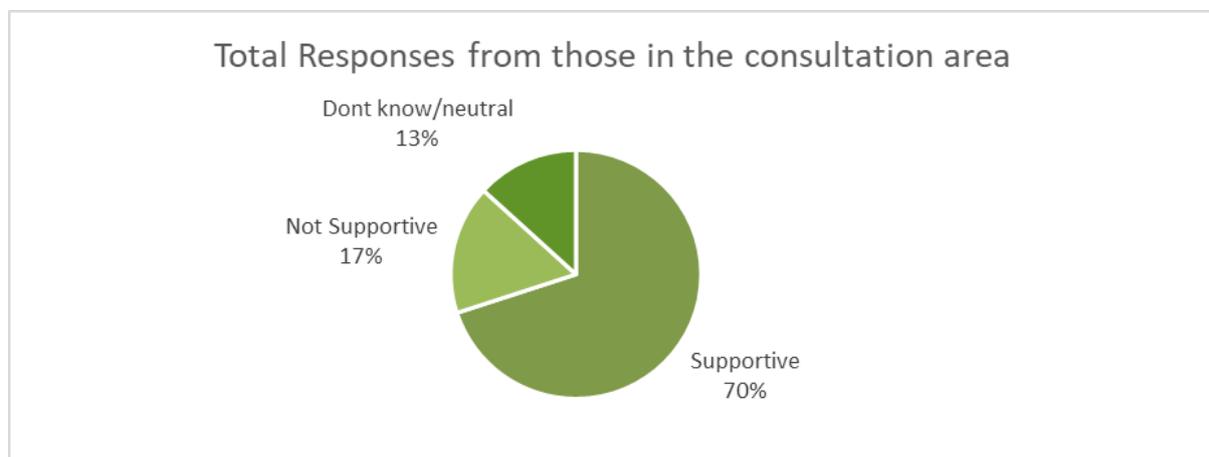
Number of respondents



3,808 people answered this question. 3,473 responses were received by people who identified themselves as residents although they may not be within the consultation area.

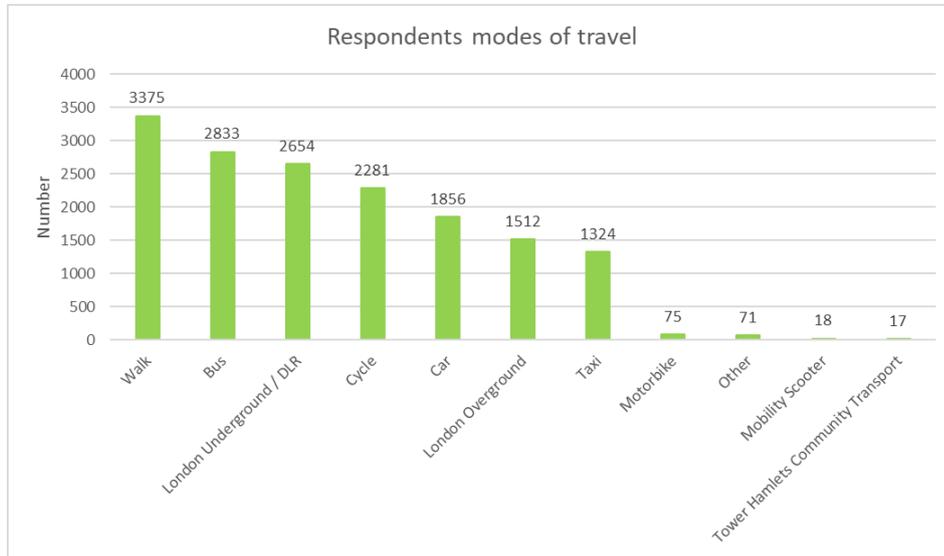
Overall, 2,174 responded from within the consultation area, this has been further analysed in section 2 of the report.

Taking each response from every question from respondents in the consultation area shows that 70% are supportive of the Liveable Streets proposals across the area.



Mode of travel in Tower Hamlets

The graph below shows how respondents travel. Respondents could choose more than one option. A total of 3,803 people answered this question.



Section 2

For each scheme the results have been broken down into the following categories:

- All responses received;
- Responses from those within the consultation area; and
- Responses from within the immediate scheme area.

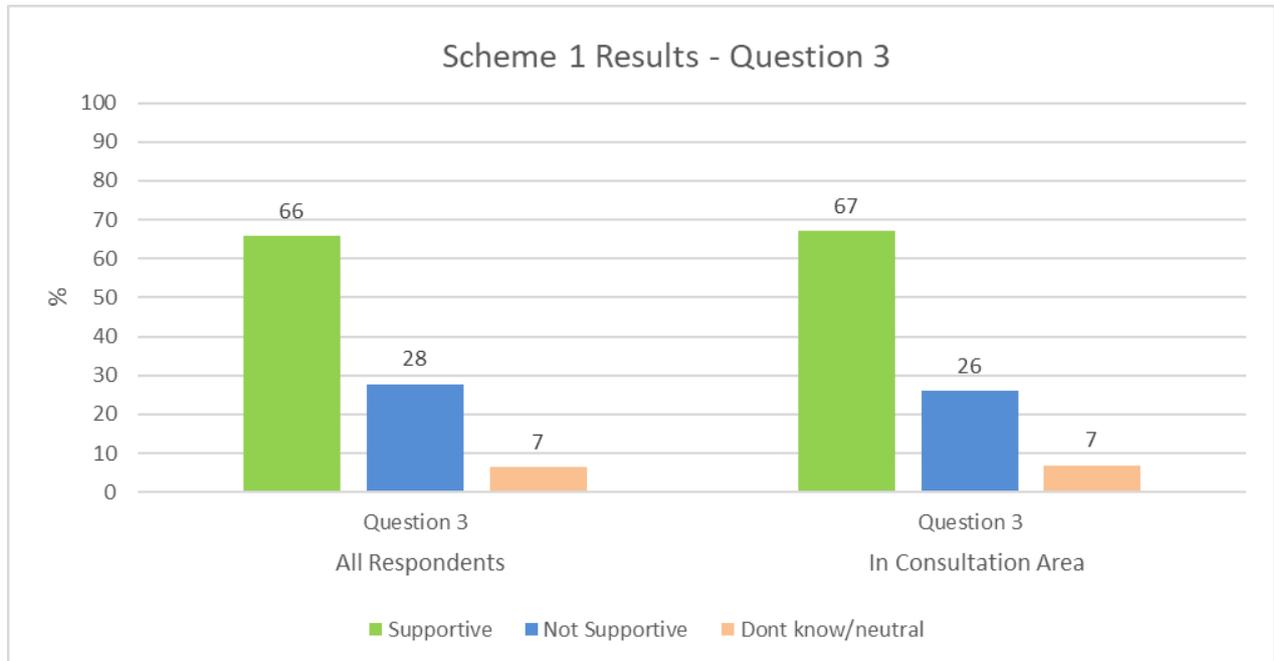
Scheme 1 (Roman Road Junction)

The proposals in Scheme 1 relate to improvements to the Roman Road and St Stephen's Road junction, including a bus gateway. Scheme 1 also includes improvements to Roman Road West including changes to loading bays.



Question 3

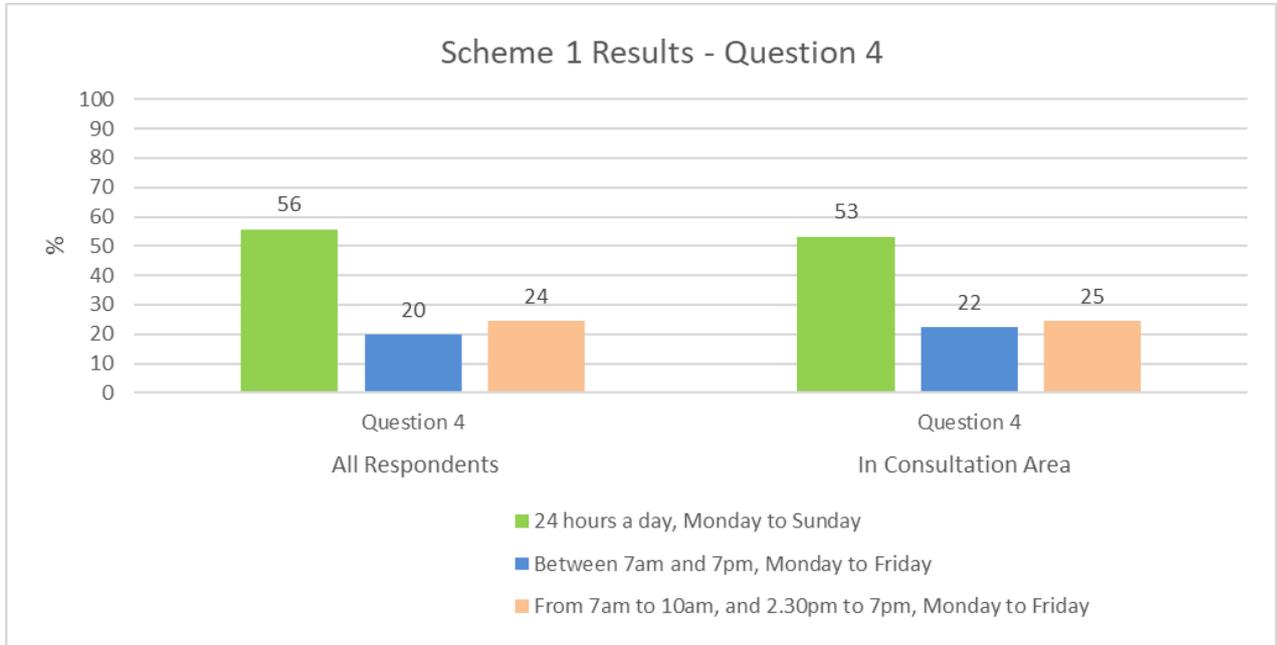
How supportive are you of the bus gateway at the junction of Roman Road and St Stephen's Road?



The total number of respondents were 3,785 and the total number of respondents within the consultation area were 2,157.

Question 4

Should this be taken forward, what is your preference on the operating time for the bus gateway?

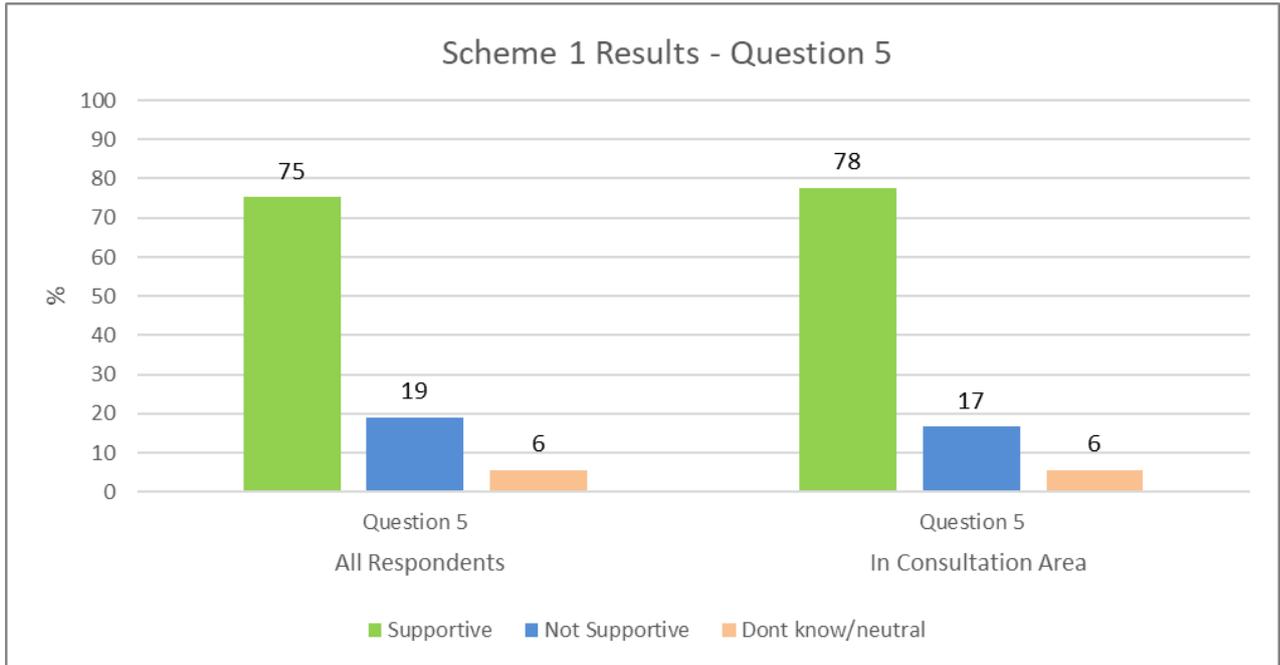


The total number of respondents were 3,229 and the total number of respondents within the consultation area were 1,881.

Question 5

How supportive are you of the remaining proposals on Roman Road West including:

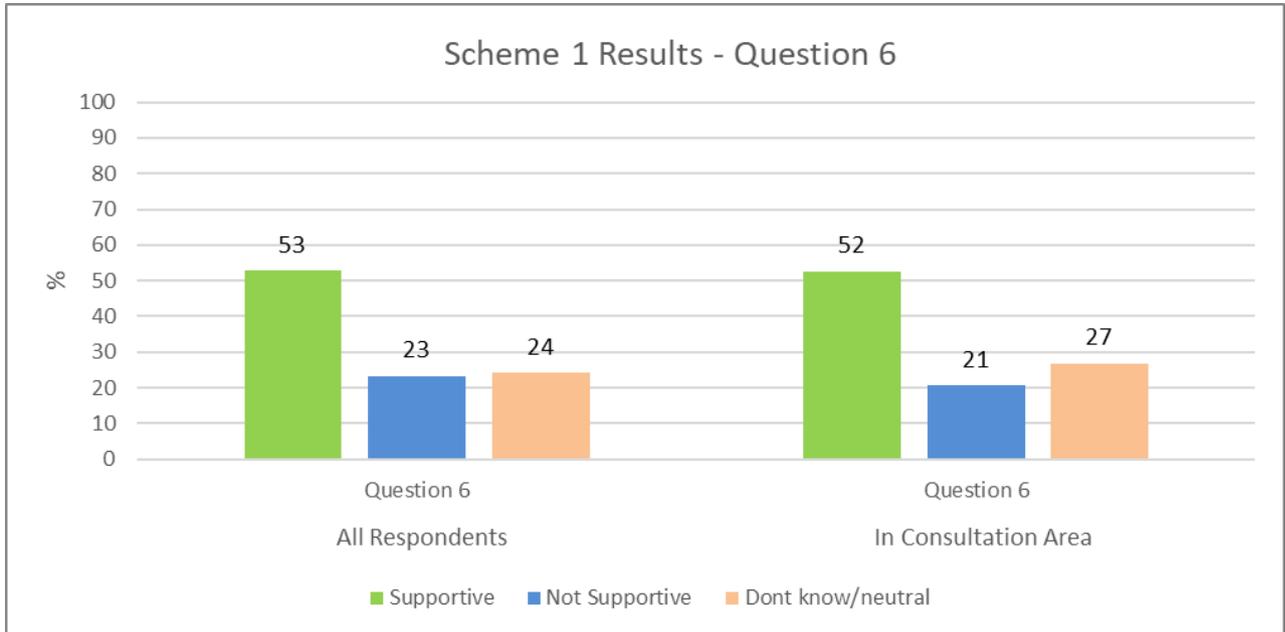
- Pavement widening, crossing improvements, new continuous crossings on side roads
- Converting 8 loading bays to short stay parking bays, parklets with planting, and cycle parking
- Tree planting and cycle parking



The total number of respondents were 3,780 and the total number of respondents within the consultation area were 2,156.

Question 6

How supportive are you of the closure on Thoydon Road?



The total number of respondents were 3,748 and the total number of respondents within the consultation area were 2,136.

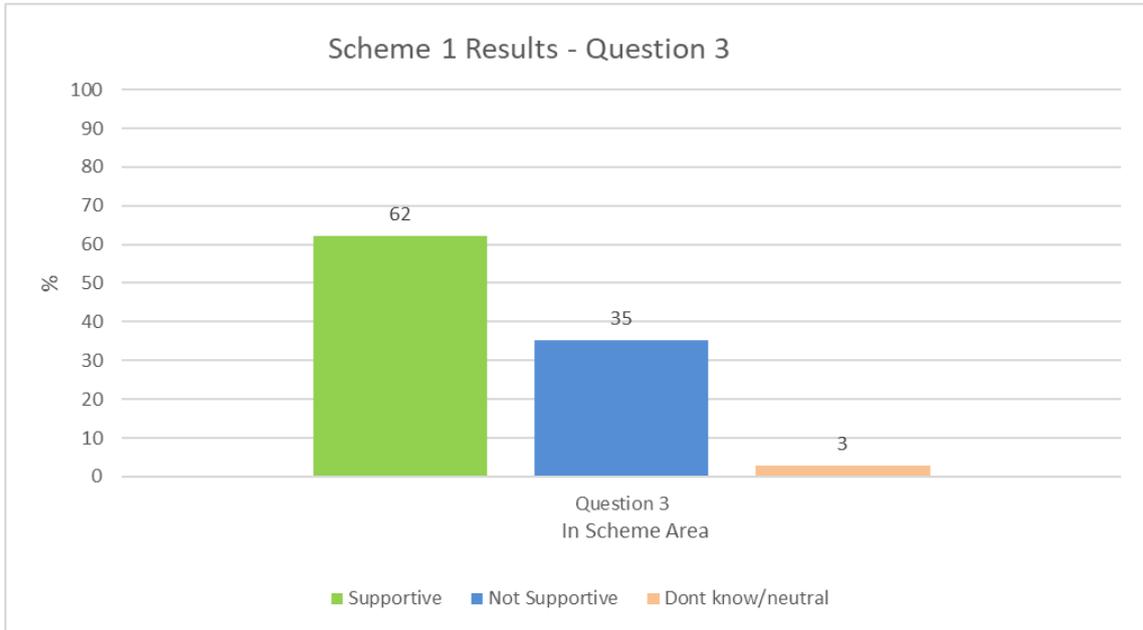
Scheme 1 (Roman Road Junction) – Respondents within scheme area

Given that the area impacted is quite large, the results have been broken down further into the streets related to each question.

The immediate area for Scheme 1 has been defined as those who live or work on Roman Road between Grove Road and St Stephen’s Road, St Stephen’s Road, Gernon Road, Strahan Road, William Place and Ford Street.

Question 3

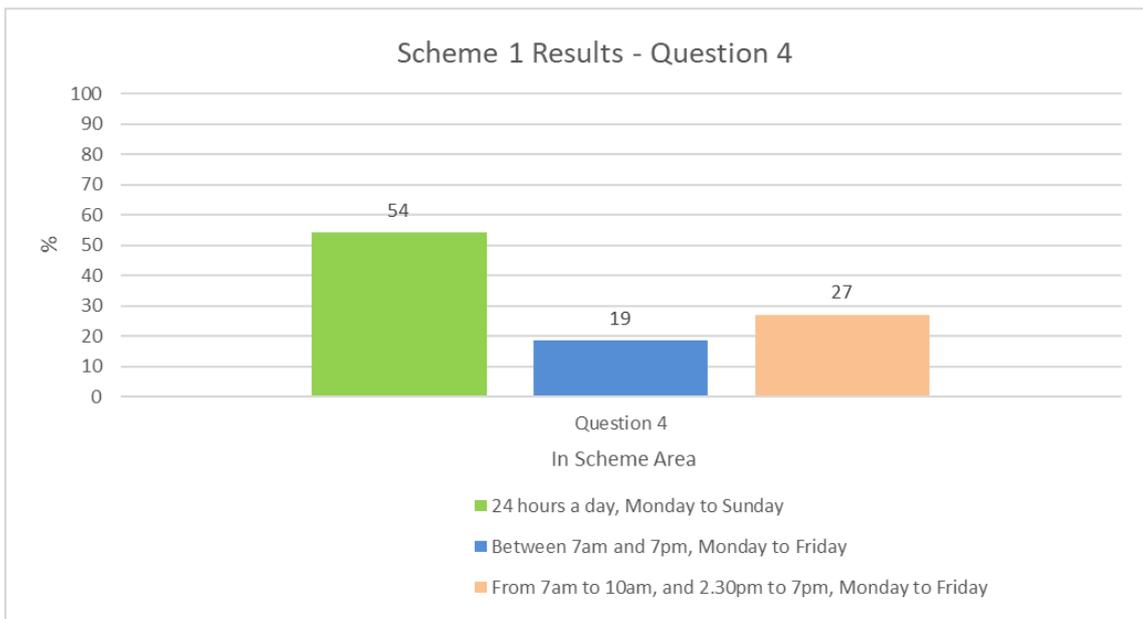
How supportive are you of the bus gateway at the junction of Roman Road and St Stephen’s Road?



There was a total of 253 respondents.

Question 4

Should this be taken forward, what is your preference on the operating time for the bus gateway?

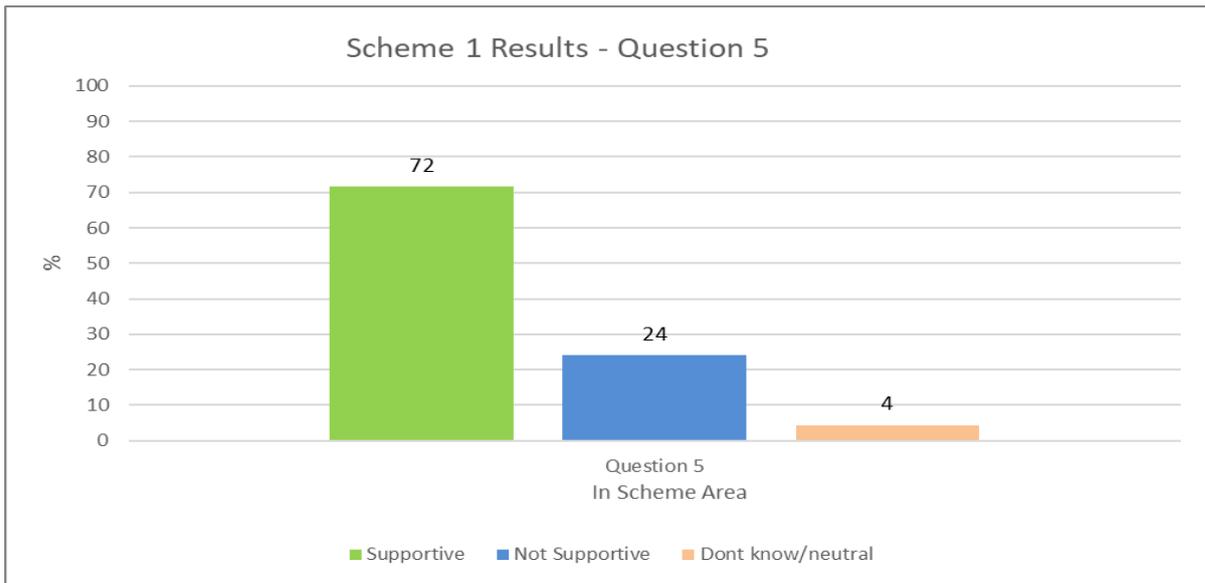


There was a total of 214 respondents.

Question 5

How supportive are you of the remaining proposals on Roman Road West including:

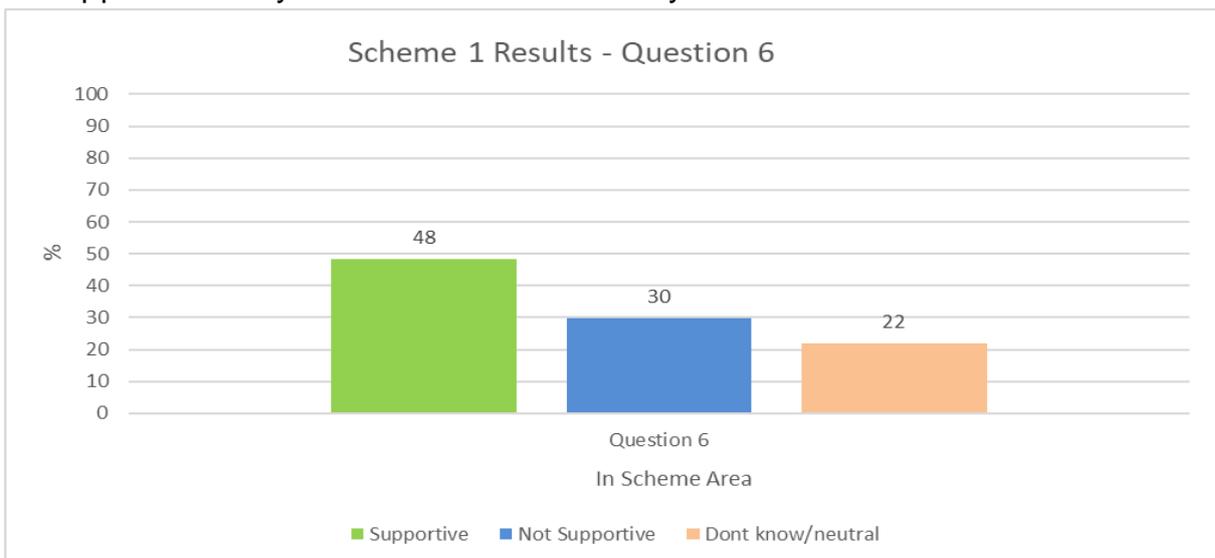
- Pavement widening, crossing improvements, new continuous crossings on side roads
- Converting 8 loading bays to short stay parking bays, parklets with planting, and cycle parking
- Tree planting and cycle parking



There was a total of 250 respondents.

Question 6

How supportive are you of the closure on Thoydon Road?



There was a total of 251 respondents.

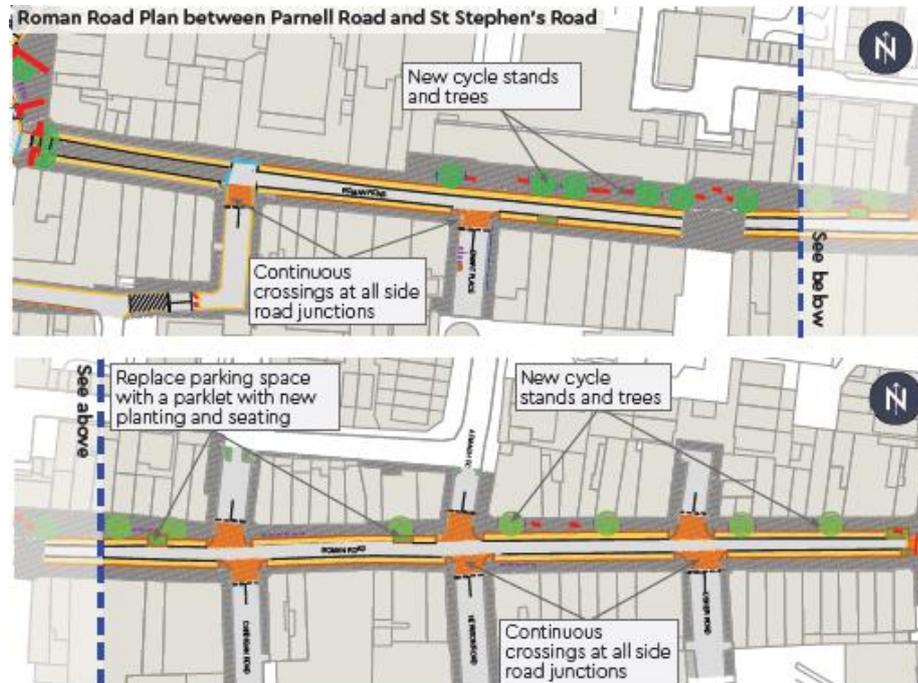
Key Themes for Scheme 1

Some of the key themes from the free text comments related to the Roman Road junction proposals is summarised below:

- There were mixed opinions about whether the proposed bus gate would reduce congestion or shift it elsewhere. There were a total of 332 comments about congestion.
- There were also 300 comments about restricted access to residents. Most of these comments were concerned about restricted access for disabled or mobility impaired residents.
- There were 644 comments discussing air quality and whether the proposed scheme would improve air quality
- There were also 389 comments about how this scheme would help reduce rat running in the area
- There were many comments about existing speeding and safety issues in this area including:
 - 109 comments about how difficult it is to cross the existing junction
 - 442 comments about safety concerns in the area
 - 108 comments about existing vehicles speeds
 - 133 comments about traffic noise
- There were also 190 comments about the impacts of the proposal on surrounding businesses. The comments were mixed with some thinking it would increase pedestrian footfall and therefore benefit businesses and others feeling it would restrict access and therefore disadvantage businesses.

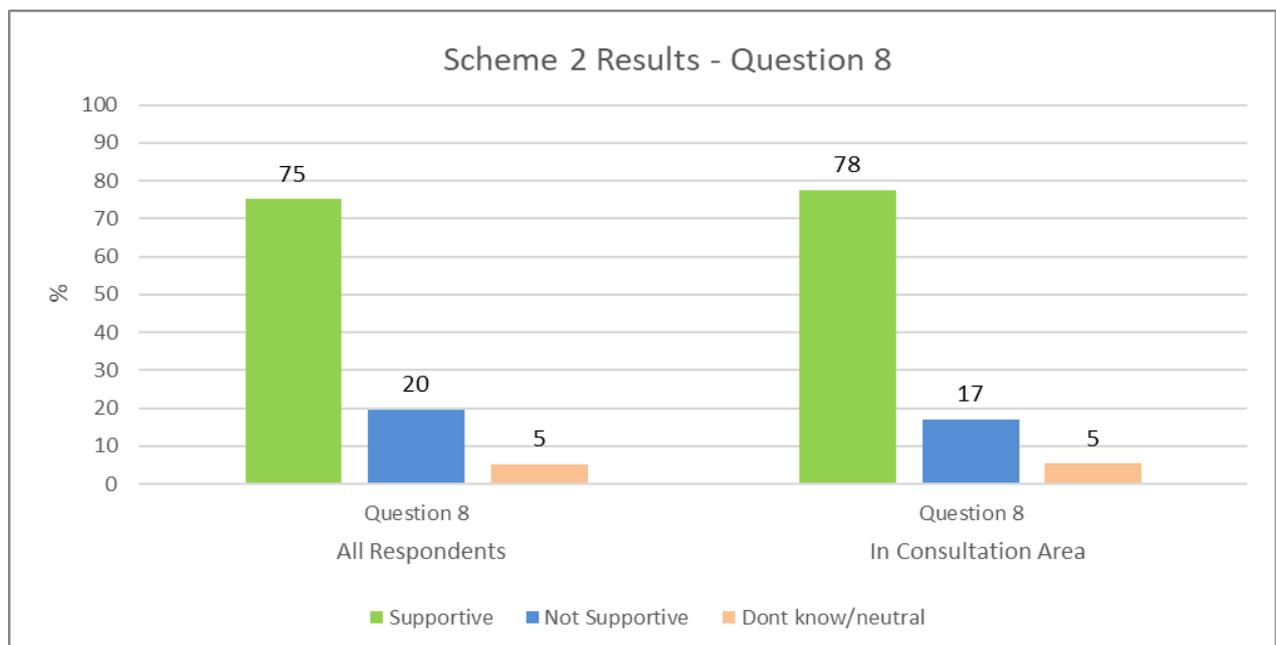
Scheme 2 (Roman Road East) – Responses within consultation area

Scheme 2 relates to proposals to the Roman Road between St Stephen’s Road and Parnell Road and aims establish a pedestrian friendly space, attracting more visitors to the area.



Question 8

How supportive are you of the timed pedestrianisation of Roman Road East including pavement upgrades, new planting and cycle stands?



The total number of respondents were 3,768 and the total number of respondents within the consultation area were 2,145.

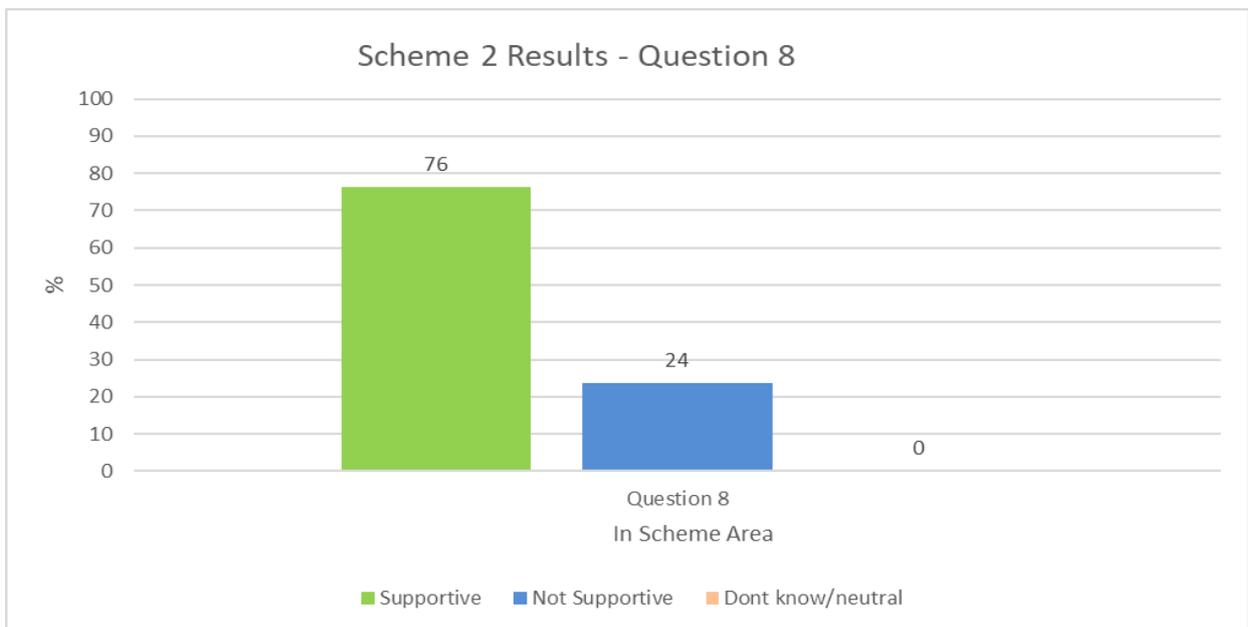
Scheme 2 (Roman Road East) - Respondents within the scheme area

Given that the area impacted is quite large, the results have been broken down further into the streets related to each question.

The immediate area for Scheme 2 has been defined as those who live or work on Roman Road between St Stephen’s Road and Parnell Road, William Place, Armagh Road, Cardigan Road, Ewart Place, Libra Road and Usher Road.

Question 8

How supportive are you of the timed pedestrianisation of Roman Road East including pavement upgrades, new planting and cycle stands?



There was a total of 110 respondents in the area.

Key themes for Scheme 2

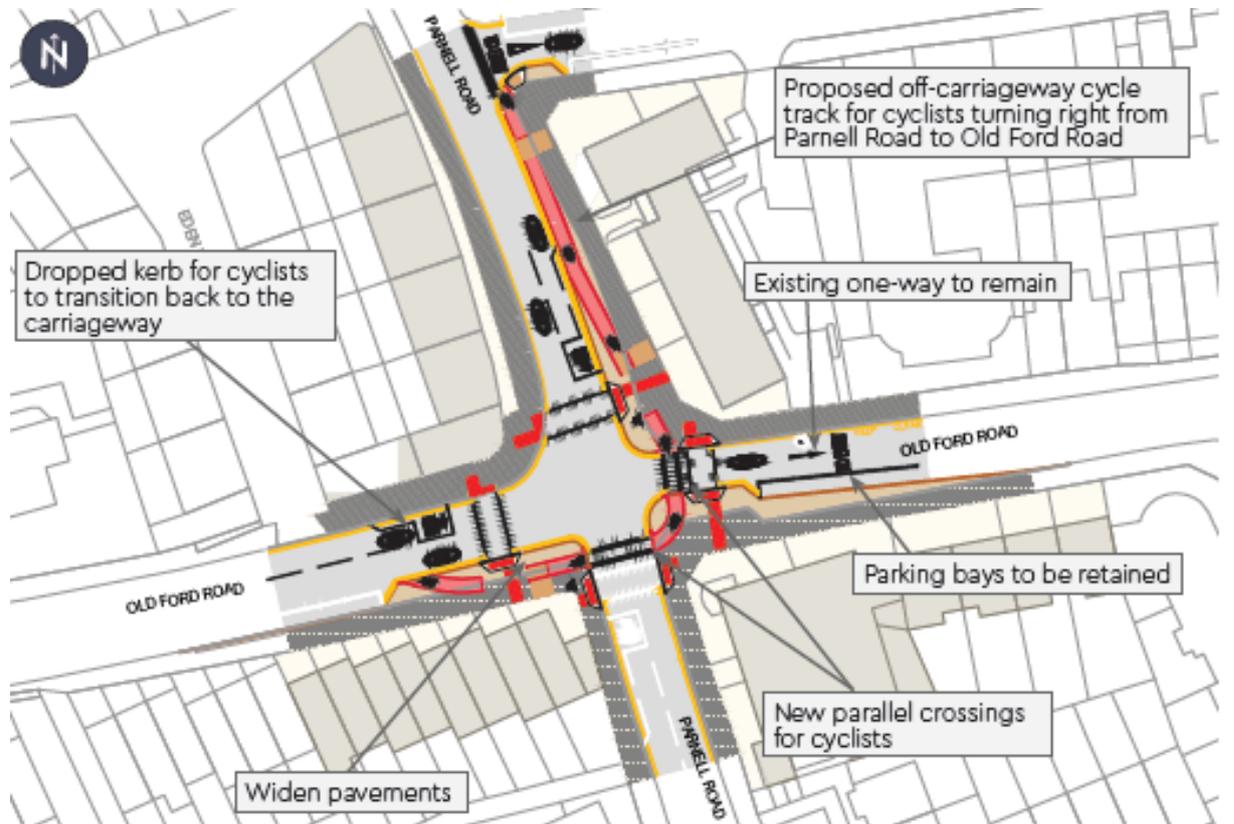
Some of the key themes from the free text comments related to the Roman Road east proposals is summarised below:

- There were 97 comments about access to this area. Most of these were from disabled residents which were concerned about how they would continue to access shops in this area.
- There were 295 comments relating to the economic impacts of the proposals. These comments have mixed opinions. However, it leaned towards the proposals benefitting the local economy. The comments relating to the economy often questioned how business deliveries would be undertaken.
- There were 389 comments about the pedestrianisation of Roman Road. With many respondents thinking it would be a benefit for the community and improve air quality and safety in the area. Additionally, some questioned the benefits of the timed pedestrianisation with some feeling the increased timing doesn’t make a significant difference and others feeling it should be 24/7.

- There were 349 comments about air quality with respondents either feeling that the proposals would improve air quality or that the closure would create additional congestion causing declining air quality.
- There were 243 and 209 comments about current road safety concerns and streetscape respectively. These comments referred to the improvements to both safety and streetscape.

Scheme 3 (Old Ford Road) – Responses within consultation area

The proposals in Scheme 3 relate to improvements along Old Ford Road including walking and cycling improvements, additional parking and junction improvements.

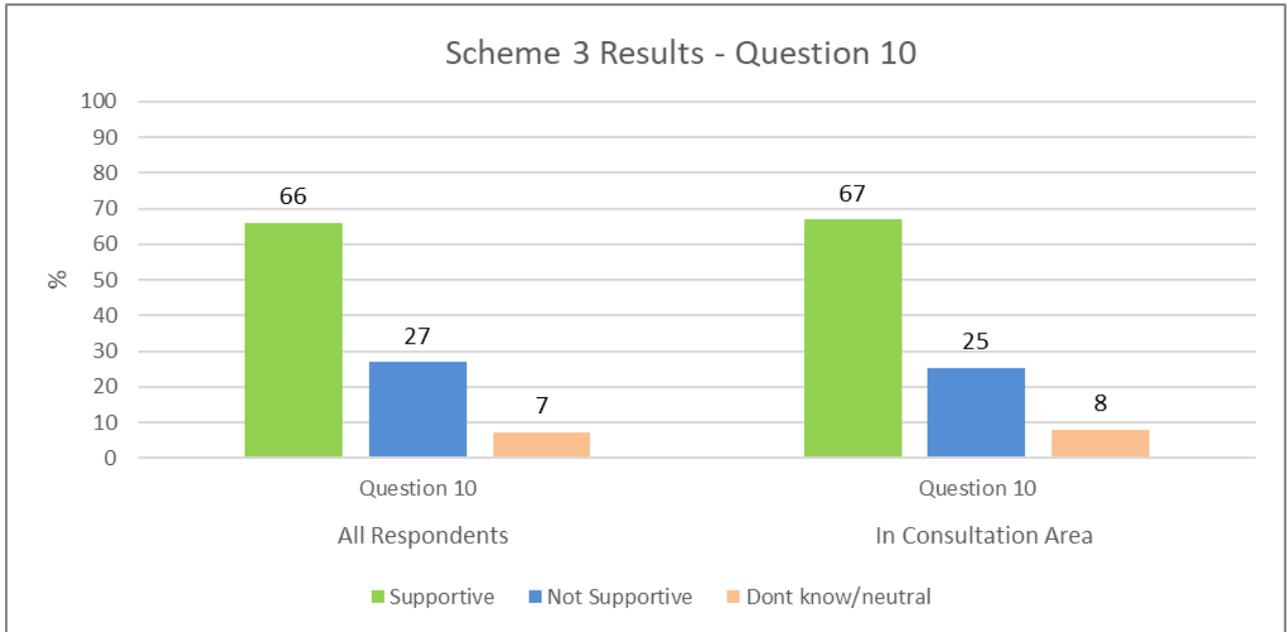


Question 10

The following proposals must be implemented as a group for Scheme 3:

- Closure at Skew Bridge, including more planting
- Conversion of Old Ford Road/St Stephen's Road roundabout to a T-Junction
- New short stay parking space and cycle parking near the shops
- Additional resident parking bays either side of Skew Bridge

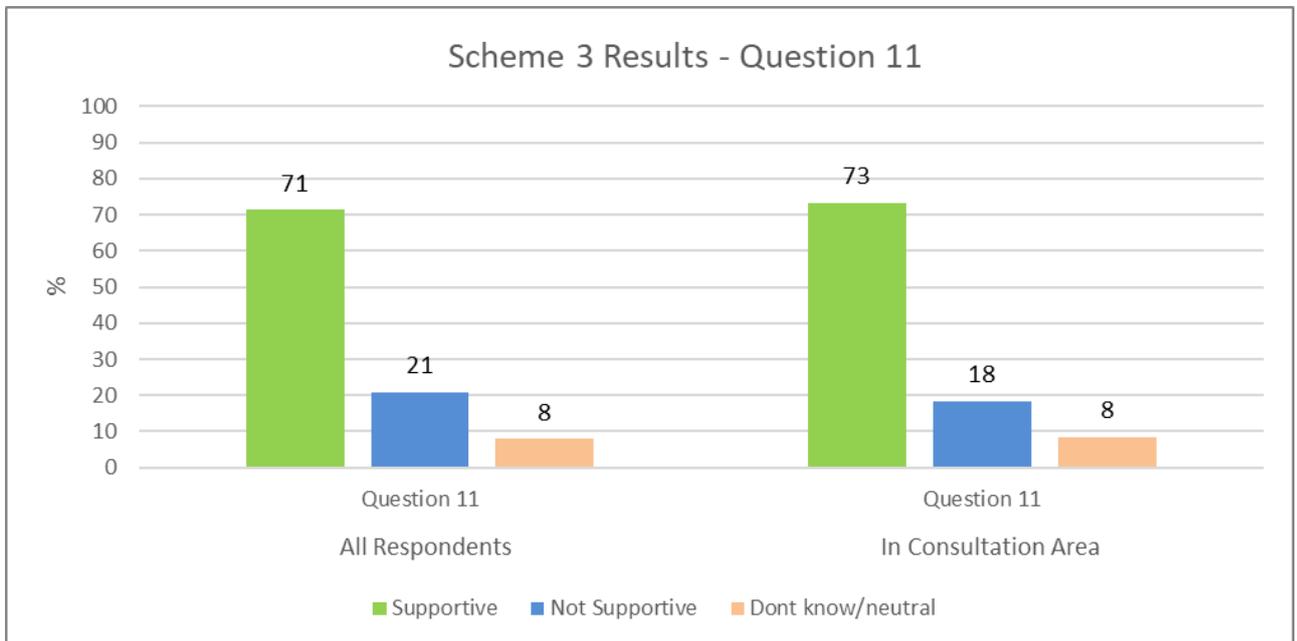
How supportive are you of the group of proposals above?



The total number of respondents were 3,777 and the total number of respondents within the consultation area were 2,152.

Question 11

How supportive are you of cycle improvements to Old Ford Road/Parnell Road junction?



The total number of respondents were 3,731 and the total number of respondents within the consultation area were 2,123.

Scheme 3 (Old Ford Road) - Respondents within the scheme area

Given that the area impacted is quite large, the results have been broken down further into the streets related to each question.

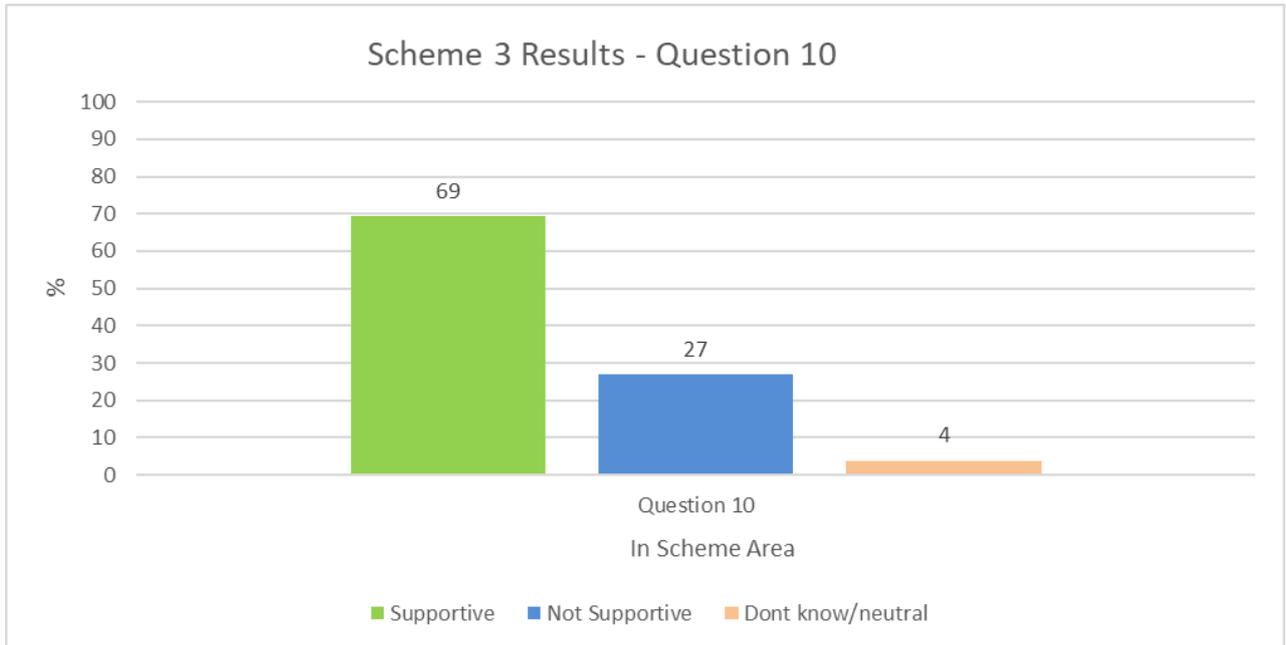
The immediate area for Scheme 3 has been defined as those who live or work on Ford Street, St Stephen’s Road, Barge Lane, Birdsfield Lane, Daling Way, Jossiline Court, Old Ford Road and Parnell Road.

Question 10

The following proposals must be implemented as a group for Scheme 3:

- Closure at Skew Bridge, including more planting
- Conversion of Old Ford Road/St Stephen’s Road roundabout to a T-Junction
- New short stay parking space and cycle parking near the shops
- Additional resident parking bays either side of Skew Bridge

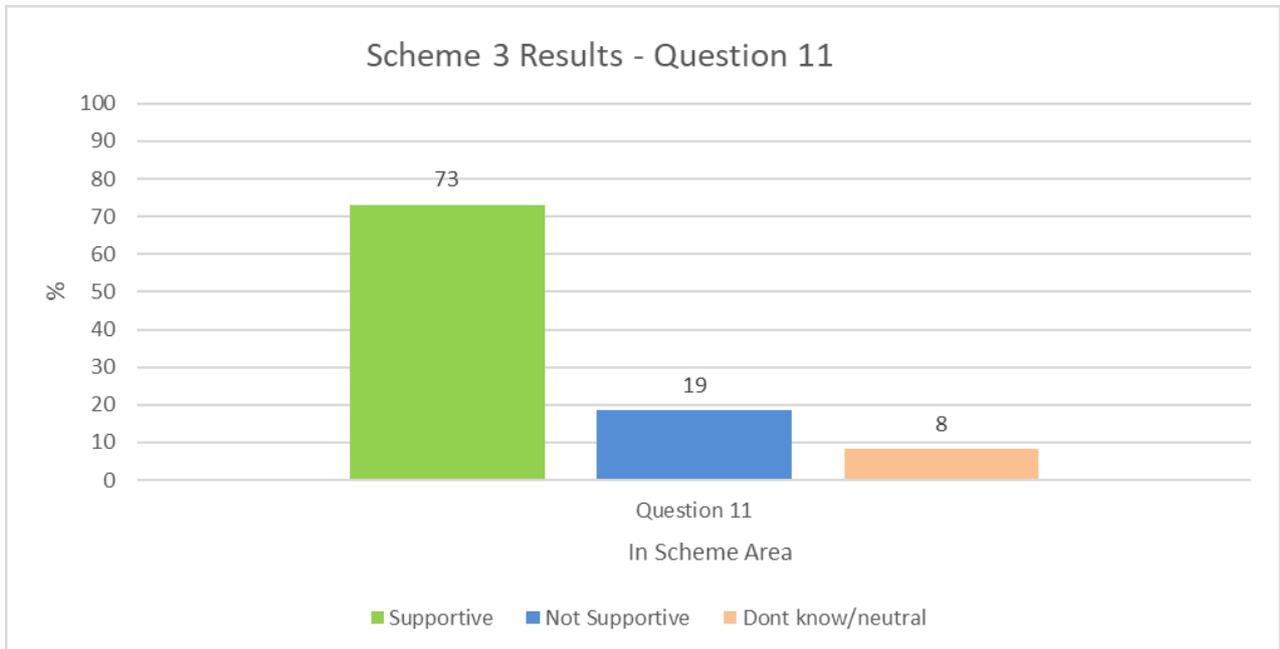
How supportive are you of the group of proposals above?



There was a total of 444 respondents.

Question 11

How supportive are you of cycle improvements to Old Ford Road/Parnell Road junction?



There was a total of 439 respondents.

Key themes for Scheme 3

Some of the key themes from the free text comments related to the Old Ford Road proposals is summarised below:

- There were 133 comments about whether the proposed schemes would reduce congestion with the responses fairly mixed.
- There were 191 comments about resident access to the area. Most of these related to concerns for disabled or mobility impaired residents.
- There were 582 comments about existing safety concerns along Old Ford Road with many comments stating how much safer respondents have felt on Skew Bridge since the temporary social distancing closure was implemented. In particular, there were 132 comments about existing speeding issues along Old Ford Road.
- Similarly, there were 348 comments about air quality and 84 about noise with many commenting about how the air quality and noise pollution has improved since the temporary closure was implemented.
- There were 42 requests for segregated cycle lanes along Old Ford Road and contraflow cycle lanes east of Parnell Road. Additionally, there were 32 comments about motorbikes and mopeds travelling through the existing closure on Skew Bridge and requesting a design to prevent this.

Scheme 4 (Antill and Coborn Roads) – Responses within consultation area

The proposals in Scheme 4 relate to changes to Antill Road and Coborn Roads to reduce non-local traffic using these roads as a cut-through route.

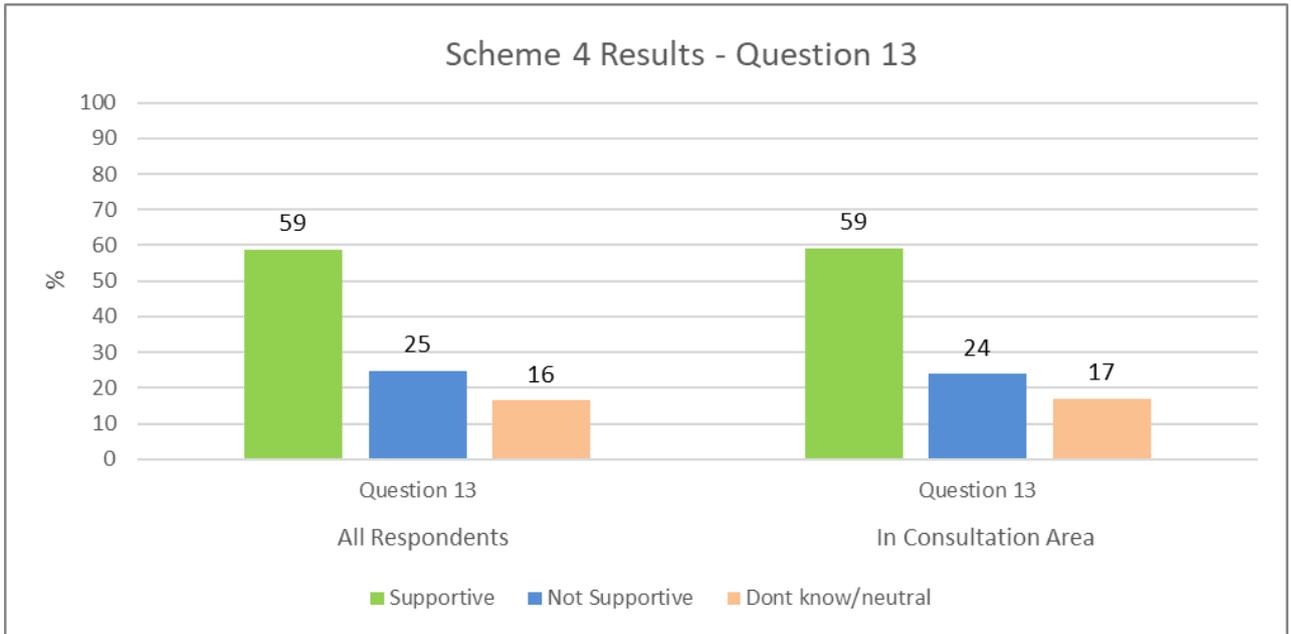


Question 13

The following proposals must be implemented as a group for Scheme 4:

- Closure at the south end of Selwyn Road at the junction with Antill Road
- Closure on Antill Road, west of the junction with Coborn Road
- Making Antill Road between Lyal Road and Coborn Road two-way
- Reinstate the right turn from Tredegar Road into Coborn Road, and one parking space removed to improve visibility

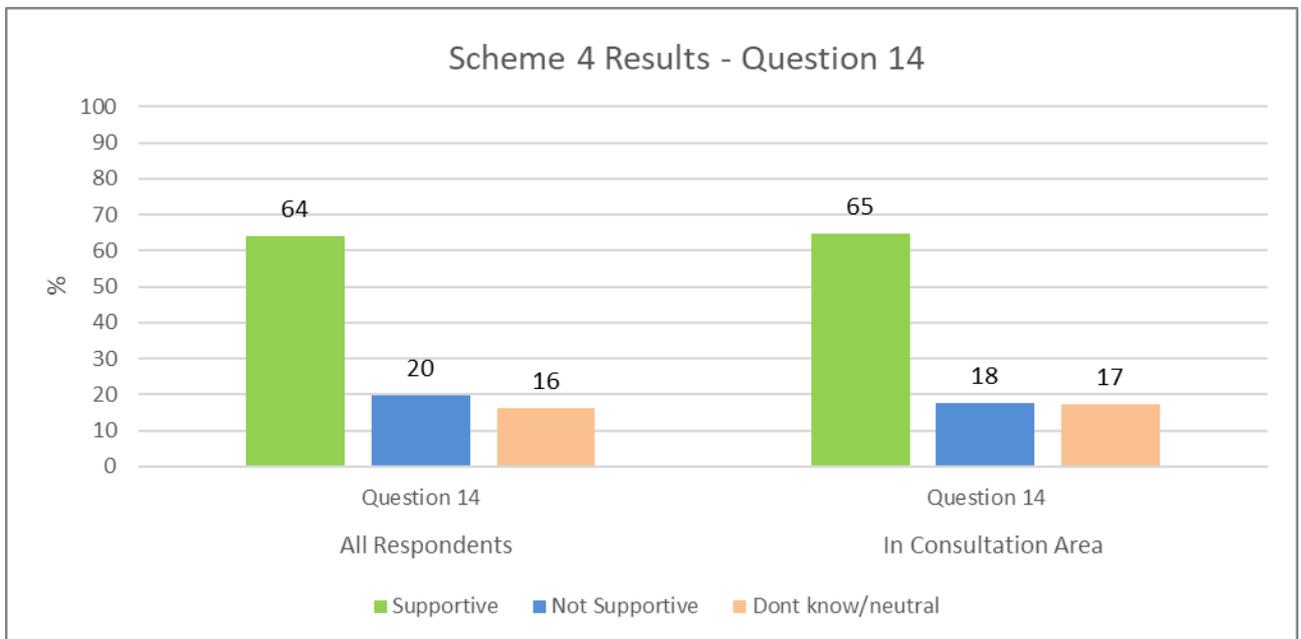
How supportive are you of the group of proposals above?



The total number of respondents were 3,770 and the total number of respondents within the consultation area were 2,150.

Question 14

How supportive are you of introducing a cycle filter at the existing road closure on Morgan Street?



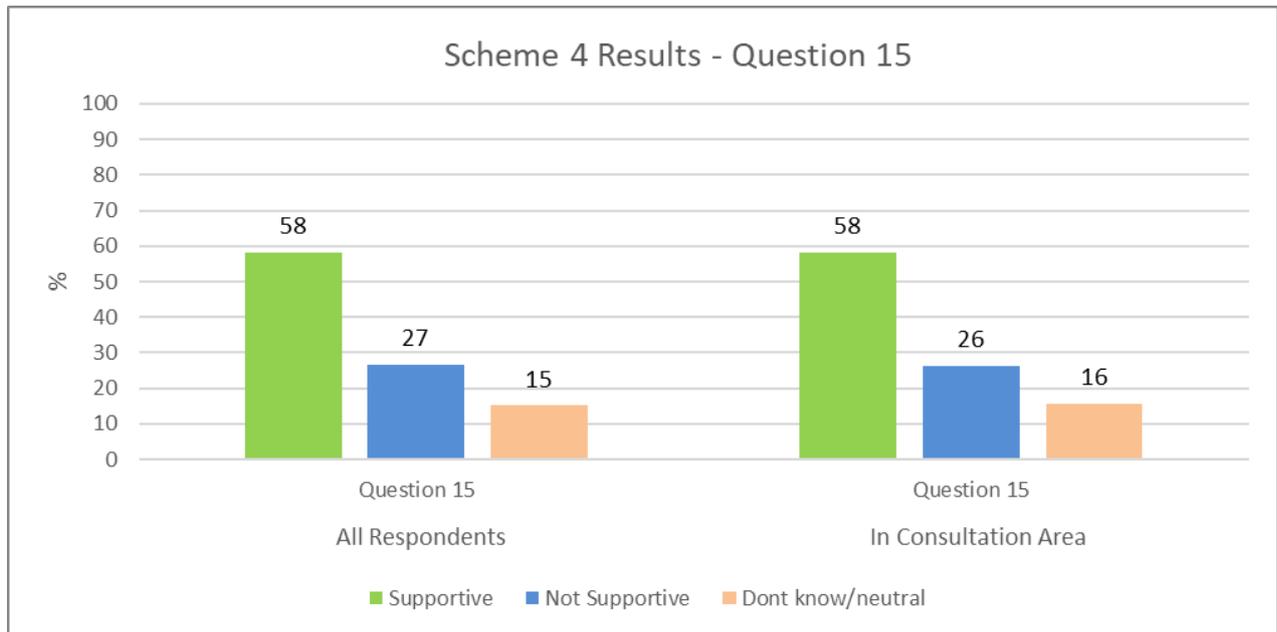
The total number of respondents were 3,754 and the total number of respondents within the consultation area were 2,143.

Question 15

The following proposals must be implemented as a group for Scheme 4:

- Closure on Coborn Road under the rail bridge
- Re-introducing the right turn from Coborn Road into Bow Road

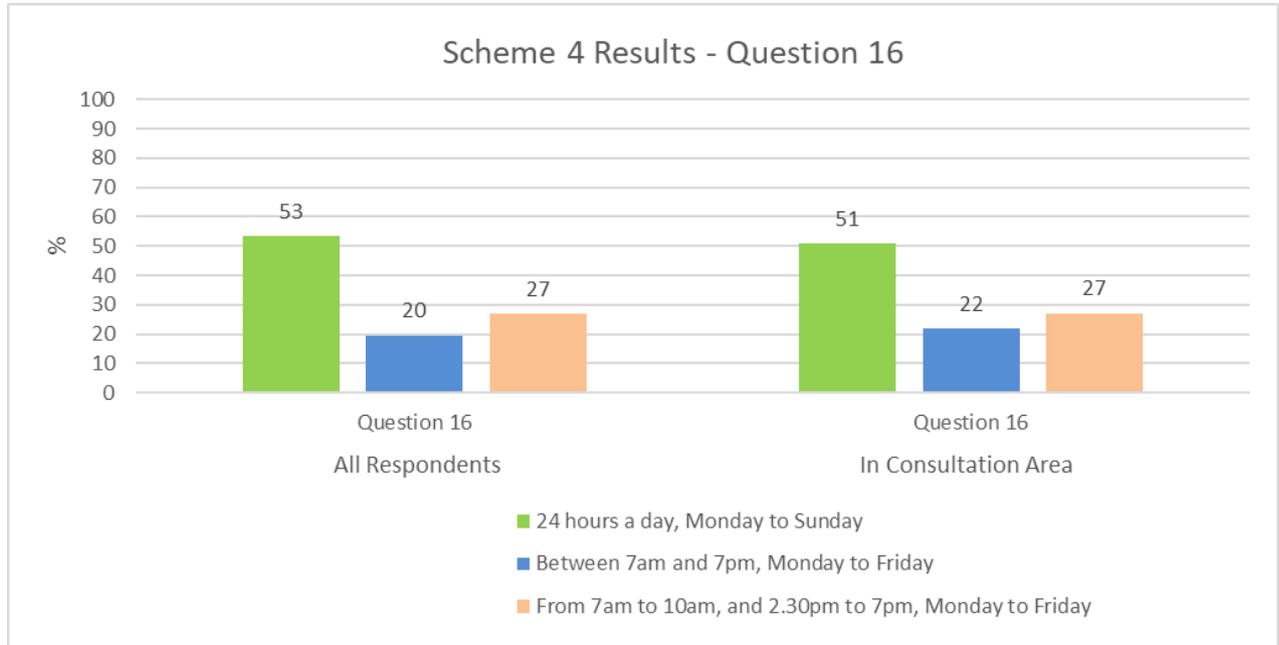
How supportive are you of the group of proposals above?



The total number of respondents were 3,744 and the total number of respondents within the consultation area were 2,138.

Question 16

Should this be taken forward, what is your preference on the operating time for the Coborn Road closure?

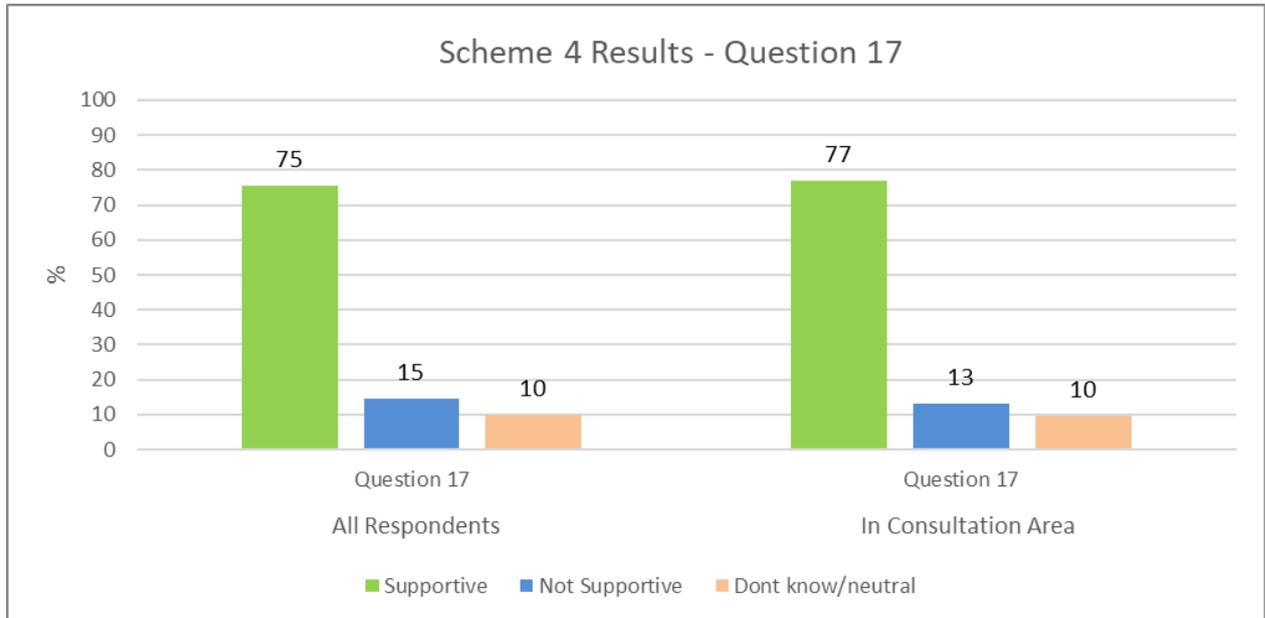


The total number of respondents were 2,999 and the total number of respondents within the consultation area were 1,740.

Question 17

How supportive are you of the remaining proposals, including:

- Lighting improvements and street artwork under the Coborn Road rail bridge
- New trees and planting on Coborn Road
- Removal of 3 parking bays to allow for vehicle passing spaces on Coborn Road



The total number of respondents were 3,719 and the total number of respondents within the consultation area were 2,115.

Scheme 4 (Antill and Coborn Roads) – Respondents within the scheme area

Given that the area impacted is quite large, the results have been broken down further into the streets related to each question.

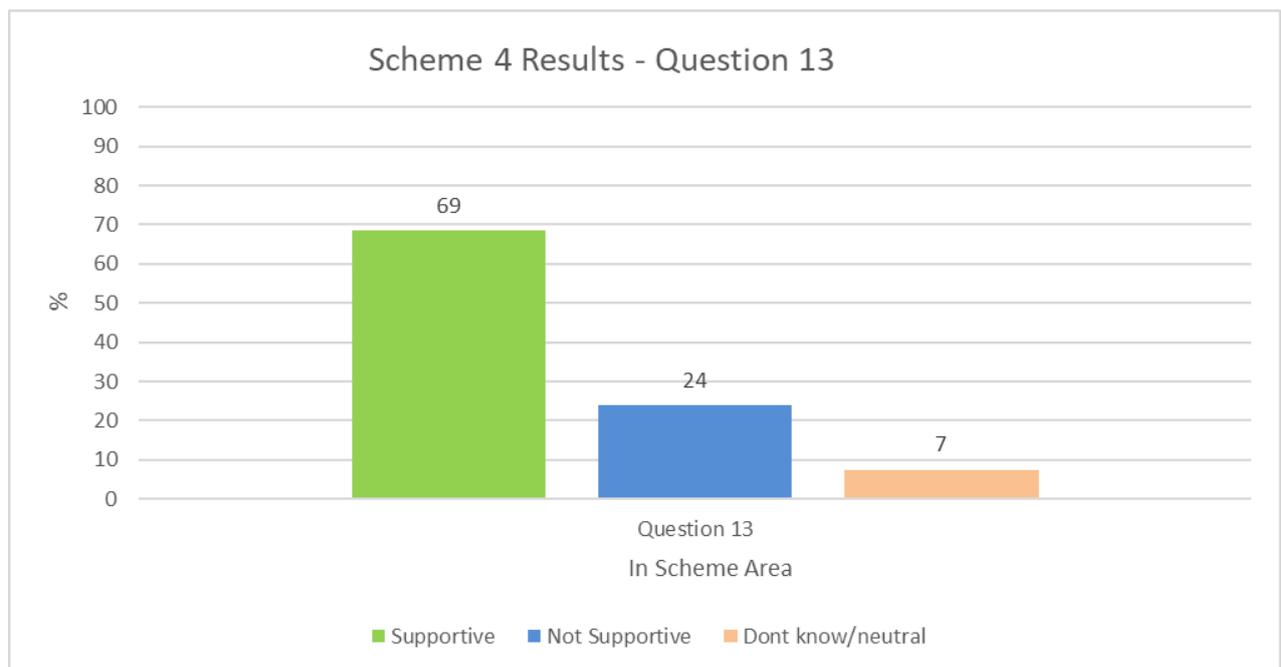
The immediate area for Scheme 4 has been defined as those who live or work on Alfred Street, Cherrywood Close, Coborn Road, Lichfield Road, Lyal Road, Selwyn Road, Antill Road, Malmesbury Road, Medway Road, Morgan Street and Tredegar Road.

Question 13

The following proposals must be implemented as a group for Scheme 4:

- Closure at the south end of Selwyn Road at the junction with Antill Road
- Closure on Antill Road, west of the junction with Coborn Road
- Making Antill Road between Lyal Road and Coborn Road two-way
- Reinstate the right turn from Tredegar Road into Coborn Road, and one parking space removed to improve visibility

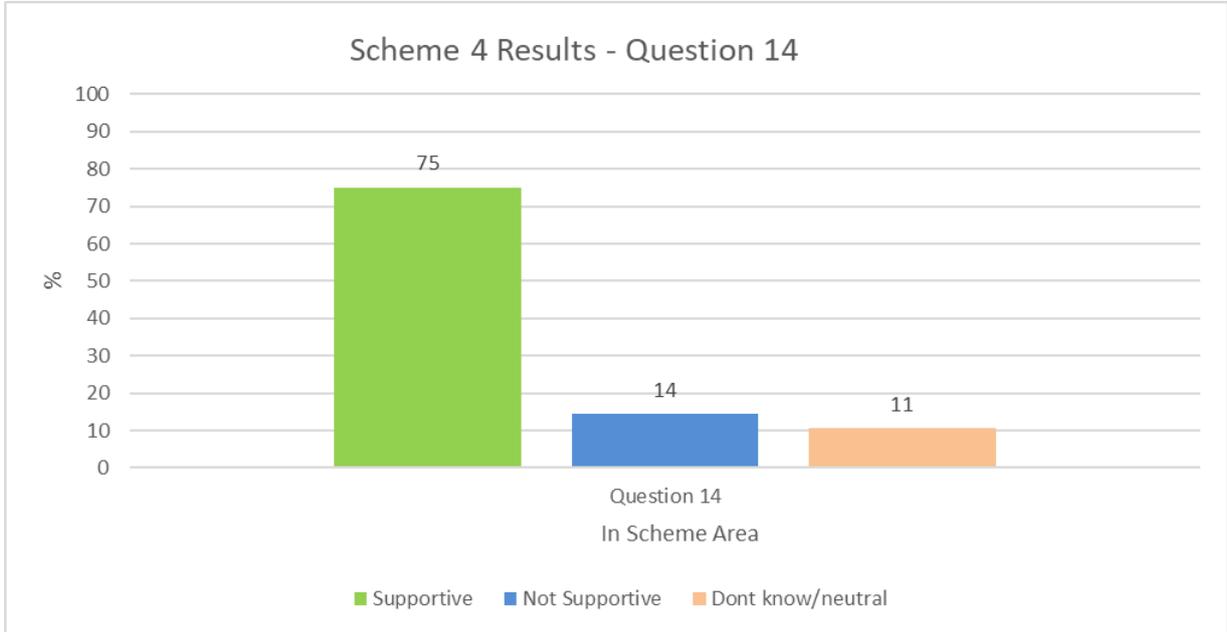
How supportive are you of the group of proposals above?



There was a total of 427 respondents.

Question 14

How supportive are you of introducing a cycle filter at the existing road closure on Morgan Street?



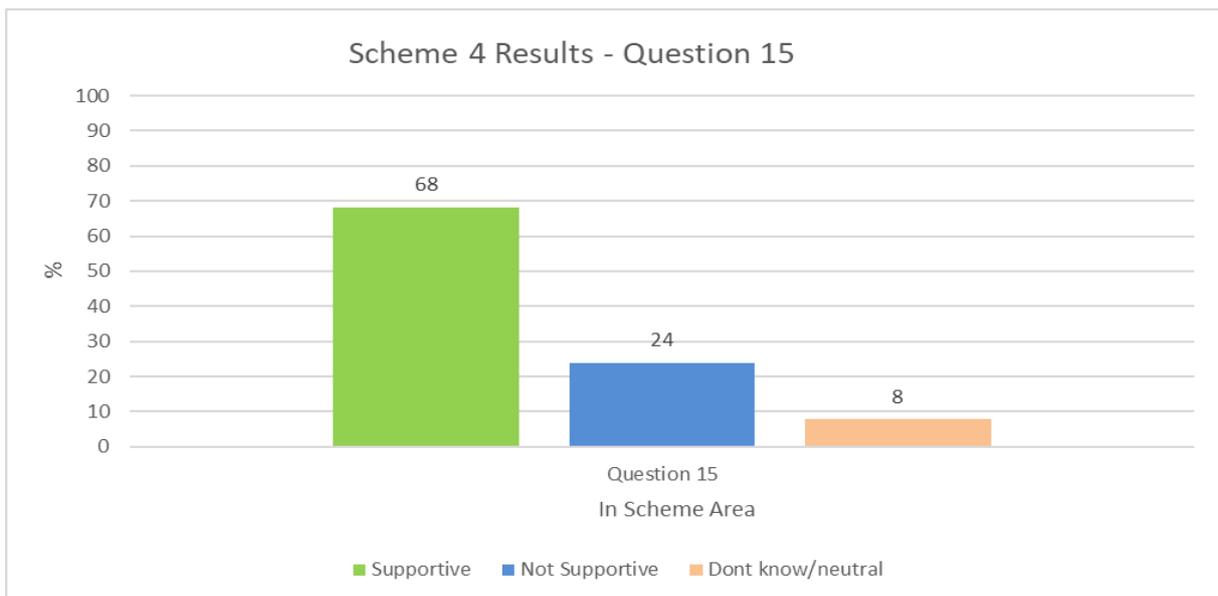
There was a total of 426 respondents.

Question 15

The following proposals must be implemented as a group for Scheme 4:

- Closure on Coborn Road under the rail bridge
- Re-introducing the right turn from Coborn Road into Bow Road

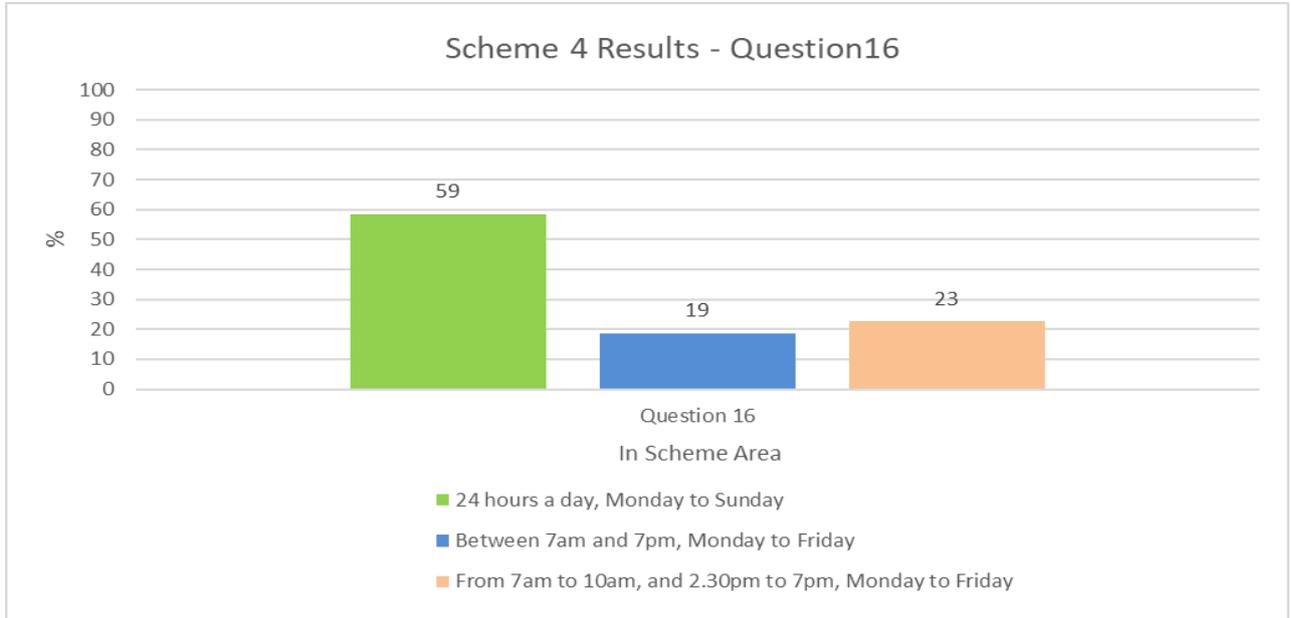
How supportive are you of the group of proposals above?



There was a total of 425 respondents.

Question 16

Should this be taken forward, what is your preference on the operating time for the Coborn Road closure?

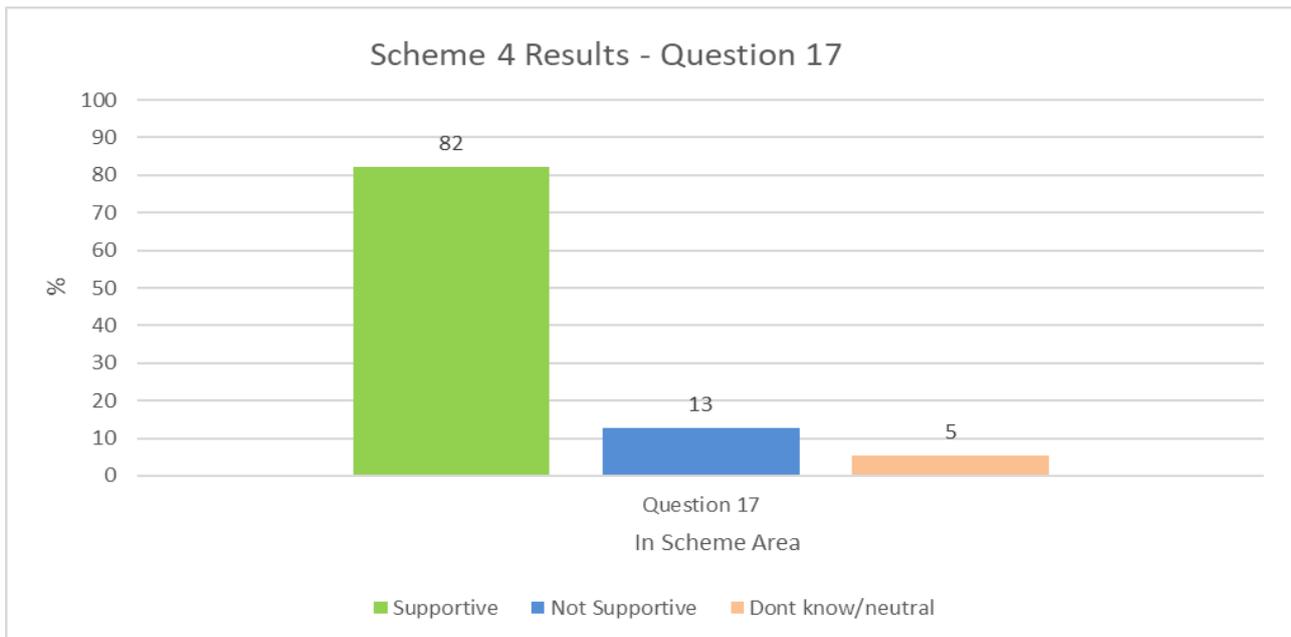


There was a total of 369 respondents.

Question 17

How supportive are you of the remaining proposals, including:

- Lighting improvements and street artwork under the Coborn Road rail bridge
- New trees and planting on Coborn Road
- Removal of 3 parking bays to allow for vehicle passing spaces on Coborn Road



There was a total of 420 respondents.

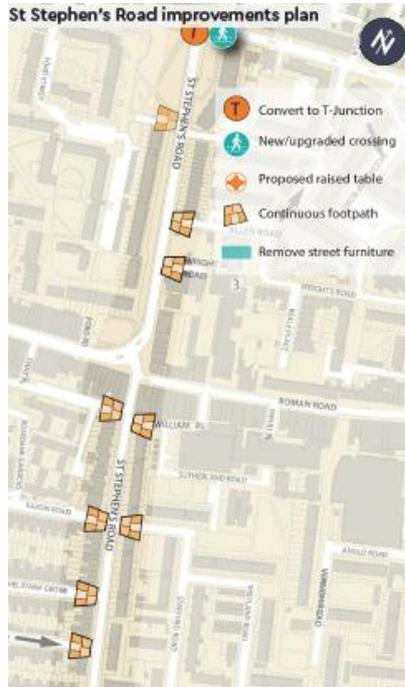
Key themes for Scheme 4

Some of the key themes from the free text comments related to the Antill Road and Coborn Road proposals is summarised below:

- Many respondents would like the scheme to be designed to cater for all users. In particular there were 150 comments about disabled users and children's safety on roads.
- Most respondents agree on reducing through traffic, especially traffic between the A12 and Central London with 74 respondents mentioning the A12 specifically and 176 mentions of rat runs. However, some wanted an easier access to these destinations.
- There were 276 comments about access to the area. Some respondents said they were concerned about not being able to drive to their homes and work easily. Others expressed concerns about how buses and emergency vehicles could still pass through the area efficiently. Visitors access and the routes they would need to take was also a common theme.
- There were 321 comments about safety in the area. A large number of respondents want to see measures that make it safer for walking and cycling, including reducing, calming and managing traffic at all times, as most said there was through traffic in the weekends and evenings as well. Some said motorcycles and HGVs were an issue. There were also 84 comments referring to improvements to lighting in the area.
- Many respondents commented the measures would result in better air quality, less noise, more greening, art and sitting, in particular there were:
 - 240 comments about air quality
 - 133 comments about greenery
 - 181 comments about streetscape improvements including street art
 - 47 comments about noise

Scheme 5 (Bow Walking Routes) – Responses within consultation area

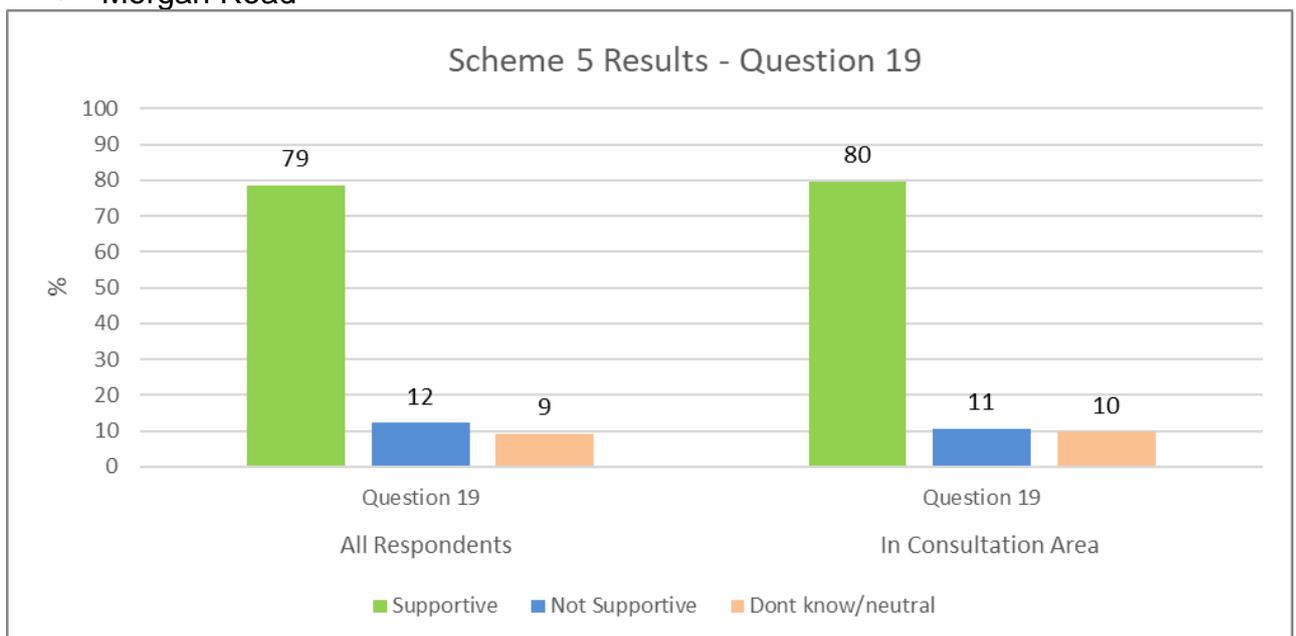
The proposals in Scheme 5 relate to accessibility improvements along walking routes in Bow.



Question 19

How supportive are you of localised pavement improvements including ensuring dropped kerbs, continuous crossings, removal of pedestrian guardrail, and raised pedestrian crossings on the following roads:

- Addington Road
- Coborn Road
- Tredegar Square
- Medway Road
- Morgan Road
- Vernon Road
- St Stephen's Road
- Tredegar Road
- McCullum Road



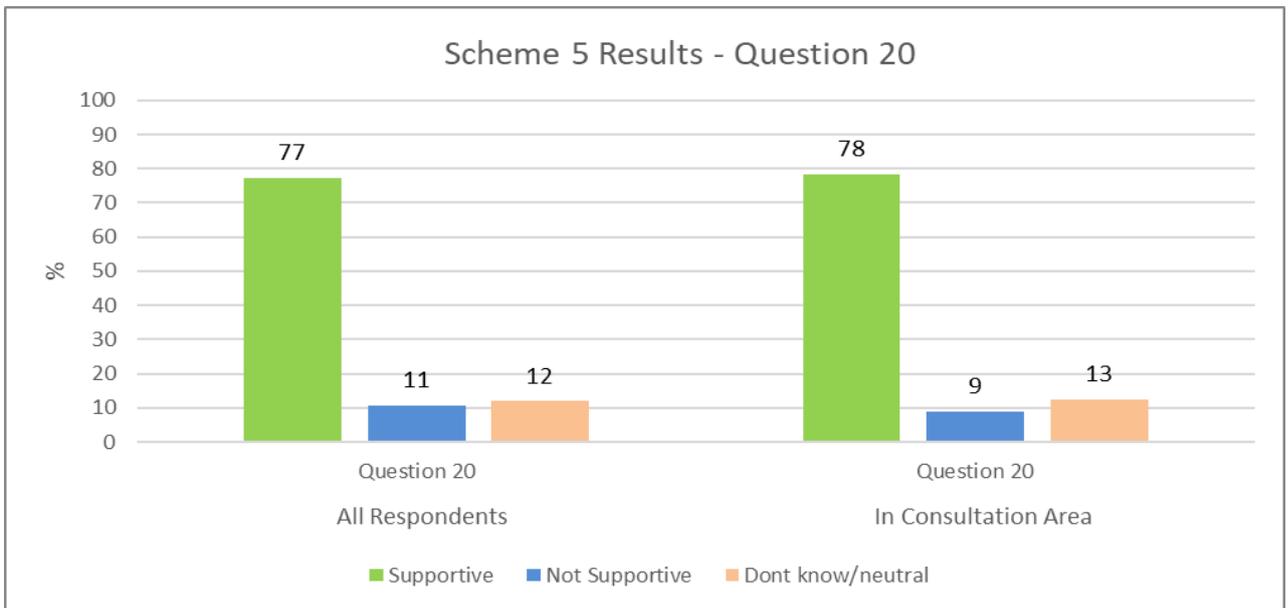
The total number of respondents were 3,760 and the total number of respondents within the consultation area were 2,142.

Question 20

How supportive are you of the improvements around Tom Thumb’s Arch listed below?

- A new pedestrian crossing on Malmesbury Road
- New raised table (traffic calming measure) on Mostyn Grove
- Way-finding to separate pedestrian and cycle routes on Lawrence Close
- Lighting improvements
- New street art

How supportive are you of the group of proposals above?



The total number of respondents were 3,761 and the total number of respondents within the consultation area were 2,139.

Respondents within the scheme area

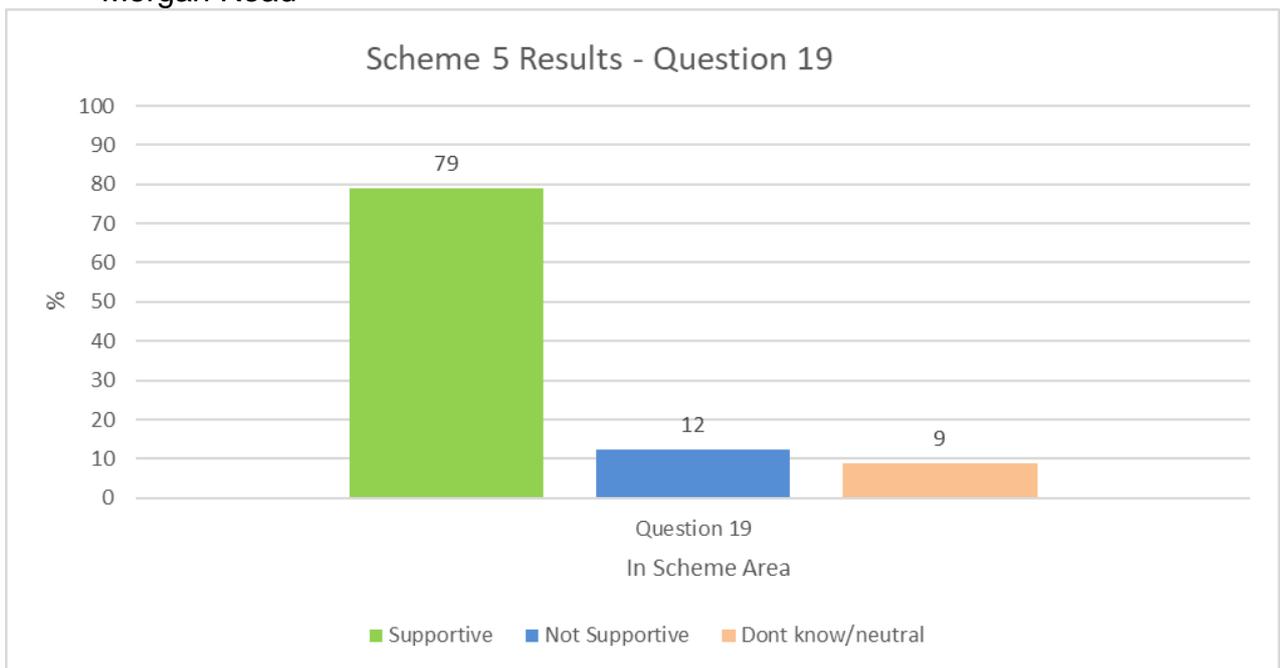
Given that the area impacted is quite large, the results have been broken down further into the streets related to each question.

The immediate area for Scheme 5 has been defined as those who live or work on William Place, St Stephen’s Road, Antill Road, Malmesbury Road, Medway Road, Morgan Street, Tredegar Road, Addington Road, Alice Lane, Athelstane Grove, Lawrence Close, McCullum Road, Morville Street, Mostyn Grove, Ordell Road, Rosebank Gardens, Saxon Road, Tredegar Square, Veron Road, Allen Road and Wright’s Road.

Question 19

How supportive are you of localised pavement improvements including ensuring dropped kerbs, continuous crossings, removal of pedestrian guardrail, and raised pedestrian crossings on the following roads:

- Addington Road
- Coborn Road
- Tredegar Square
- Medway Road
- Morgan Road
- Vernon Road
- St Stephen’s Road
- Tredegar Road
- McCullum Road



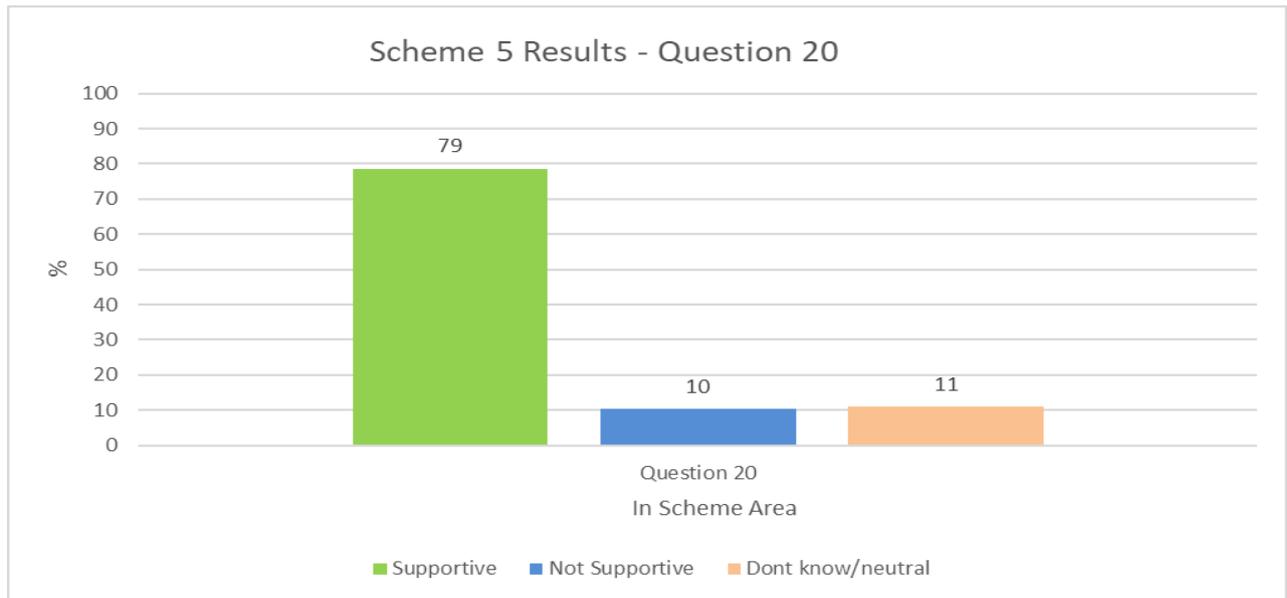
There was a total of 597 respondents.

Question 20

How supportive are you of the improvements around Tom Thumb’s Arch listed below?

- A new pedestrian crossing on Malmesbury Road
- New raised table (traffic calming measure) on Mostyn Grove
- Way-finding to separate pedestrian and cycle routes on Lawrence Close
- Lighting improvements
- New street art

How supportive are you of the group of proposals above?



There was a total of 596 respondents.

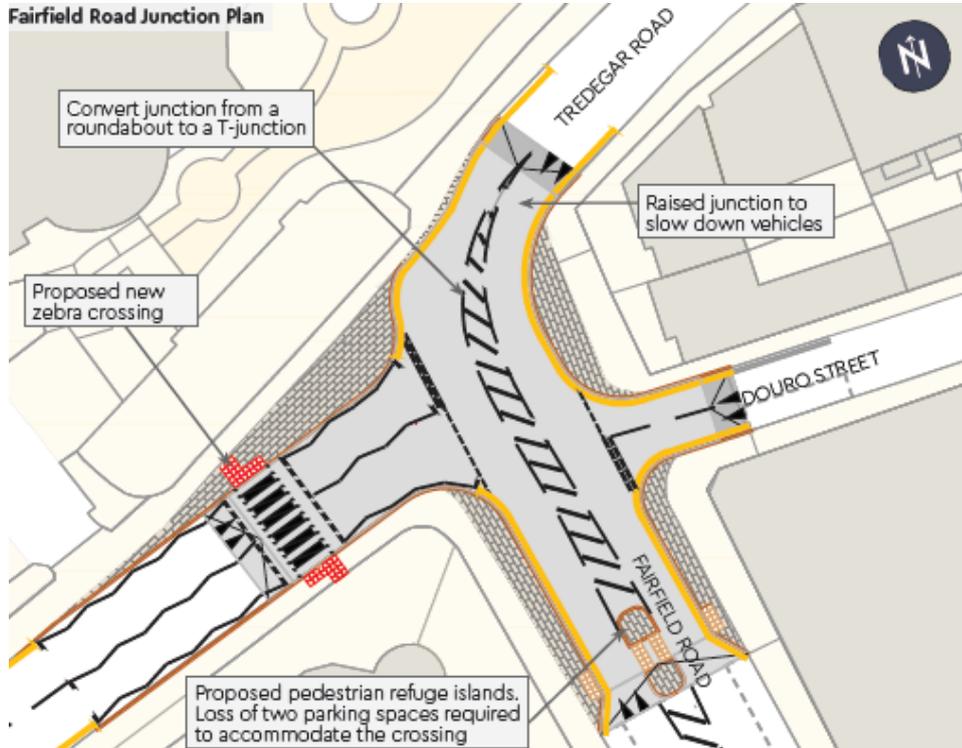
Key themes for Scheme 5

Some of the key themes from the free text comments related to the Bow walking routes are summarised below:

- There were 247 comments referring to access for different users, the main themes of these comments were:
 - Dropped kerbs are generally supported with many comments referring to how difficult it is to use a buggy or wheelchair in this location at the moment
 - Comments referring to the removal of guardrails were fairly mixed. In particular the guardrails are the Tredegar Road / St Stephen's Road junction were mentioned with respect to vehicles cutting the corner
 - A number of comments referred to the existing drainage issue under Tom Thumb's Arch resulting in it becoming impassable during inclement weather
- 236 comments referred to existing safety issues around this area, including anti-social behaviour and speeding vehicles
- In relation to the anti-social behaviour, there were 68 comments referring to the poor existing lighting in the area which makes residents feel unsafe
- There were mixed opinions about street art. It is seen as low priority by some and many think the street art should installed by a local resident
- There were 68 comments which referred to how this scheme would improve air quality

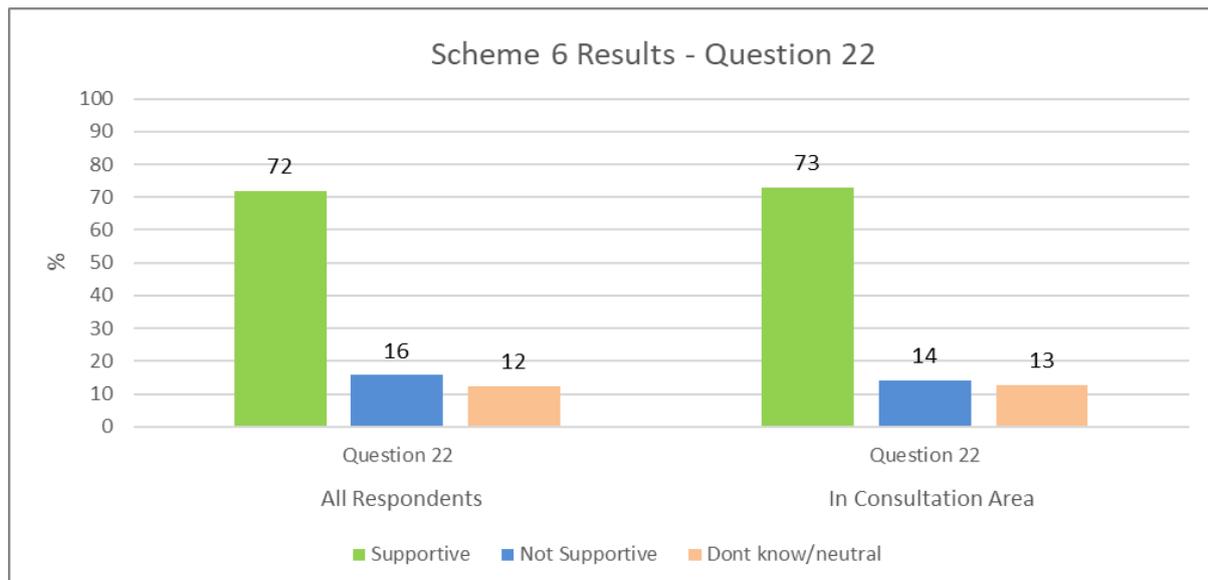
Scheme 6 (Fairfield Road) – Responses within consultation area

The proposals in Scheme 6 relate to changes to Fairfield Road to reduce vehicle speeds and improve pedestrian safety, as well as junction improvements at the Tredegar Rd/ Fairfield Rd junction.



Question 22

How supportive are you of the proposed traffic calming on Fairfield Road, Parnell Road and Jodrell Road, including raised pedestrian crossings and speed tables?



The total number of respondents were 3,764 and the total number of respondents within the consultation area were 2,150.

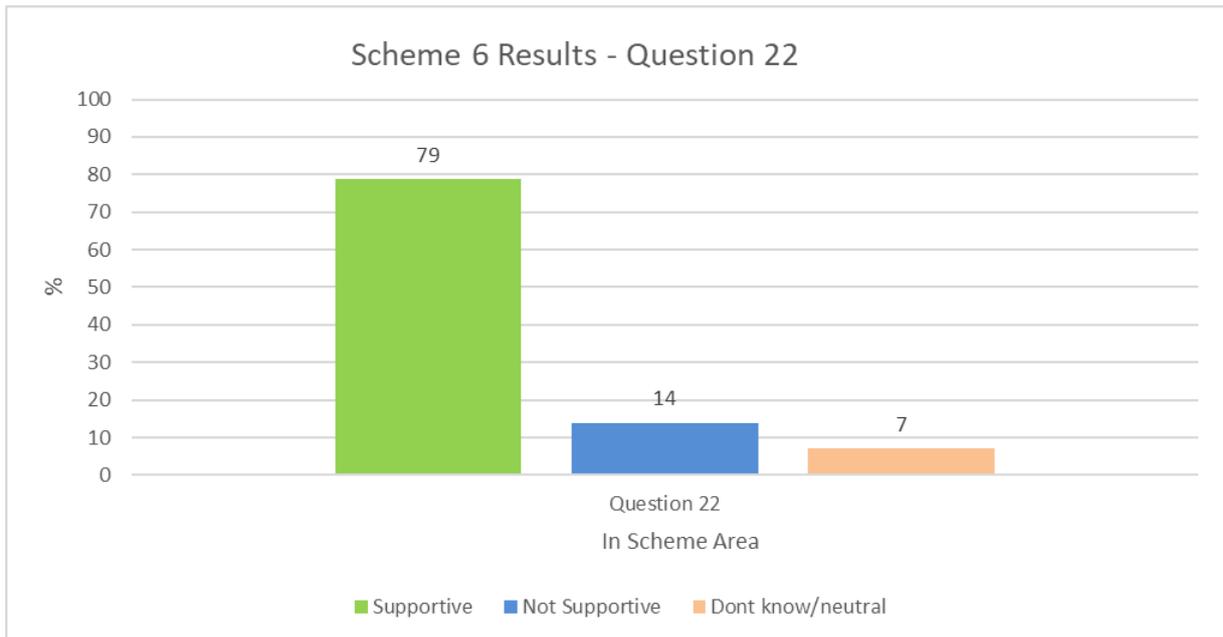
Respondents within the scheme area

Given that the area impacted is quite large, the results have been broken down further into the streets related to each question.

The immediate area for Scheme 6 has been defined as those who live or work on Parnell Road, Douro Street, Fairfield Road and Jodrell Road.

Question 22

How supportive are you of the proposed traffic calming on Fairfield Road, Parnell Road and Jodrell Road, including raised pedestrian crossings and speed tables?



There was a total of 208 respondents.

Key themes for Scheme 6

Some of the key themes from the free text comments related to the Fairfield Road improvement proposals are summarised below:

- There were 229 comments about access. These comments were about:
 - How difficult it is to cross the Fairfield Road junction currently
 - Some concern the Fairfield Rd/ Tredegar Rd junction changes will cause more congestion as through traffic on Tredegar Road would need to give way
 - Some suggestions for traffic lights in this location
- There were 188 comments about traffic calming of which most were supportive. Of these comments, 36 of them mentioned that this route is used as a rat run and that the proposed changes would leave this rat run open
- Following this, there were 34 comments about implementing a bus gate on Tredegar Road as originally proposed as part of the trial. Of these comments, 26 of them requested the implementation of this bus gate to further restrict rat running traffic.
- There were 478 and 388 about existing speeding and safety concerns in the area respectively.

Scheme 7 (School Streets) – Responses within consultation area

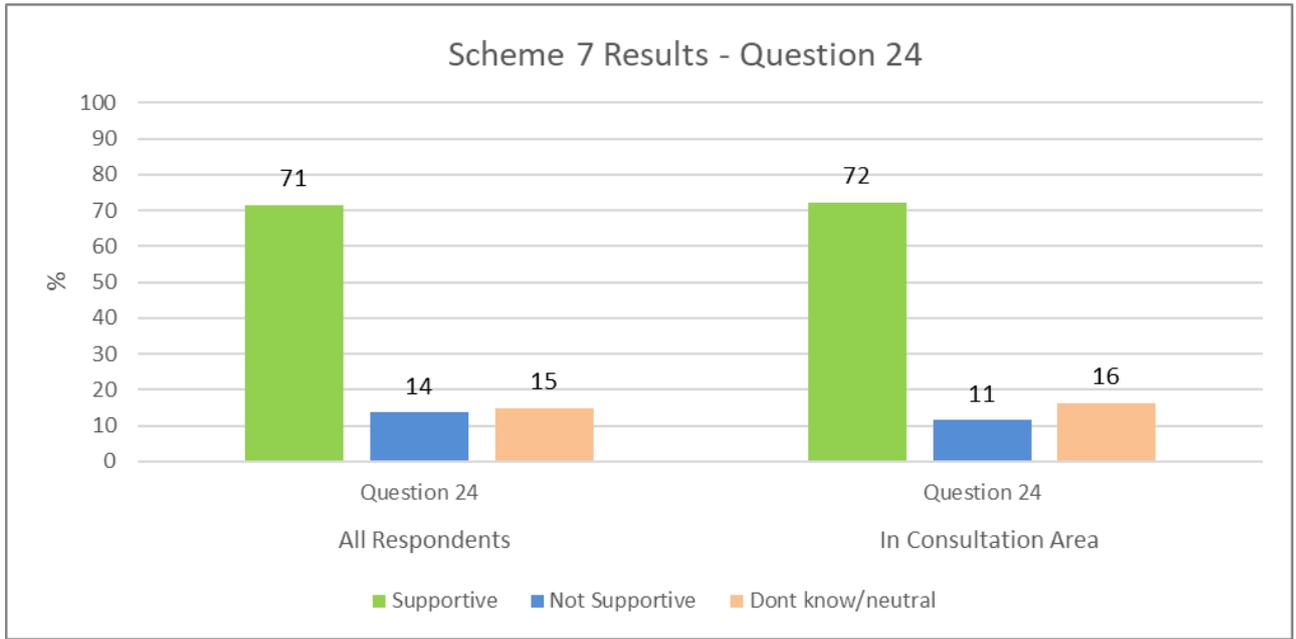
The proposals in Scheme 7 relate to the implementation of school streets at Chisenhale Primary School, Olga Primary School, Old Ford Primary School and Malmesbury Primary School.



Question 24

How supportive are you of the proposed school streets outside Chisenhale Primary School including the following proposals?

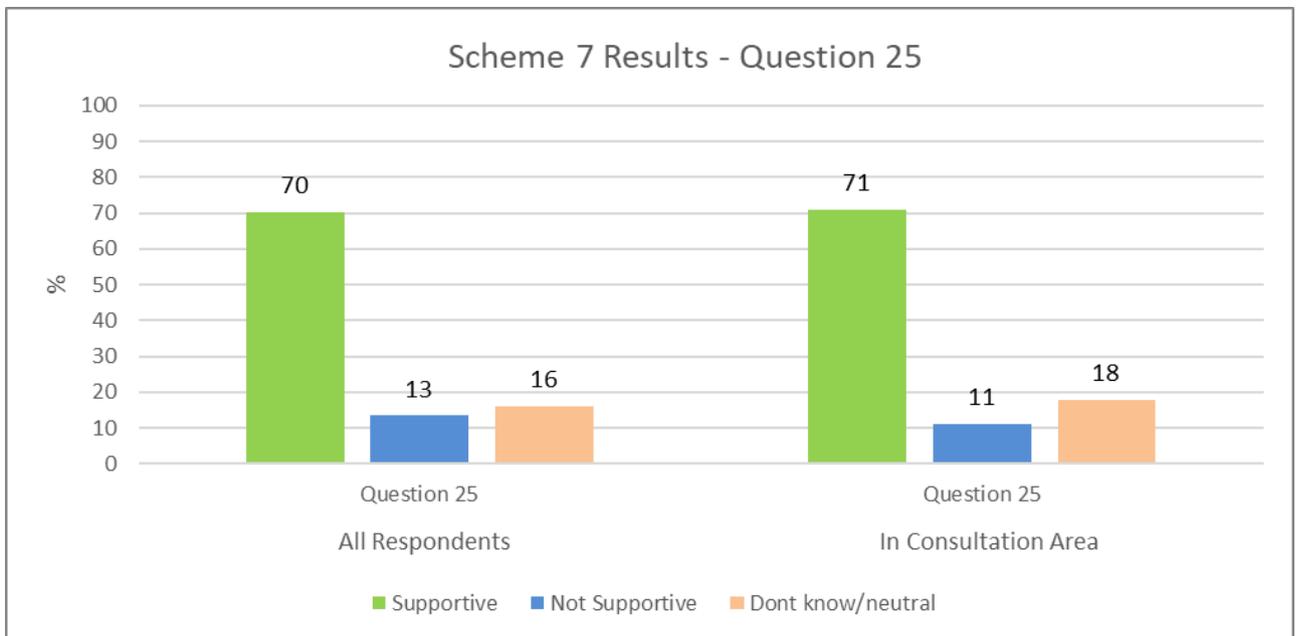
- Pedestrian and cycle only zones during drop off and pick up on Vivian Road, Zealand Road and Chisenhale Road
- Pavement widening on Chisenhale Road outside the school



The total number of respondents were 3,748 and the total number of respondents within the consultation area were 2,135.

Question 25

How supportive are you of the proposed school streets outside Olga Primary School, including pedestrian and cycle only zones during drop off and pick up on Lanfranc Road, Conyer Street and Olga Street?

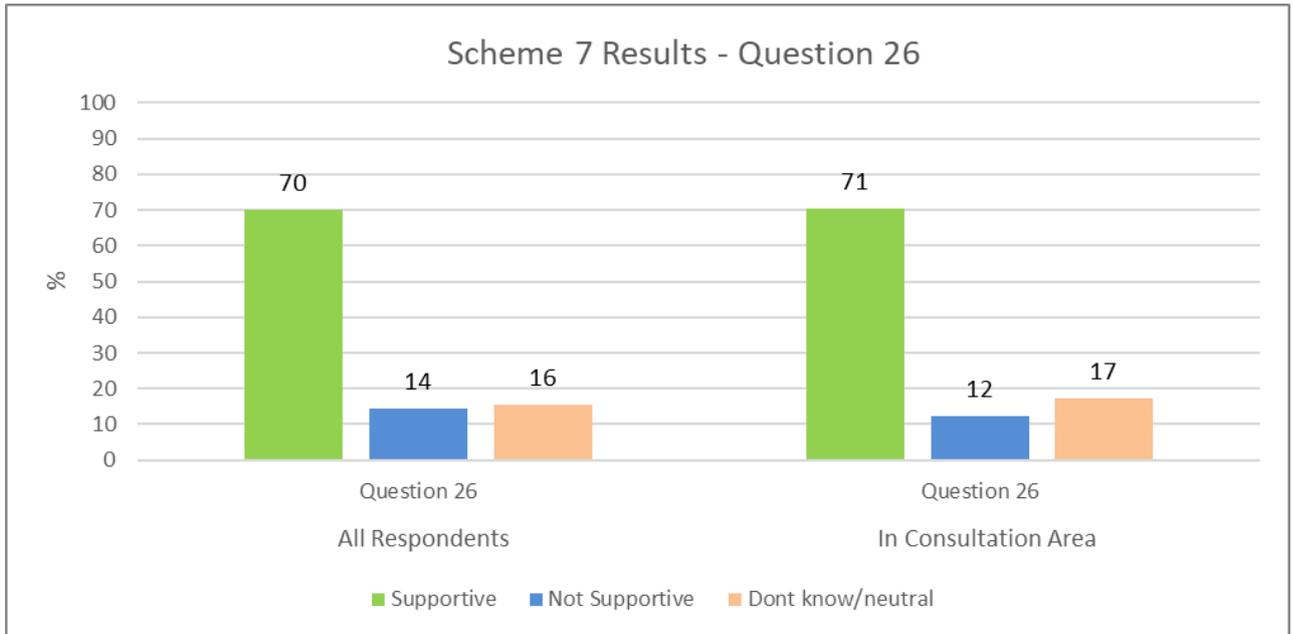


The total number of respondents were 3,732 and the total number of respondents within the consultation area were 2,128.

Question 26

How supportive are you of the proposed school streets outside Old Ford Primary School, including the following proposals?

- Pedestrian and cycle only zones during drop off and pick up on Allen Road and Wright’s Road
- Timed closure and colourful paving upgrades on the Wright’s Road cul-de-sac

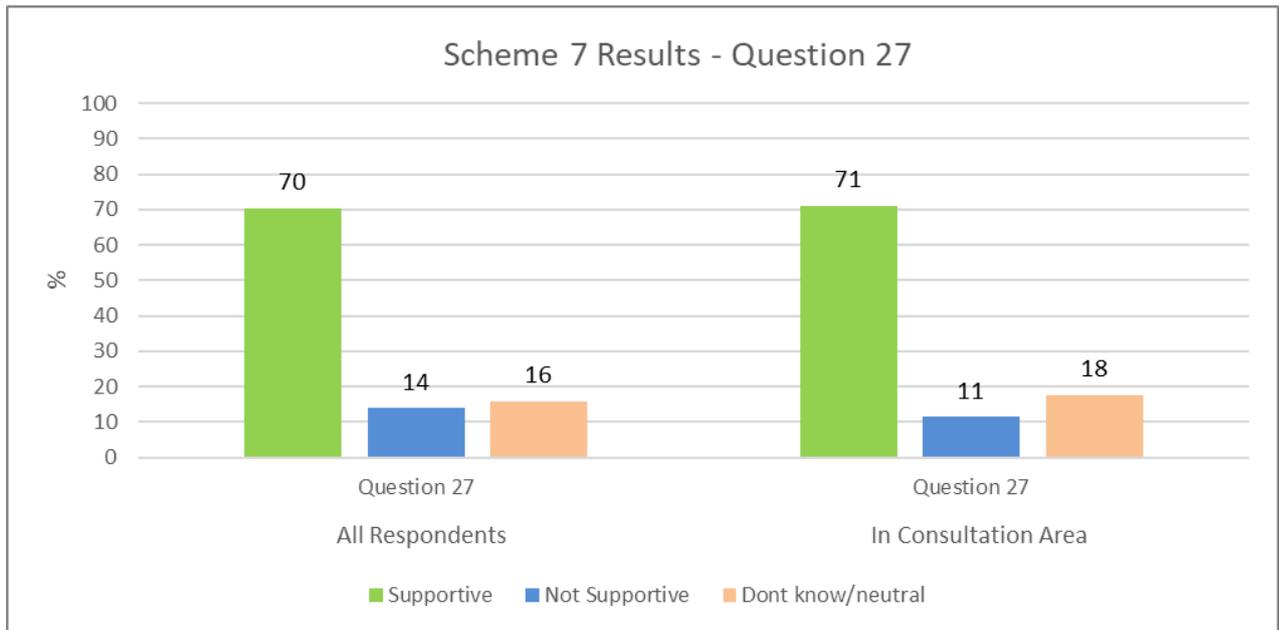


The total number of respondents were 3,729 and the total number of respondents within the consultation area were 2,119.

Question 27

How supportive are you of the proposed school street outside Malmesbury Primary School, including the following proposals?

- Pedestrian and cycle only zones during drop off and pick up on Coborn Street
- New cycle parking and planted areas



The total number of respondents were 3,733 and the total number of respondents within the consultation area were 2,121.

Respondents within the scheme area

Given that the area impacted is quite large, the results have been broken down further into the streets related to each question.

The immediate area for Scheme 7 has been defined as those who live or work around each school as follows:

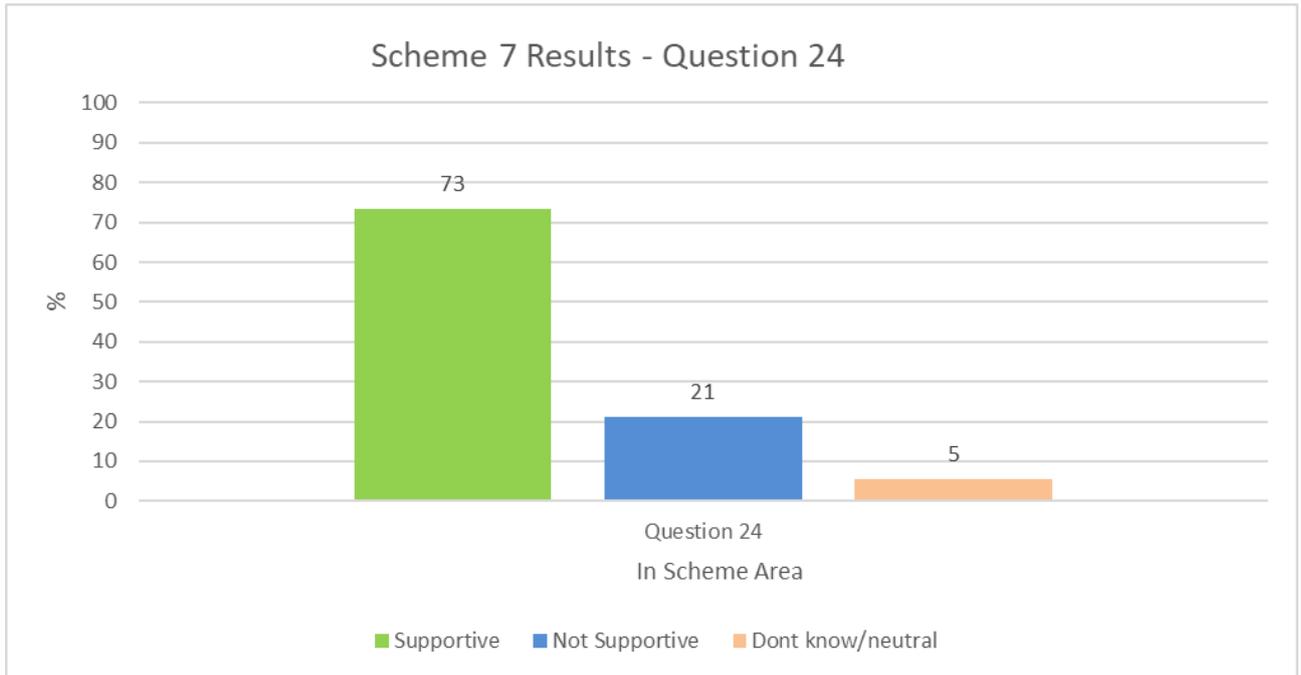
- The Chisenhale Primary School area includes Chisenhale Road, Vivian Road and Zealand Road.
- The Olga Primary School area includes Olga Street, Conyer Road, Arbery Road and Lanfranc Road
- The Old Ford Primary School area includes Wright’s Road and Allen Road
- The Malmesbury Primary School area includes Coborn Street

Question 24

How supportive are you of the proposed school streets outside Chisenhale Primary School including the following proposals?

- Pedestrian and cycle only zones during drop off and pick up on Vivian Road, Zealand Road and Chisenhale Road
- Pavement widening on Chisenhale Road outside the school

The relevant scheme area includes Chisenhale Road, Vivian Road and Zealand Road.

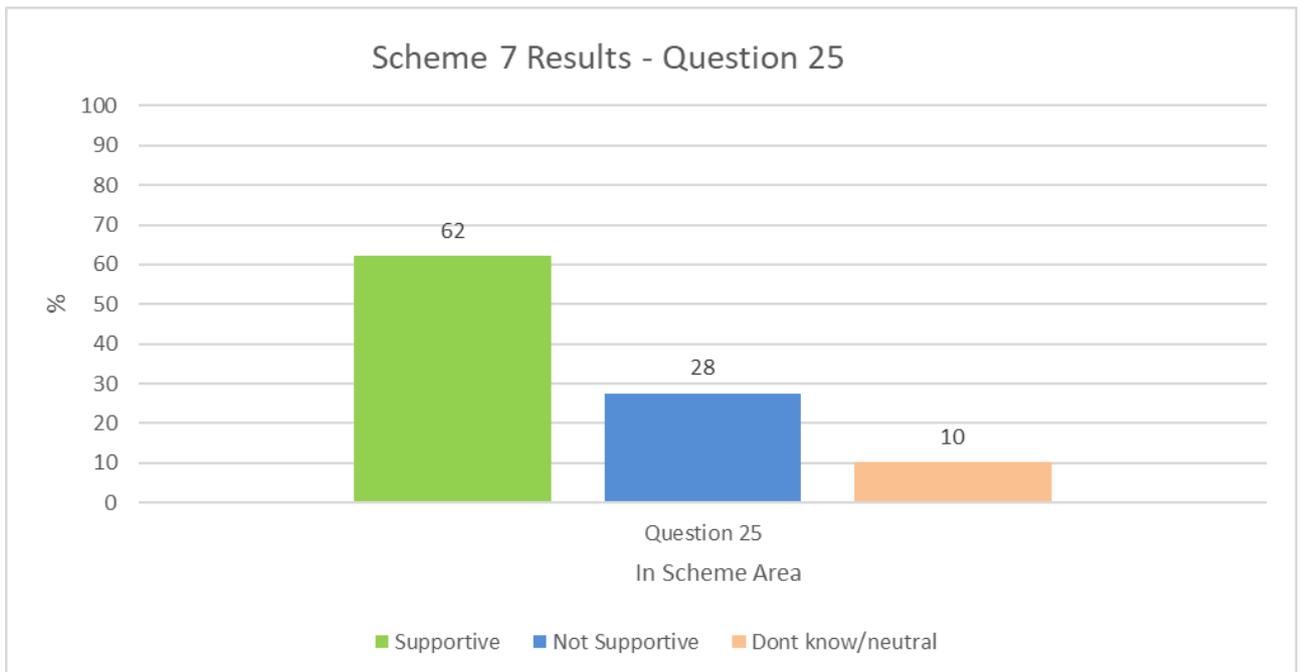


There was a total of 128 respondents.

Question 25

How supportive are you of the proposed school streets outside Olga Primary School, including pedestrian and cycle only zones during drop off and pick up on Lanfranc Road, Conyer Street and Olga Street?

The relevant scheme area includes Olga Street, Conyer Road, Arbery Road and Lanfranc Road



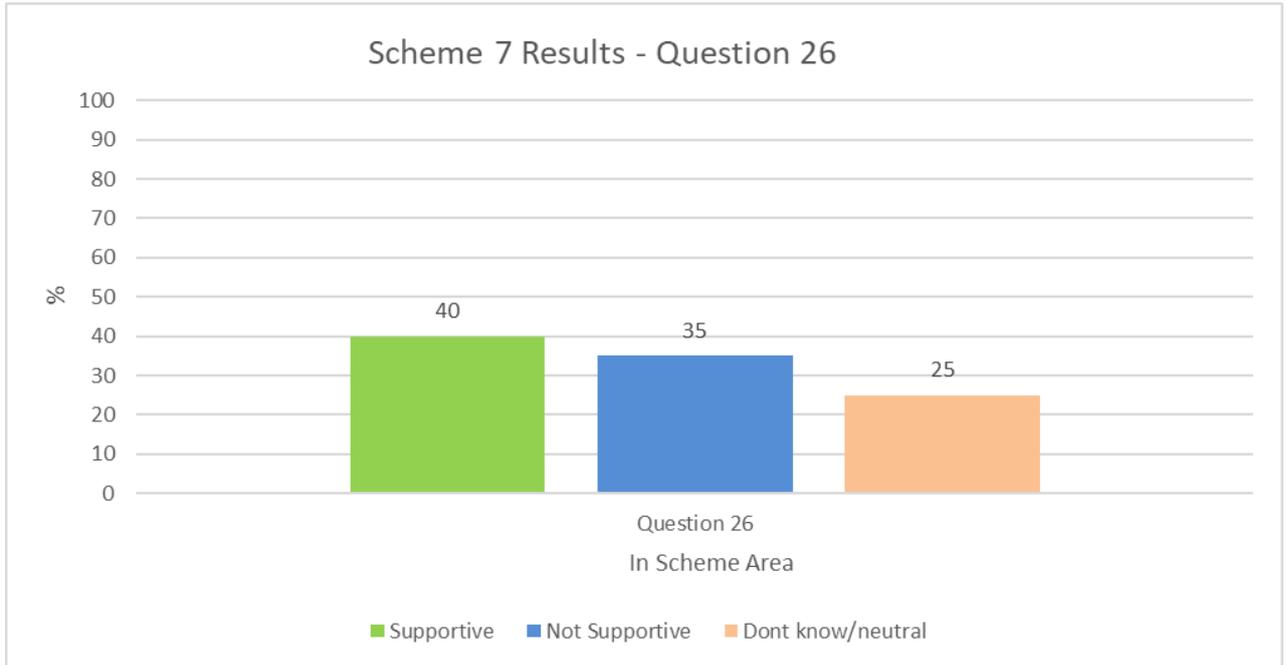
There was a total of 29 respondents.

Question 26

How supportive are you of the proposed school streets outside Old Ford Primary School, including the following proposals?

- Pedestrian and cycle only zones during drop off and pick up on Allen Road and Wright’s Road
- Timed closure and colourful paving upgrades on the Wright’s Road cul-de-sac

The relevant scheme area includes Wright’s Road and Allen Road



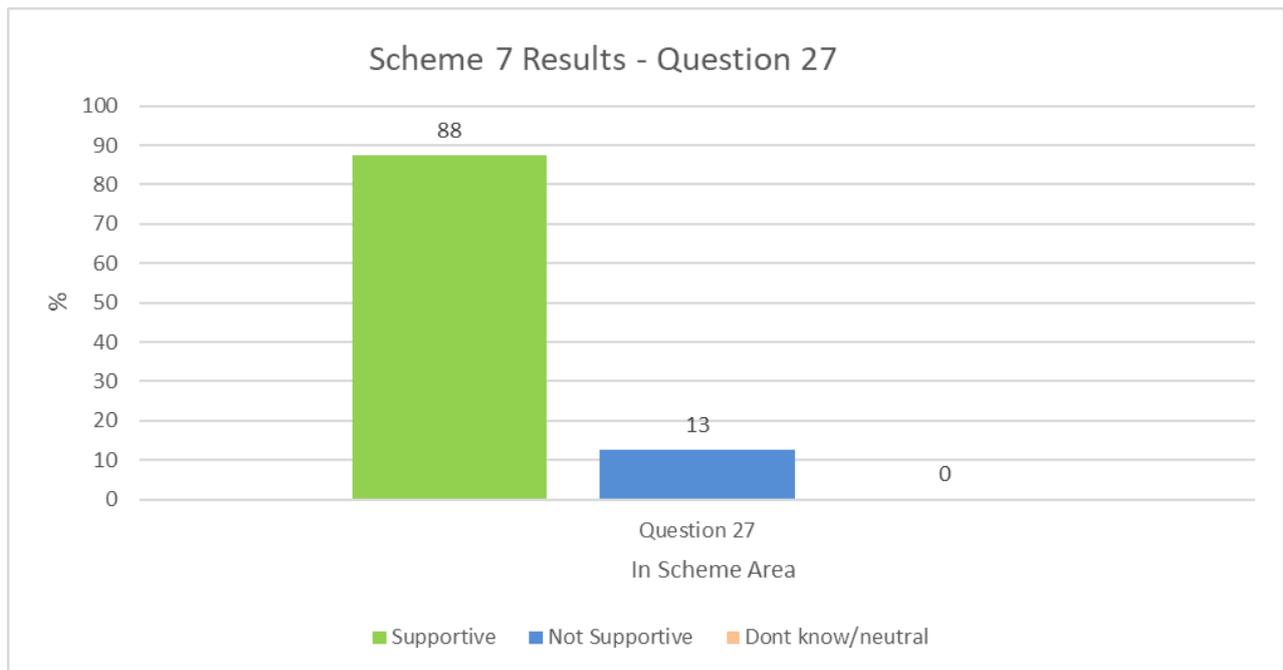
There was a total of 20 respondents.

Question 27

How supportive are you of the proposed school street outside Malmesbury Primary School, including the following proposals?

- Pedestrian and cycle only zones during drop off and pick up on Coborn Street
- New cycle parking and planted areas

The relevant scheme area includes Coborn Street.



There was a total of 8 respondents.

Key themes for Scheme 7

Some of the key themes from the free text comments related to the school streets proposals are summarised below:

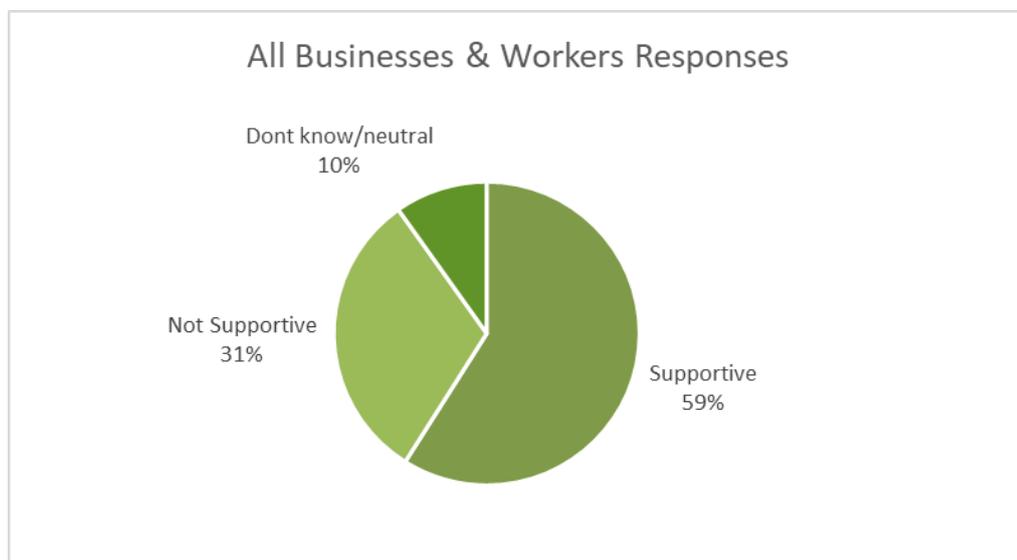
- The comments suggest strong support for school streets with some comments suggesting that this scheme doesn't go far enough. In particular there were 24 requests to include Medway Road as part of the school street outside Olga Primary School. There were also 9 requests for an extension to the Chisenhale Primary School street to include Driffield Road, Ellesmere Road and Kenilworth Road and a request for a school street on Paton Close.
- There were 183 comments from respondents who are concerned about access, these concerns included:
 - Concern from residents about access and car drivers dropping children off in other nearby roads
 - Concern about access for disabled children and guardians. The proposed school streets do allow Blue Badge Holders and school buses to access the streets at all times which should help mitigate this concern.
- There were 36 comments concerning parking restrictions in the area including 7 requesting more cycle hangars adjacent to the schools. In particular, cycle parking at Old Ford Road Primary School was requested by one respondent.
- There were 300 comments concerned with the poor air quality outside schools and 339 concerned with safety outside schools

SECTION 3

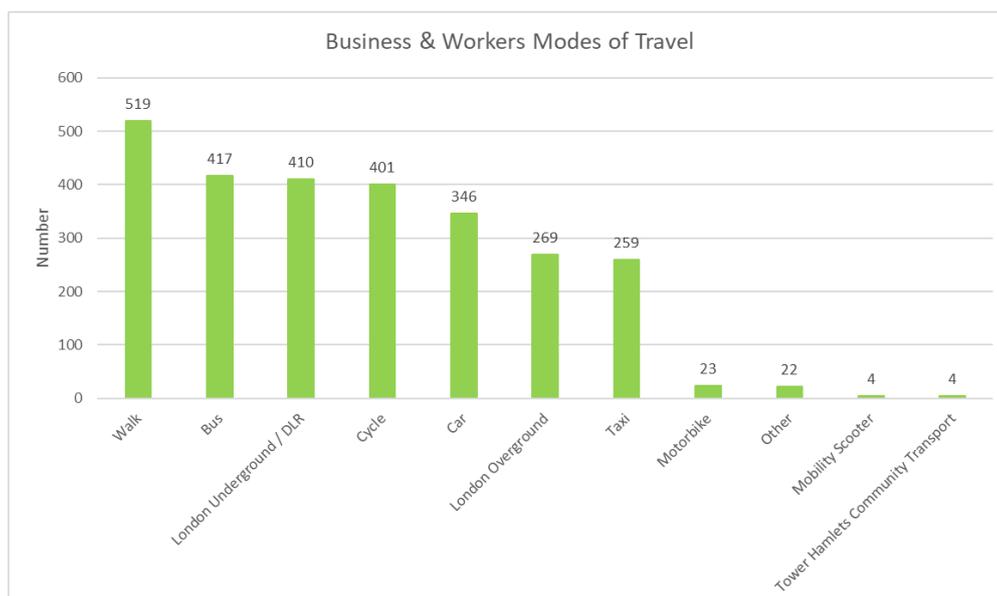
For each scheme the responses from business owners and workers in the area have been analysed.

There were 154 responses from business owners and 500 from people who work in the area. The responses show that workers in the area are generally supportive of the proposed schemes whereas business owners are generally unsupportive of some schemes.

The business and workers responses have not been further broken down into those who reported a postcode in the consultation or scheme area. This is to account for business owners or workers who are not residents of the consultation area and therefore have not reported a postcode within this consultation area.



The graph below shows how business owners and workers in the area travel. Respondees were able to selected more than one mode of travel. The responses follow broadly the same pattern as the responses from all respondents.

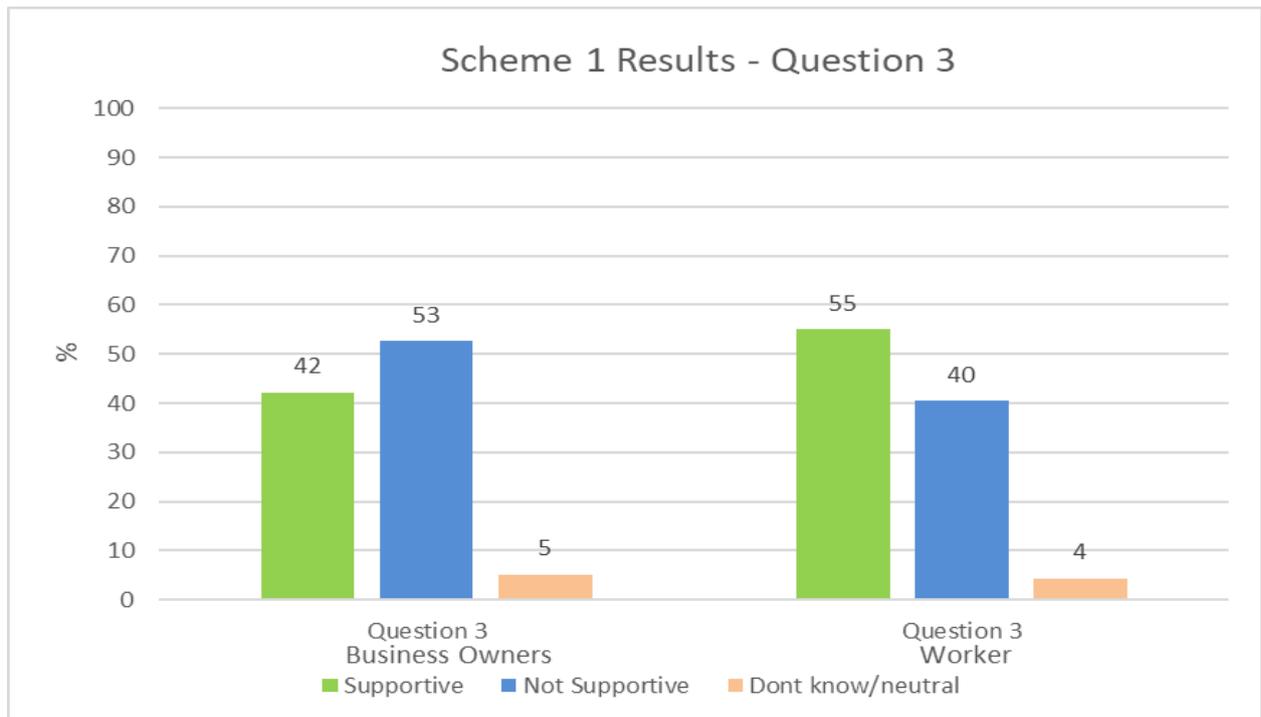


Scheme 1 – Roman Road Junction

The proposals in Scheme 1 relate to improvements to the Roman Road and St Stephen’s Road junction.

Question 3

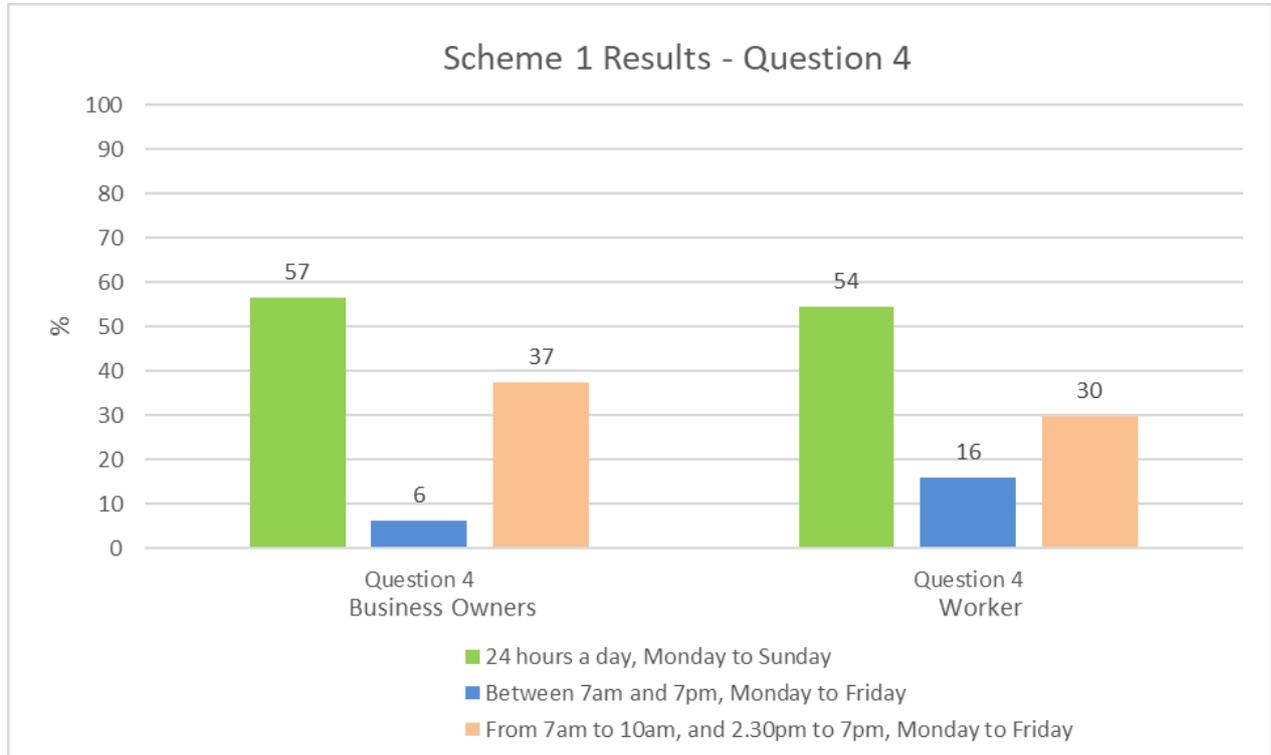
How supportive are you of the bus gateway at the junction of Roman Road and St Stephen’s Road?



There was a total of 653 respondents of which 154 were business owners and 499 were workers.

Question 4

Should this be taken forward, what is your preference on the operating time for the bus gateway?

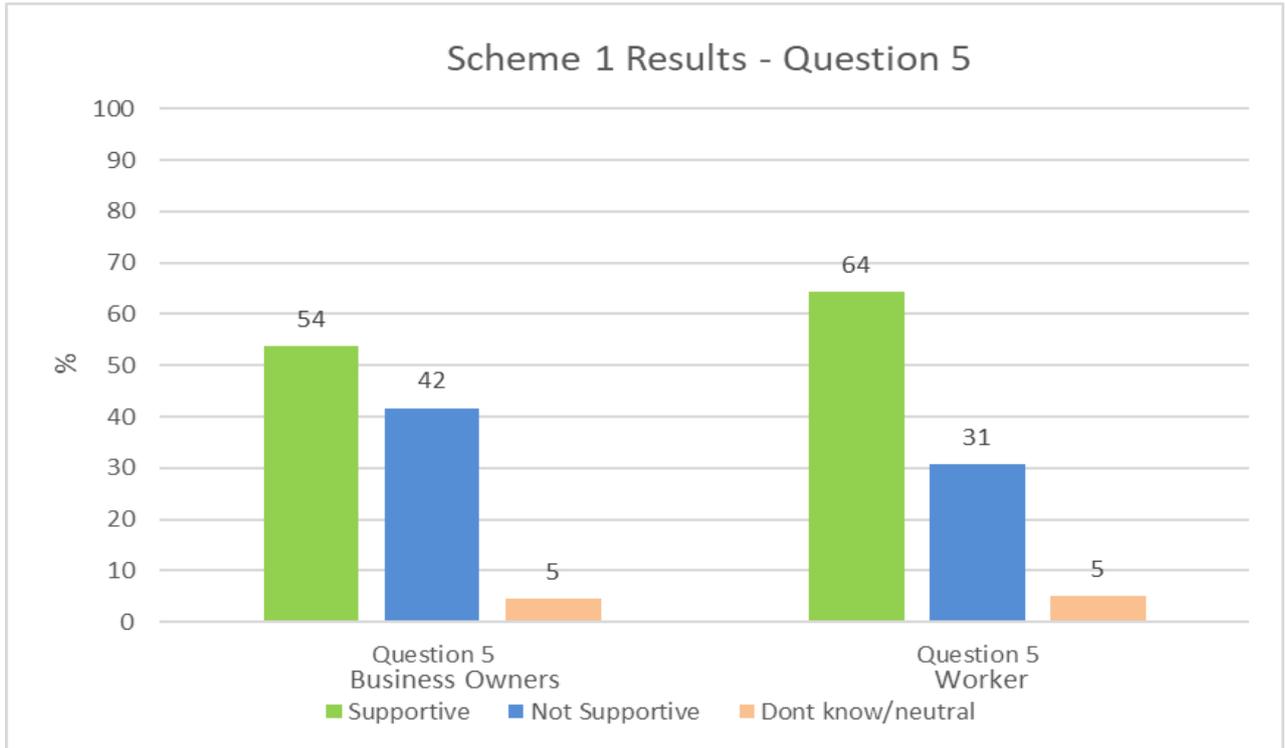


There was a total of 485 respondents of which 99 were business owners and 386 were workers.

Question 5

How supportive are you of the remaining proposals on Roman Road West including:

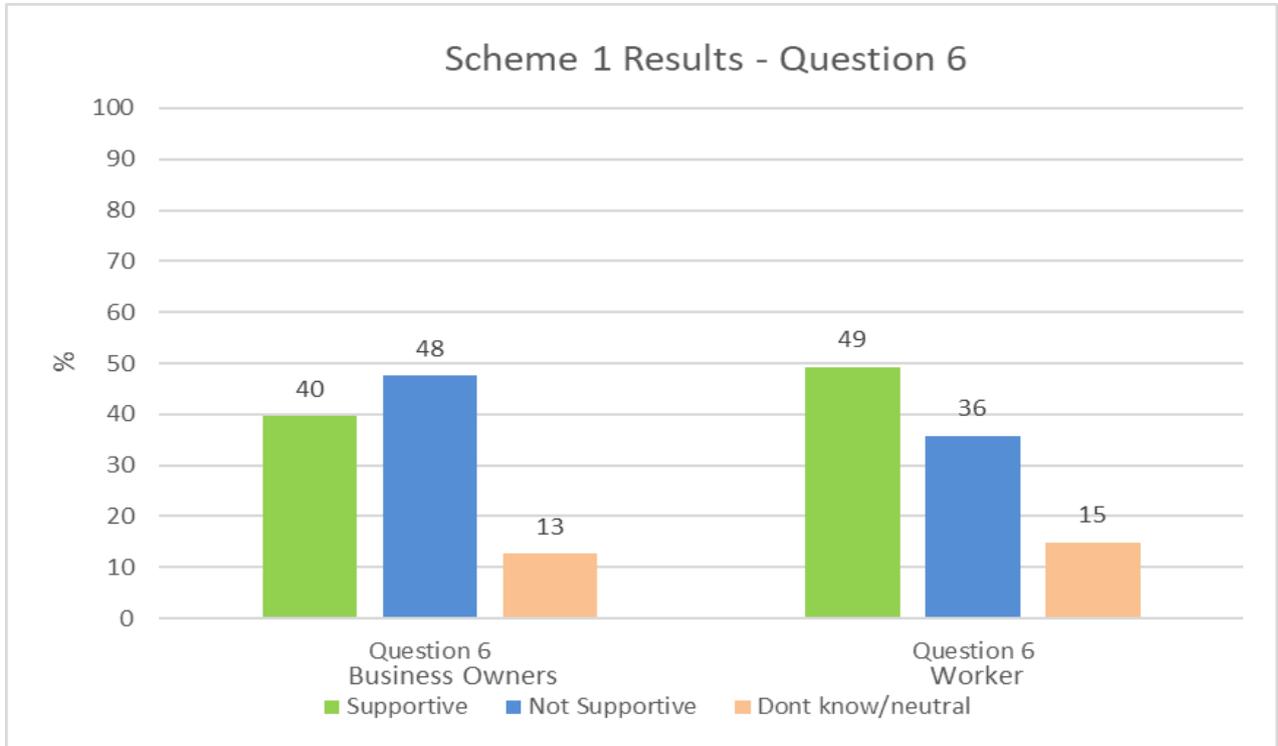
- Pavement widening, crossing improvements, new continuous crossings on side roads
- Converting 8 loading bays to short stay parking bays, parklets with planting, and cycle parking
- Tree planting and cycle parking



There was a total of 646 respondents of which 151 were business owners and 495 were workers.

Question 6

How supportive are you of the closure on Thoydon Road?



There was a total of 646 respondents of which 149 were business owners and 497 were workers.

Key themes for Scheme 1

Some of the key themes from the free text comments related to the proposals at the Roman Road junction and business operations are summarised below:

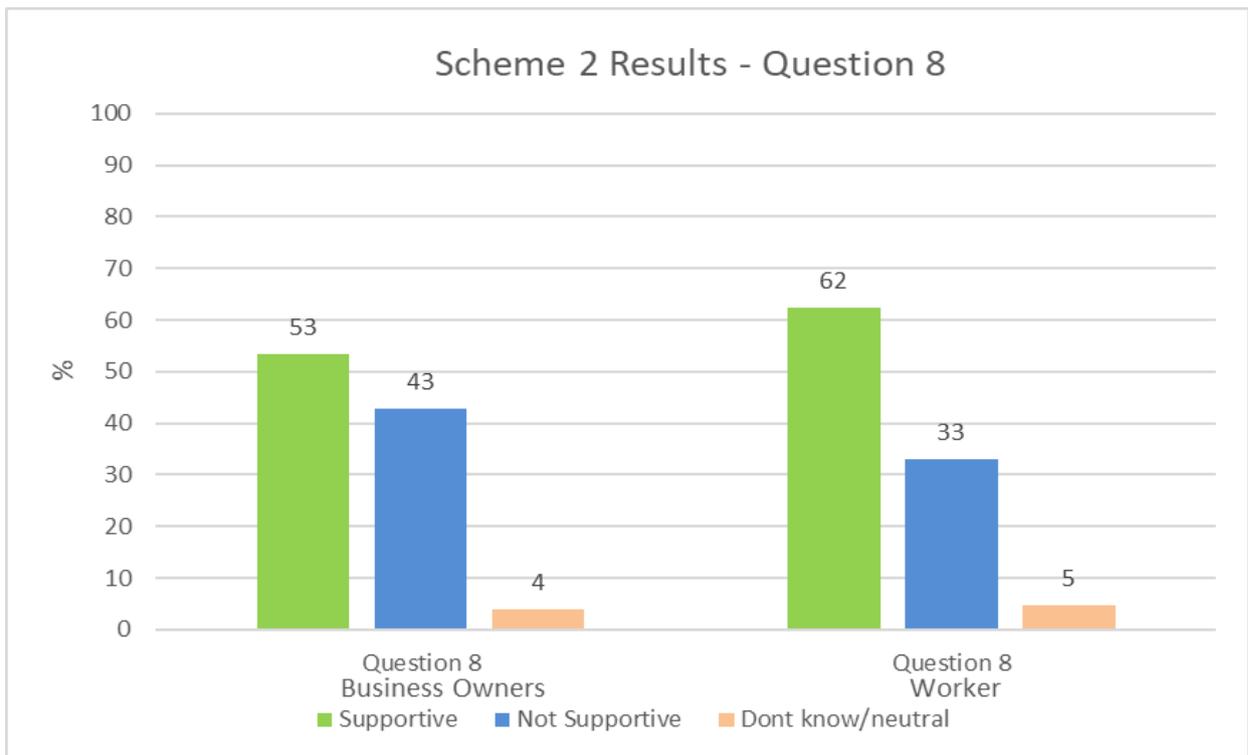
- There was a total of 37 comments related to business operations
- 20 of the comments related to concerns about business losses due to restriction of traffic
- Conversely, there were 7 comments that thought the proposals would result in increased pedestrian footfall and therefore increased business trading
- There were a further 9 comments which related to concern about how business deliveries would be undertaken. These comments were taken from both supportive and non-supportive respondents.

Scheme 2 – Roman Road East

Scheme 2 relates to proposals to the Roman Road between St Stephen’s Road and Parnell Road and aims establish a pedestrian friendly space, attracting more visitors to the area.

Question 8

How supportive are you of the timed pedestrianisation of Roman Road East including pavement upgrades, new planting and cycle stands?



There was a total of 646 respondents of which 152 were business owners and 494 were workers.

Key themes for Scheme 2

Some of the key themes from the free text comments related to the proposals on Roman Road and business operations are summarised below:

- There was a total of 49 comments related to business operations
- 28 of these comments thought that the proposals would result in increased pedestrian footfall and therefore increase business trading
- Conversely, there were 14 comments concerned about business losses due to restrictions of traffic
- There were a further 4 comments which related to concern about how business deliveries would be undertaken. One of these comments was unsupportive but the other three were supportive provided allowance for deliveries was adequate.
- The remaining 3 comments related to other concerns

Scheme 3 – Old Ford Road

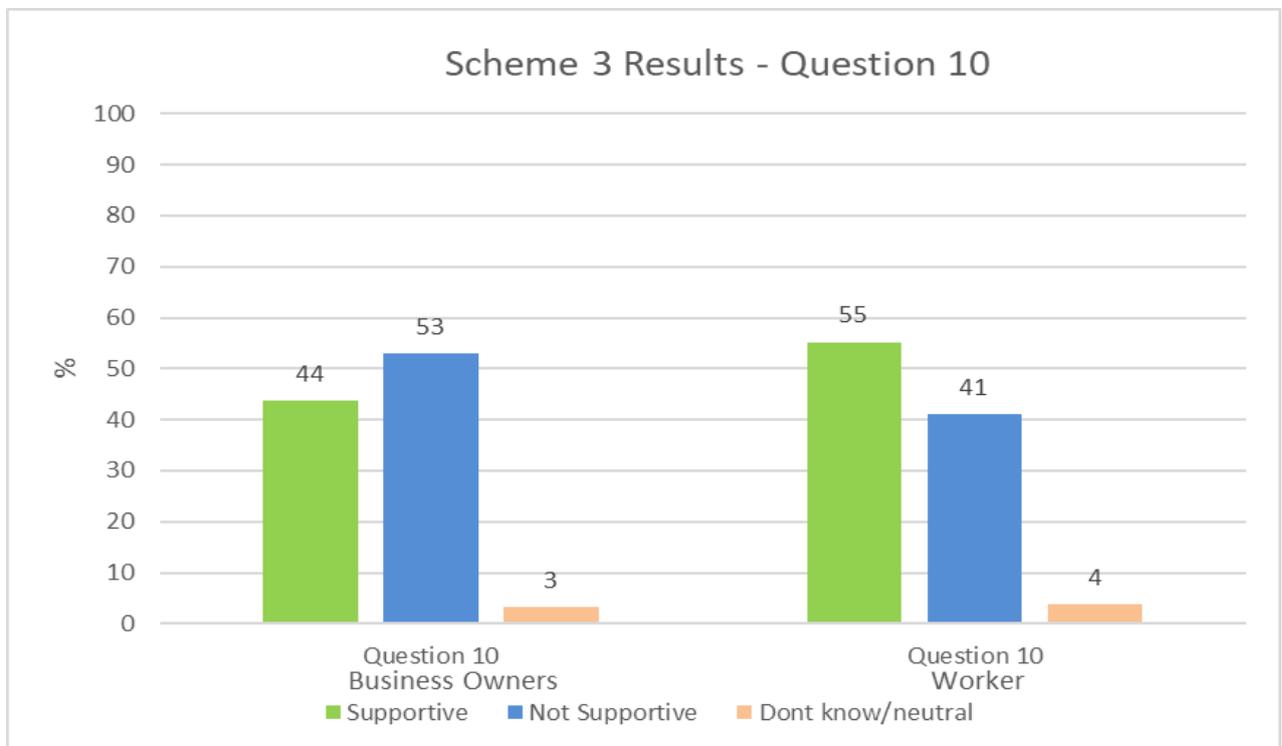
The proposals in Scheme 3 relate to improvements along Old Ford Road including walking and cycling improvements, additional parking and junction improvements.

Question 10

The following proposals must be implemented as a group for Scheme 3:

- Closure at Skew Bridge, including more planting
- Conversion of Old Ford Road/St Stephen’s Road roundabout to a T-Junction
- New short stay parking space and cycle parking near the shops
- Additional resident parking bays either side of Skew Bridge

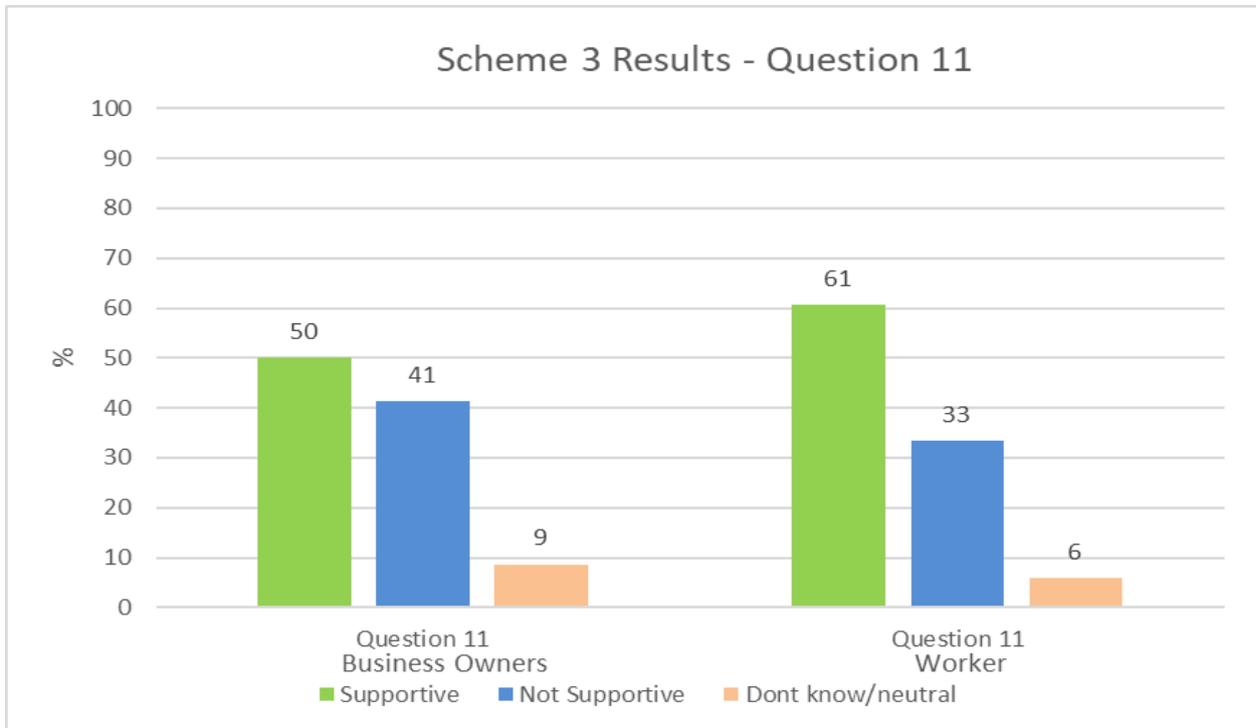
How supportive are you of the group of proposals above?



There was a total of 651 respondents of which 153 were business owners and 498 were workers.

Question 11

How supportive are you of cycle improvements to Old Ford Road/Parnell Road junction?



There was a total of 646 respondents of which 150 were business owners and 496 were workers.

Key themes for Scheme 3

Some of the key themes from the free text comments related to the Old Ford Road proposals and business operations are summarised below:

- There was a total of 13 comments related to business operations
- 11 of the comments related to concern about business losses due to restriction of traffic
- Conversely, there was 1 comment that thought the proposals would result in increased pedestrian footfall and therefore increase business trading
- The remaining comment related to other general look and feel concerns

Scheme 4 – Antill and Coborn Roads

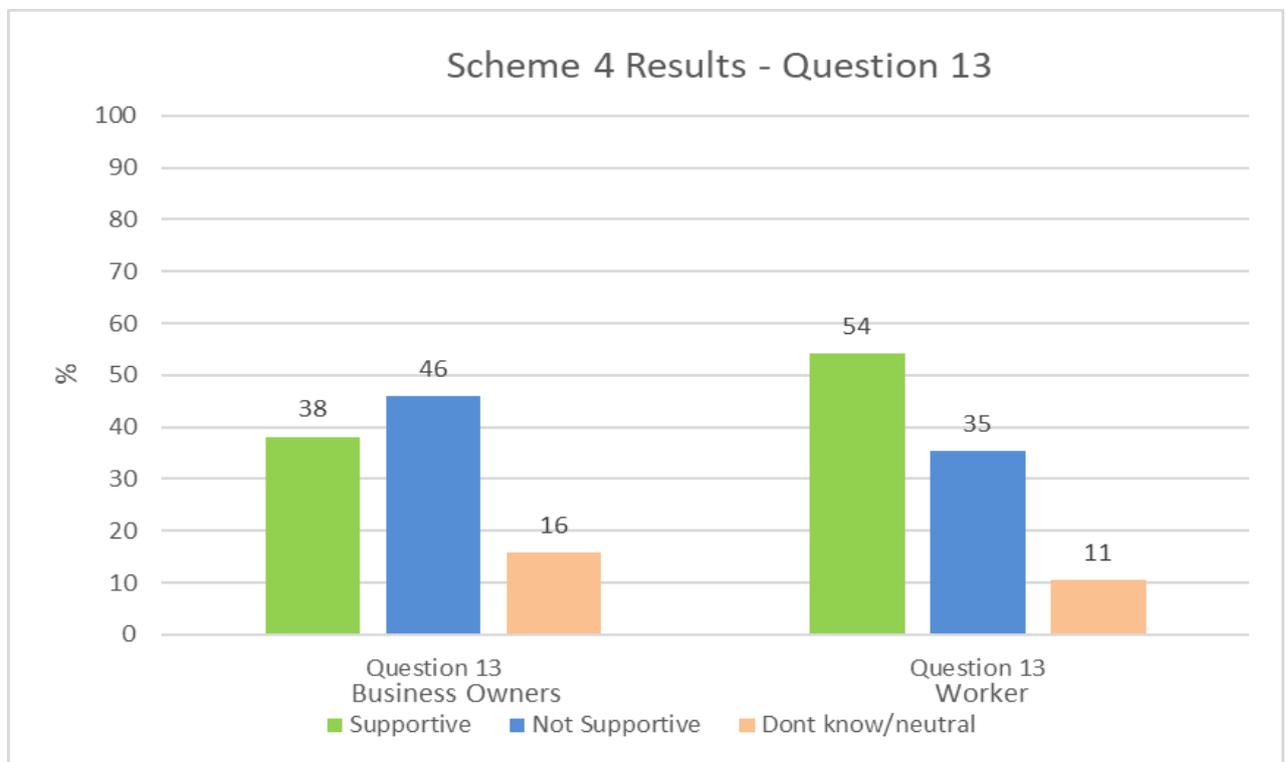
The proposals in Scheme 4 relate to changes to Antill Road and Coborn Roads to reduce non local traffic using these roads as a cut-through route.

Question 13

The following proposals must be implemented as a group for Scheme 4:

- Closure at the south end of Selwyn Road at the junction with Antill Road
- Closure on Antill Road, west of the junction with Coborn Road
- Making Antill Road between Lyal Road and Coborn Road two-way
- Reinstate the right turn from Tredegar Road into Coborn Road, and one parking space removed to improve visibility

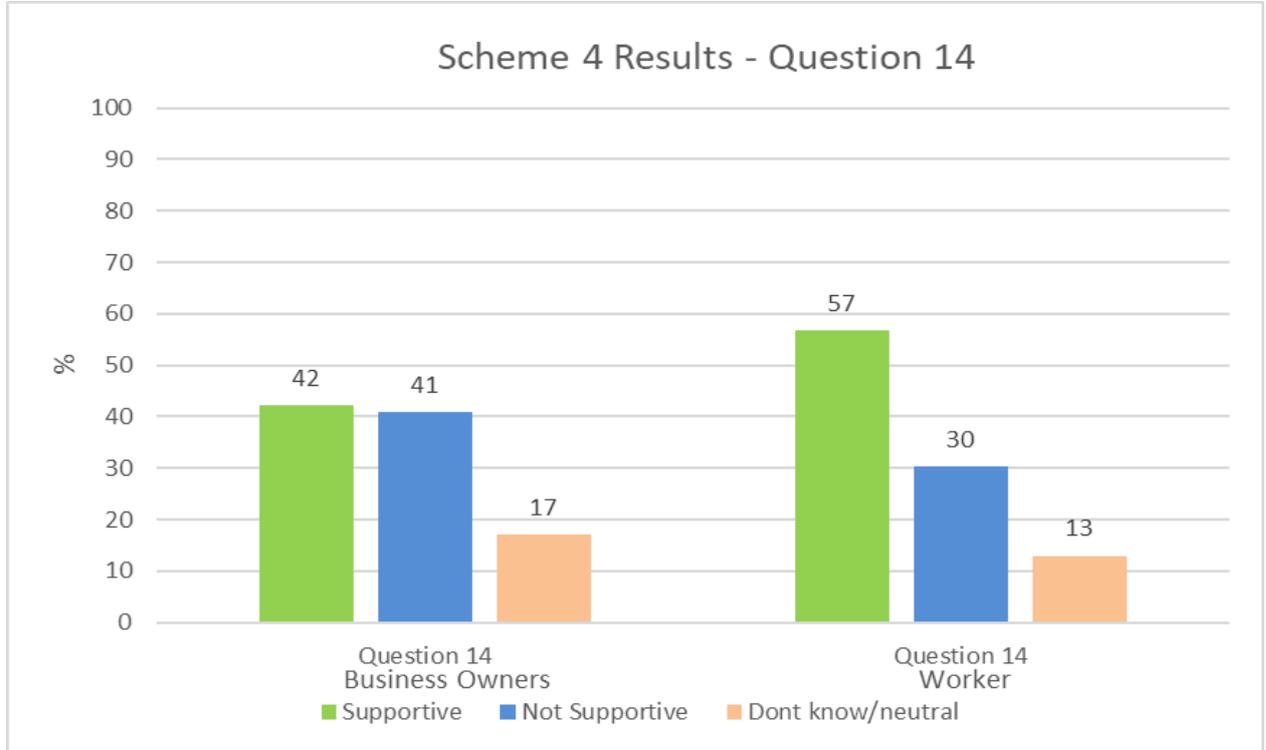
How supportive are you of the group of proposals above?



There was a total of 647 respondents of which 152 were business owners and 495 were workers.

Question 14

How supportive are you of introducing a cycle filter at the existing road closure on Morgan Street?



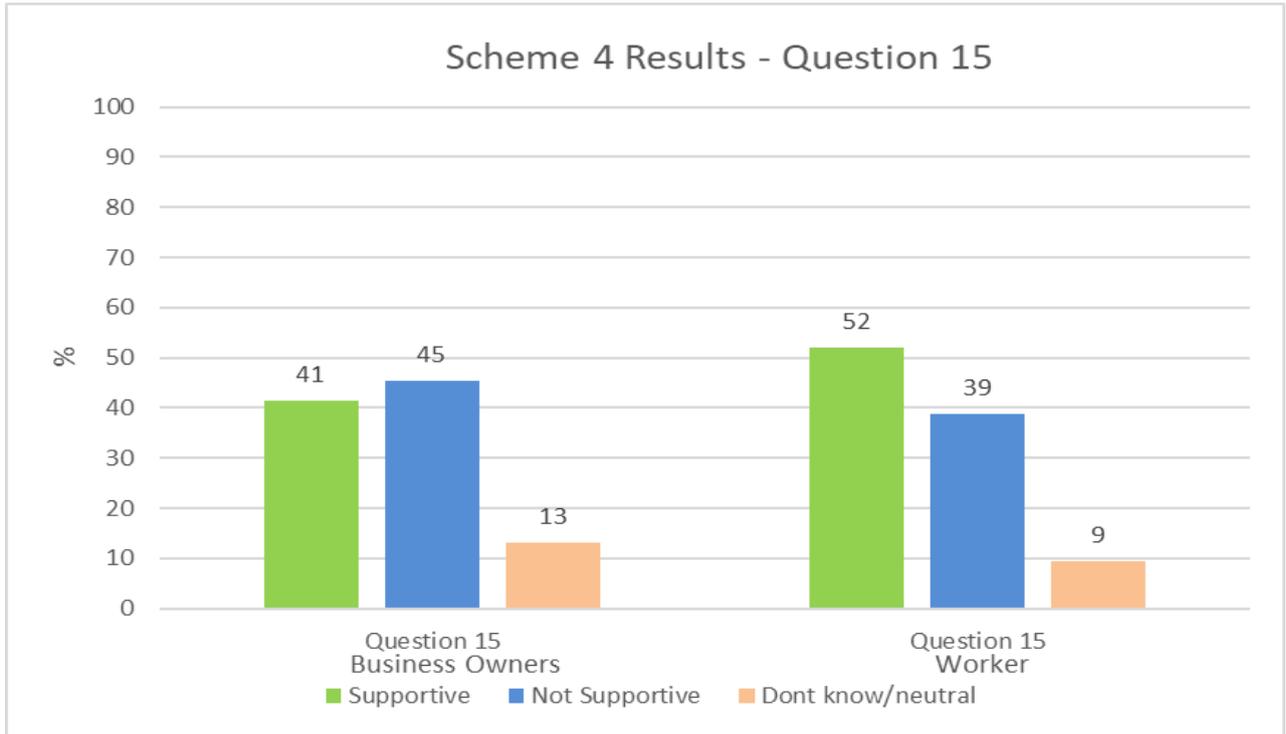
There was a total of 646 respondents of which 152 were business owners and 494 were workers.

Question 15

The following proposals must be implemented as a group for Scheme 4:

- Closure on Coborn Road under the rail bridge
- Re-introducing the right turn from Coborn Road into Bow Road

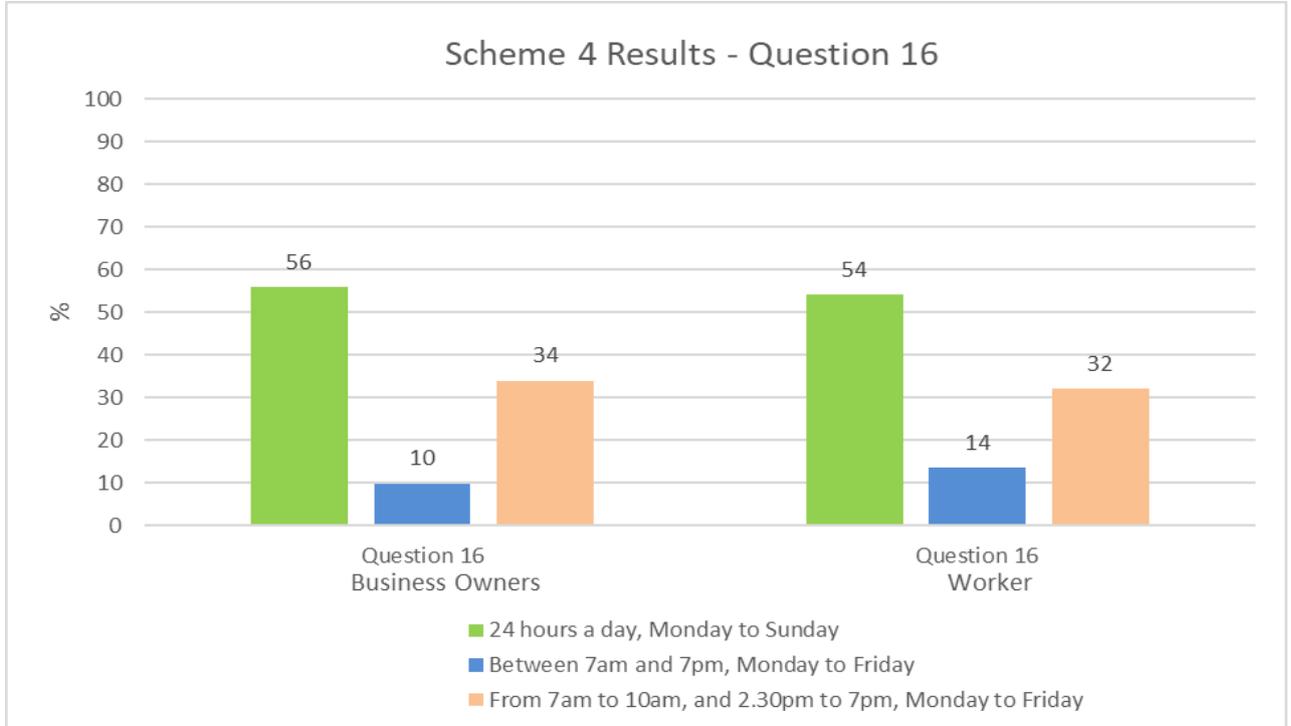
How supportive are you of the group of proposals above?



There was a total of 645 respondents of which 152 were business owners and 493 were workers.

Question 16

Should this be taken forward, what is your preference on the operating time for the Coborn Road closure?

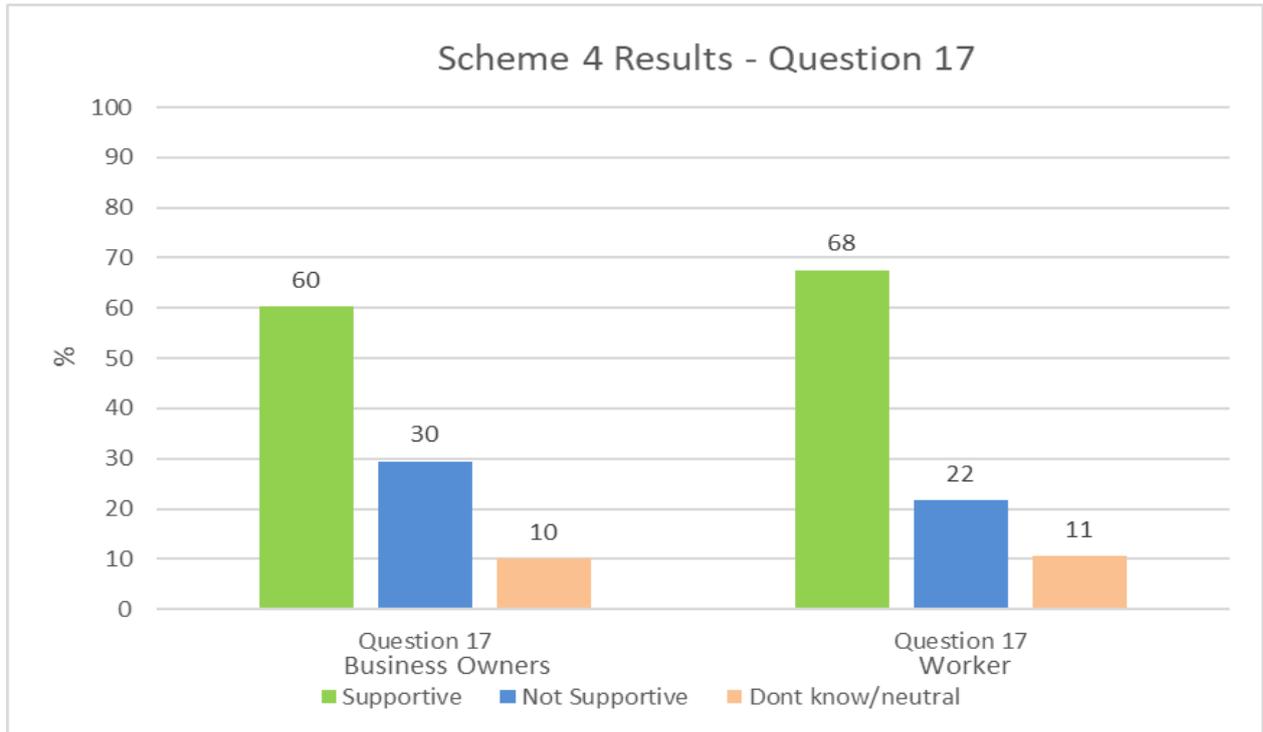


There was a total of 451 respondents of which 91 were business owners and 360 were workers.

Question 17

How supportive are you of the remaining proposals, including:

- Lighting improvements and street artwork under the Coborn Road rail bridge
- New trees and planting on Coborn Road
- Removal of 3 parking bays to allow for vehicle passing spaces on Coborn Road



There was a total of 640 respondents of which 149 were business owners and 491 were workers.

Key themes for Scheme 4

Some of the key themes from the free text comments related to the Antill and Coborn Road proposals and business operations are summarised below:

- There were 7 comments related to concerns about business losses due to restriction of traffic
- Conversely, there were 2 comments that thought the proposals would result in increased pedestrian footfall and therefore increase business trading

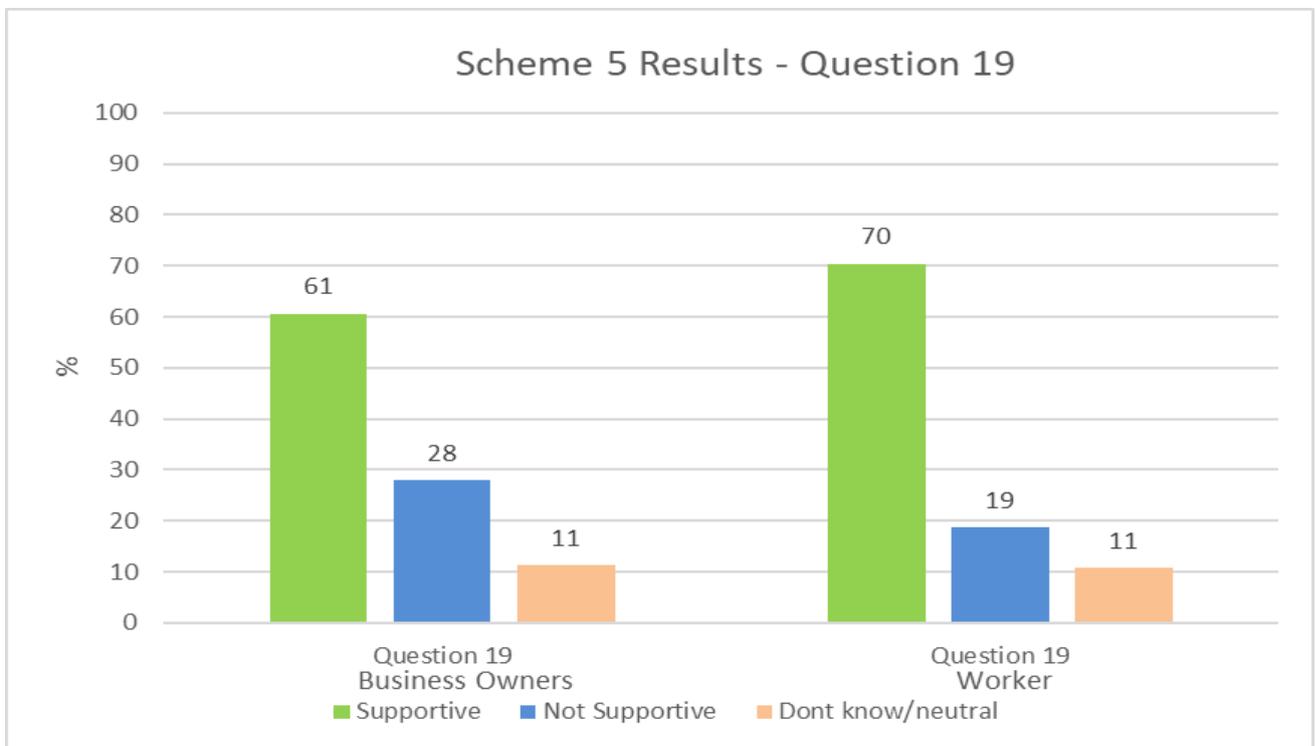
Scheme 5 – Bow Walking Routes

The proposals in Scheme 5 relate to accessibility improvements along walking routes in Bow.

Question 19

How supportive are you of localised pavement improvements including ensuring dropped kerbs, continuous crossings, removal of pedestrian guardrail, and raised pedestrian crossings on the following roads:

- Addington Road
- Coborn Road
- Tredegar Square
- Medway Road
- Morgan Road
- Vernon Road
- St Stephen’s Road
- Tredegar Road
- McCullum Road



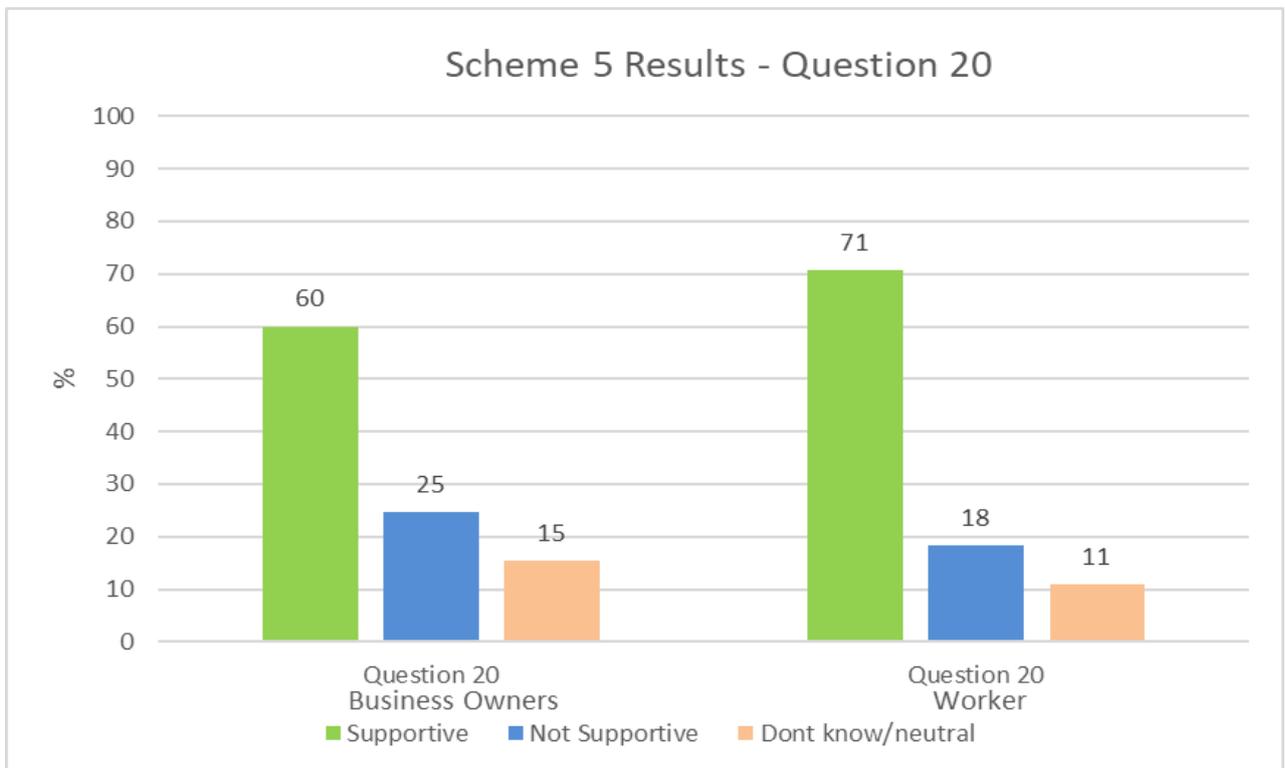
There was a total of 647 respondents of which 150 were business owners and 497 were workers.

Question 20

How supportive are you of the improvements around Tom Thumb’s Arch listed below?

- A new pedestrian crossing on Malmesbury Road
- New raised table (traffic calming measure) on Mostyn Grove
- Way-finding to separate pedestrian and cycle routes on Lawrence Close
- Lighting improvements
- New street art

How supportive are you of the group of proposals above?



There was a total of 646 respondents of which 150 were business owners and 496 were workers.

Key themes for Scheme 5

Some of the key themes from the free text comments related to the Bow walking routes proposals and business operations are summarised below:

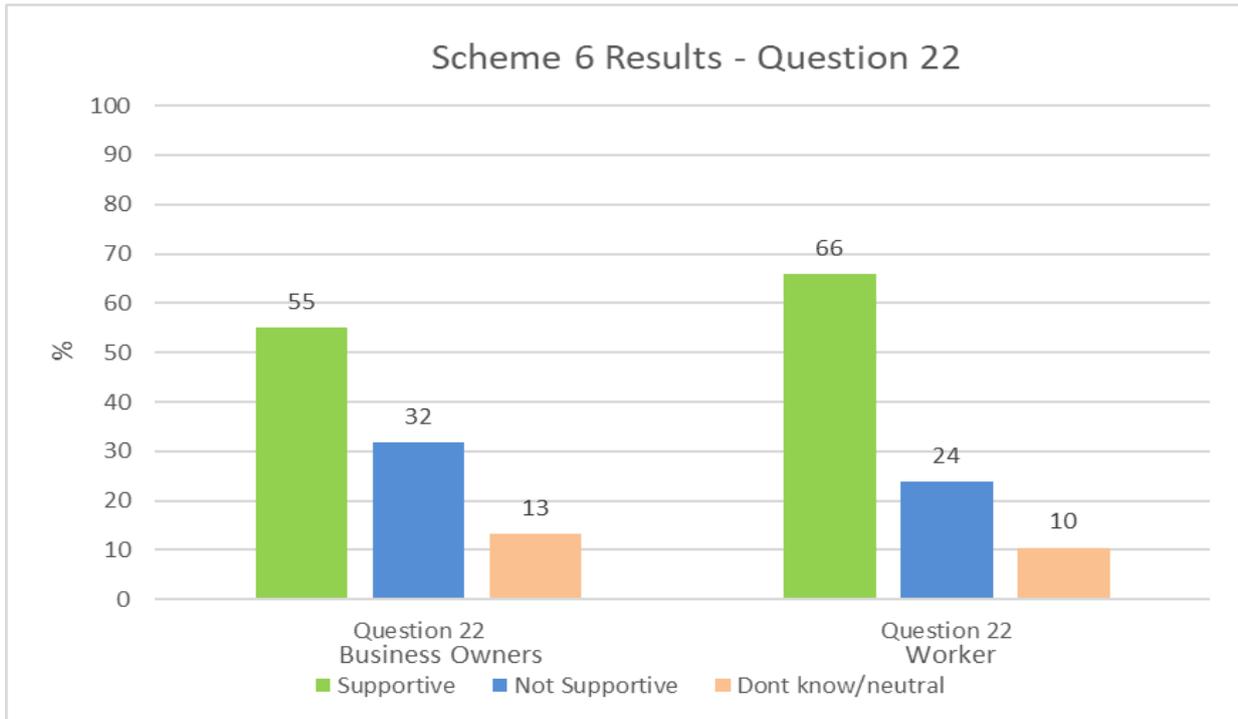
- There was a total of 2 comments related to business operations both of which were concerned about business losses due to restriction of traffic

Scheme 6 – Fairfield Road

The proposals in Scheme 6 relate to changes to Fairfield Road to reduce vehicle speeds and improve pedestrian safety.

Question 22

How supportive are you of the proposed traffic calming on Fairfield Road, Parnell Road and Jodrell Road, including raised pedestrian crossings and speed tables?



There was a total of 648 respondents of which 151 were business owners and 497 were workers.

Key themes for Scheme 6

Some of the key themes from the free text comments related to the Fairfield Road proposals and business operations are summarised below:

- There was a total of 2 comments related to business operations both of which were concerned about business losses due to restriction of traffic

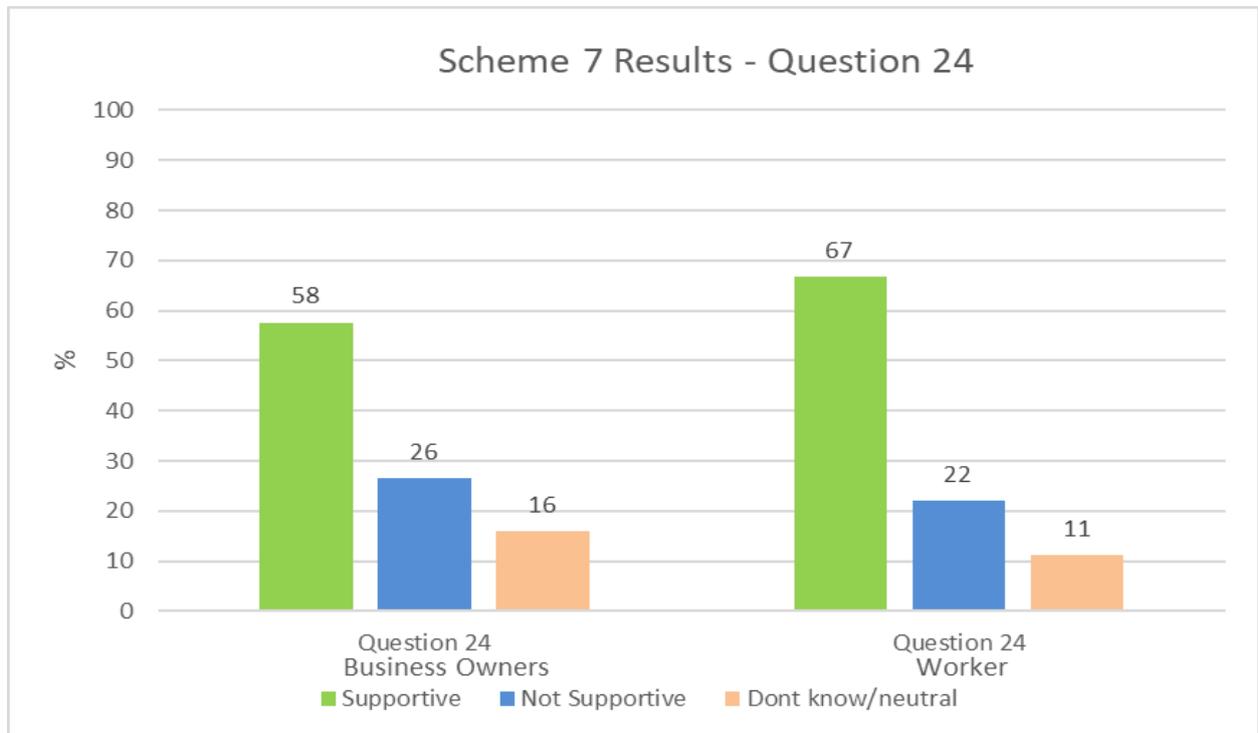
Scheme 7 – School Streets

The proposals in Scheme 7 relate to the implementation of school streets at Chisenhale Primary School, Olga Primary School, Old Ford Primary School and Malmesbury Primary School.

Question 24

How supportive are you of the proposed school streets outside Chisenhale Primary School including the following proposals?

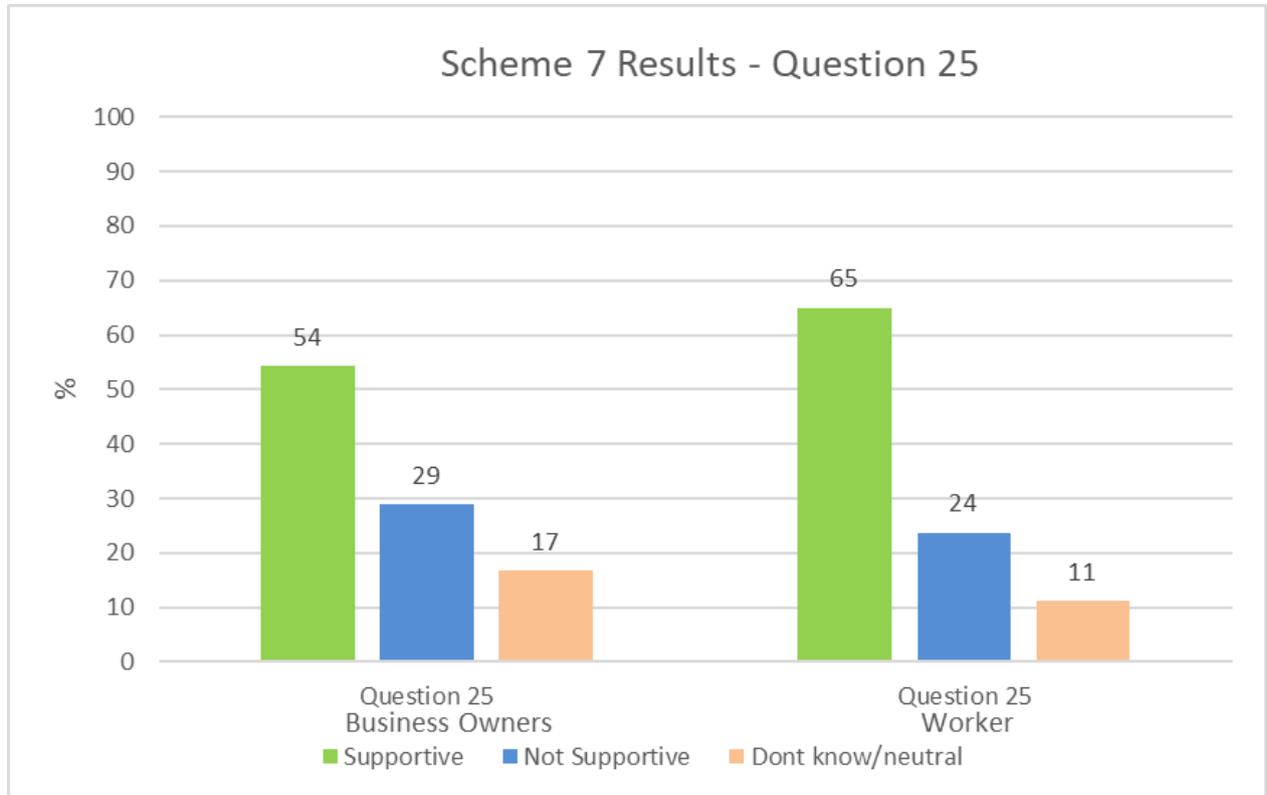
- Pedestrian and cycle only zones during drop off and pick up on Vivian Road, Zealand Road and Chisenhale Road
- Pavement widening on Chisenhale Road outside the school



There was a total of 645 respondents of which 151 were business owners and 494 were workers.

Question 25

How supportive are you of the proposed school streets outside Olga Primary School, including pedestrian and cycle only zones during drop off and pick up on Lanfranc Road, Conyer Street and Olga Street?

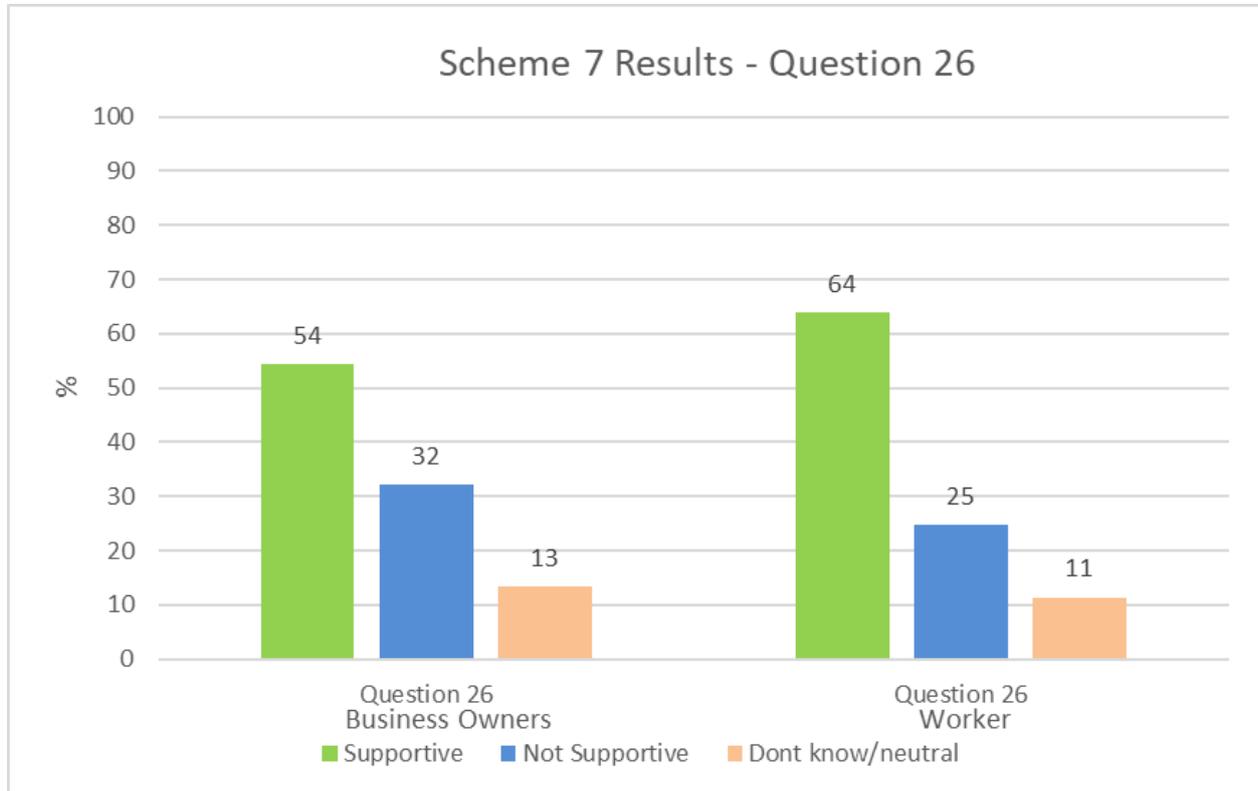


There was a total of 638 respondents of which 149 were business owners and 489 were workers.

Question 26

How supportive are you of the proposed school streets outside Old Ford Primary School, including the following proposals?

- Pedestrian and cycle only zones during drop off and pick up on Allen Road and Wright’s Road
- Timed closure and colourful paving upgrades on the Wright’s Road cul-de-sac

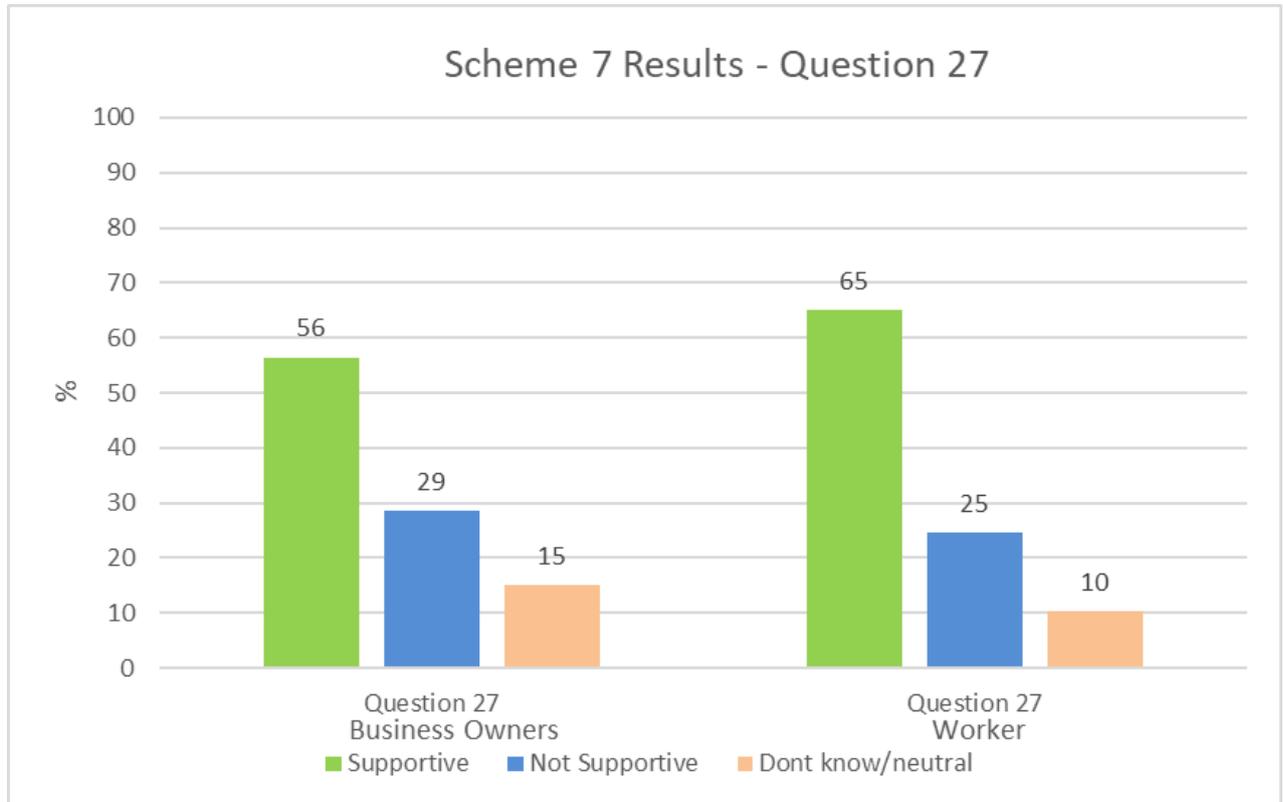


There was a total of 640 respondents of which 149 were business owners and 491 were workers.

Question 27

How supportive are you of the proposed school street outside Malmesbury Primary School, including the following proposals?

- Pedestrian and cycle only zones during drop off and pick up on Coborn Street
- New cycle parking and planted areas



There was a total of 640 respondents of which 147 were business owners and 493 were workers.

Key themes for Scheme 7

Some of the key themes from the free text comments related to School Streets and business operations are summarised below:

- There was a total of 1 comment related to business operations which was concerned about business losses due to restriction of traffic

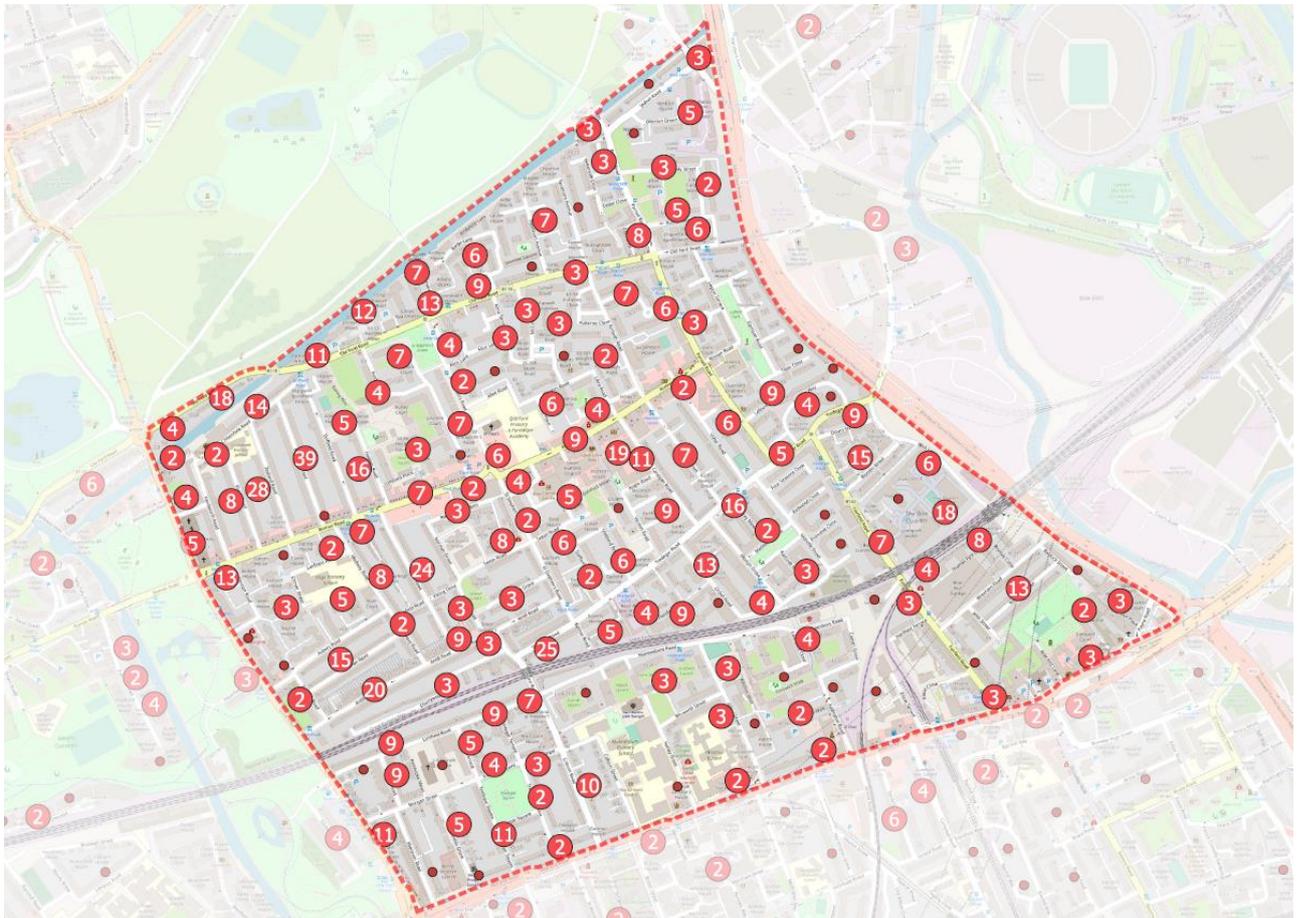
Section 4

A total of 895 and 1,138 respondents indicated they would like to be contacted about play streets and cycle hangars respectively. Additionally, 749 respondents indicated they would like to be contacted about free cycle training.

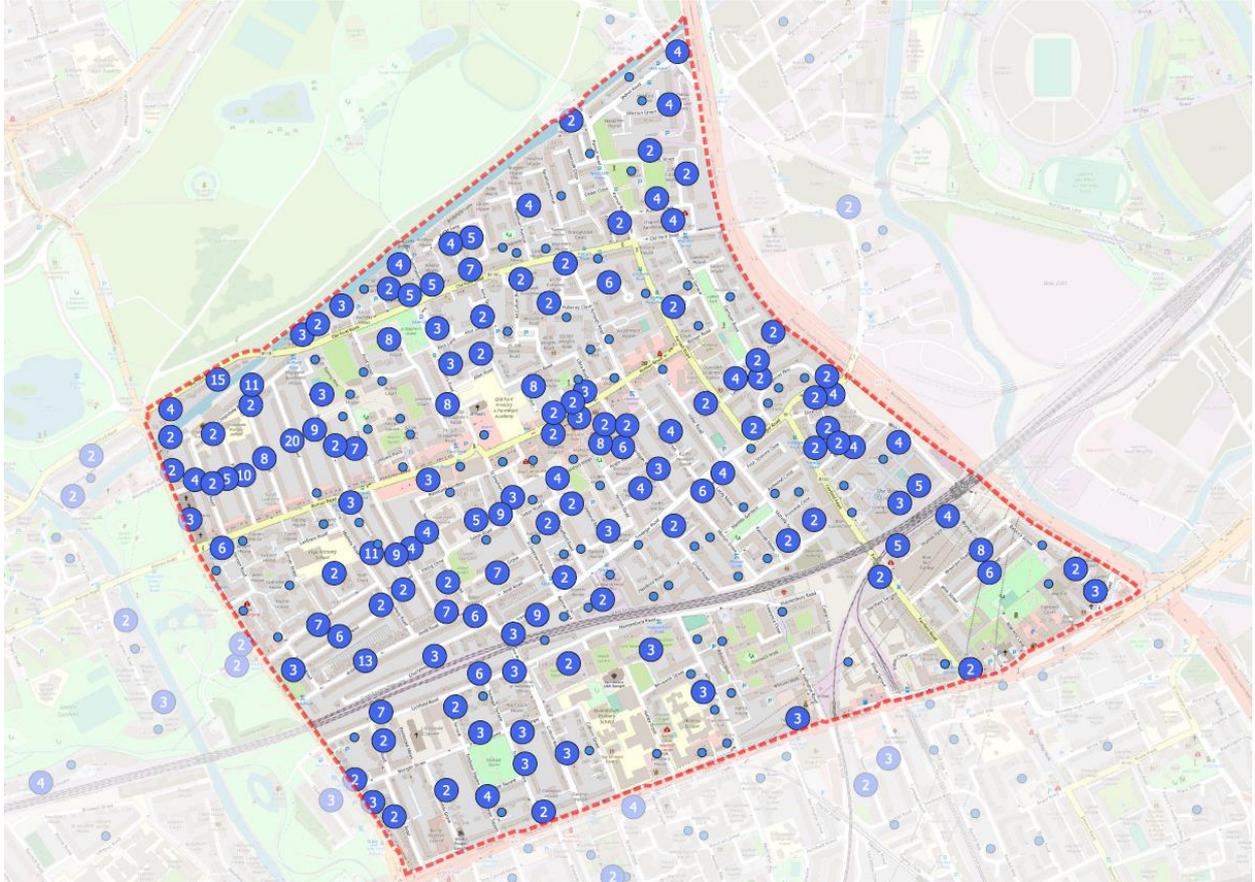
Total number of respondents:

	Play Streets	Cycle Hangars	Free Cycle Training
Question 29	895	1,138	749

Cycle hangars



Play streets



Bow Liveable Streets

Appendix E – Alternatives Considered

17/11/2020



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Alternatives considered

At each stage of the engagement process we have taken on board the feedback and views of residents and businesses. Throughout the eight-month engagement process we have received and responded to over 250 emails from community members. The council has developed and amended the proposals at every stage to represent the feedback and views of residents.

This report considers the most common suggestions, recommendations and alternative proposals received during public consultation.

Scheme 1 – Roman Road Junction

There was overall strong support for scheme 1. Responses from those with addresses in the consultation area showed that 67% were supportive and 26% unsupportive. Taking business owner responses only, 42% were supportive and 53% not supportive. There were a number of alternative ideas and concepts put forward during the consultation which have been reviewed below.

Bus Gateway Exemptions

Blue Badge Holders

It was proposed in the consultation that the bus gateway would operate with exemptions for buses, cyclists and emergency service vehicles only. Approximately 300 comments were received about how this would restrict access for residents. Overwhelmingly, the most common theme raised in these comments was that the bus gateway would restrict access for disabled or mobility impaired residents who rely on their vehicles to get around, and in some cases are physically unable to walk, cycle or use public transport. Many of these responses cited that it would cause local access issues for disabled or mobility impaired residents getting to the local shops, doctors' surgery or hospital. Concerns were also raised regarding those with severe mobility issues that need to access Ability Bow above St Paul Old Ford Church, which is immediately north of St Stephen's Road/ Roman Road junction.

It is therefore recommended that a further exemption is made for residents of Bow with blue badge holders at the bus gateway to mitigate journey restrictions for those who are disabled or mobility impaired. This, along with the pedestrian environment improvements proposed in this and other schemes will result in a significant improvement for disabled and mobility impaired residents, providing the capability for those who are able to navigate the pedestrian environment safely, without restricting those who are less able.

Residents

Exemptions for local residents were also a common theme in the feedback received from the 26% that were unsupportive of the measures, with requests for local exemption permits enforced via ANPR cameras. Requests for taxi exemptions were also received.

A key objective of the project is to reduce short motor vehicle journeys that could be made by alternative active travel modes. Across the borough a third of trips are shorter than 1.2 miles. By allowing resident access this would further encourage short trips to be made by motor vehicle. Many of these trips, covering short distances for the school run or to go to the local shops are considered to be switchable trips, and

in conjunction with other complimentary measures such as cycle education and travel planning, are the key to creating lasting behaviour change in the community.

In addition, although vehicles numbers will be reduced, vehicle numbers will be high enough to present a barrier to those that would switch to an active travel choice. Removing these sorts of trips from the network also has the benefit in reducing local congestion for those that must still drive for work or mobility reasons.

Consequently, it is recommended that local residents are not given an exemption to the Roman Road bus gateway.

Bus Gateway Operating Times

Overall response

During the consultation, three options were given on the times that the bus gateway could operate. Of those with addresses within the consultation area, 53% indicated a preference for 24/7 restrictions, 22% indicated a preference for 7am-7pm Monday to Friday, and 25% indicated a preference for 7am-10am and 2:30pm-7pm Monday to Friday.

There is a clear majority of support for 24/7 bus gateway restrictions, with some of the common themes in the free text comments saying that it will improve air quality, help reduce rat-running in the area, and improve the junction safety.

Businesses

Business owners were overall unsupportive of the bus gateway (52% unsupportive). The main concerns being an increased difficulty for their deliveries and for customers that travel to the area by car being discouraged.

Residents

Many respondents raised concerns about congestion during weekends and the desire to have a pedestrian friendly environment outside of the shops. In addition to this, there were also 23 comments raised about anti-social driving and traffic noise during early morning and at night. This is also supported by the traffic data, with traffic volumes only dipping below 200 vehicles/hour during the hours of 1am-6am on a weekday and 3:30am-6:30am during the weekend.

Recommendation

In consideration to:

- The concerns raised by businesses in the area
- Overall support for 24 hours and 7 days a week
- Concerns over noise especially during the early hours of the morning
- The objective to reduce short motor vehicle trips especially during school drop off and pick up

It is recommended that the hours of operation should be 6:30am to 9:30am and 2:30pm to 7pm Monday to Friday.

Cycle Parking

Requests were received for more cycle parking on Roman Road. This can be investigated further at the detailed design stage and further cycle parking installed where there is sufficient room to do so.

Traffic Calming

Requests for speed humps on Roman Road were received in order to calm traffic speeds. With reduced levels of traffic on Roman Road, it will be important to ensure slower speeds by design along the road. The conversion of eight of the loading bays (which are often empty or only used for short times) to parklets and short stay parking will help ensure slower speeds through narrowing of the carriageway and horizontal deflection, similar to a chicane.

Speed humps are not appropriate for this section of road given that it is a bus route. Therefore, it is recommended that additional traffic calming is not installed to this section of Roman Road.

Scheme 2 – Roman Road East

There was overall support for scheme 2. Responses from those with addresses in the consultation area showed that 78% were supportive and 17% unsupportive. Taking business owner responses only, 54% were supportive and 42% unsupportive.

There were a number of alternative ideas and concepts put forward during the consultation which have been reviewed below.

Pedestrianisation Timed Operation

Design

During the consultation there were requests to pedestrianise the market at all times. However, the full pedestrianisation of the market could result in more difficulty for delivery vehicles, given that there are limited side roads that could be utilised. Pedestrianisation during certain hours would help mitigate this impact by allowing deliveries outside of closure hours.

It was also suggested that no timed vehicle access is implemented, and the road be designed to provide pedestrian priority through road design. This was considered during the concept stage, however given the narrow characteristics of the carriageway and footway, significant parking removal/ restriction would be required to achieve this. It is also desirable to discourage this part of the road from being used as a local through route.

Therefore, a timed pedestrianisation, consistent with the operational hours of the market day restrictions is considered to be the preferred option as presented in the consultation.

Blue Badge

There were also requests for blue badge exemptions during the pedestrianised hours and a request for additional blue badge parking.

Recommendation

It is recommended that the proposed hours are implemented, with further engagement undertaken with local businesses, market traders and residents on the detailed design of this section of Roman Road. The further engagement will address some of these concerns regarding delivery, market stall locations and ensure the design is suitable to maximise positive benefits for businesses.

It is further recommended that implementing more disabled parking bays on side streets is investigated, as well as whether a short section of Roman Road (perhaps between Parnell Road and Cardigan Road) to have blue badge exemption from any closure restrictions.

Cycle Access

There were two requests to allow two-way cycling along Roman Road. Two-way cycle access along Roman Road will be able to be accommodated during pedestrianisation hours.

Scheme 3 – Old Ford Road

There was overall support for scheme 3. Responses from those with addresses in the consultation area showed that 70% were supportive and 22% unsupportive. However, there were a number of alternative ideas and concepts put forward during the consultation which have been reviewed below.

Skew Bridge

There was majority support for the proposed closure at Skew Bridge on Old Ford Road, with 67% of respondents from within the consultation area supportive, and 25% not supportive.

There were 582 free text comments about existing safety concerns along Old Ford Road with many comments stating how much safer respondents felt on Skew Bridge when the temporary social distancing closure was implemented. Similarly, there were 348 comments about air quality and 84 about noise with many commenting about how the air quality and noise pollution improved when the temporary closure was implemented.

Some of the comments received noted an increase in congestion on immediately surrounding roads such as Roman Road and St Stephen's Road. As the Skew Bridge closure was implemented on a localised level, it left the diversion route through Roman Road as a convenient alternative, increasing congestion on this road. The benefit of implementing the Skew Bridge closure in conjunction with the bus gateway on Roman Road and closure at Coborn Road is that it will help to mitigate this issue on a network level, by discouraging short trips and actively encouraging walking and cycling.

Recommendation

It is recommended that the Skew Bridge proposal is implemented, however this needs to be in conjunction with the proposals in scheme 1 and 4 to mitigate impacts seen during the temporary closure of Skew Bridge.

As the proposals are recommended to be timed closures further measures to increase capacity at the junction of Roman Road and St Stephens Road are required during non-operational times. It is recommended that this includes the relocation of four parking spaces from Roman Road and St Stephen's Road and a left turn only when exiting Roman Road east.

Contra-flow Cycling

There were 15 requests to implement contraflow cycle lane on Old Ford Road east of Parnell Road to provide a cycle route along the cycle desire line. This was investigated during design. Given the narrow width of the road and presence of Santander Cycle Hire station, it is not possible to implement this safely without the removal of parking spaces along the northern kerbline (approx. 11 spaces).

There were also 10 requests for cycle lanes along the length of Old Ford Road between Skew Bridge and Parnell Road. With the introduction of a closure at Skew Bridge, it is expected that there will be a large reduction in vehicle traffic (supported by the observations during the temporary closure) on Old Ford Road. In order to provide cycle lanes, there would need to be significant loss of parking given the available width of the road.

Therefore, it is not recommended that cycle lanes are implemented, and instead that importance is placed on creating a low traffic and low speed environment to improve cycle amenity.

Scheme 4 – Antill and Coborn Road

There was overall support for scheme 4. Responses from those with addresses in the consultation area showed that 78% were supportive and 17% unsupportive. However, there were a number of alternative ideas and concepts put forward during the consultation which have been reviewed below.

Antill Road Closure

There were requests to move the closure on Antill Road to the junction with Medway Road. However, it would not be suitable to move the closure on Antill Road to the junction with Medway Road, given that vehicles could use Lyal Road to bypass it. Requests for a closure on Lyal Road were made given concerns that this could be used as a cut through route from Roman Road. It is very unlikely that this road will become a rat-run with the proposed configuration. The closure on Antill Road/Selwyn Road as proposed is considered to be the most suitable option.

It is recommended that traffic volumes are monitored across the scheme, specifically in Lyal Road and the review is no longer than 18 months after full implementation of the scheme.

Pocket Park on Litchfield Road

A petition to install a pocket park at Litchfield Road was received by the residents with the removal of 2-3 parking spaces.

It is recommended that this is progressed, with further investigation and potential engagement with local residents.

Coborn Road Closure Exemptions

There was overall support for the proposed road closure on Coborn Road with 58% of respondents supportive. It was proposed in the consultation that the closure would operate with exemptions for buses, cyclists and emergency service vehicles only.

276 comments were received about how this would restrict access for residents. Overwhelmingly, the most common theme raised in these comments was that the timed closure would restrict access for disabled or mobility impaired residents who rely on their vehicles to get around, and in some cases are physically unable to walk, cycle or use public transport. Many of these responses cited that it would cause local access issues for disabled or mobility impaired residents getting to the local shops, doctors' surgery or hospital.

It is recommended that the proposed design proceeds to detailed design and implementation. However, it is recommended that an exemption for blue badge holders be implemented to ensure access for those who are physically unable to walk, cycle or use public transport

Residents

Exemptions for local residents were also a common theme in the feedback received from the 24% that were unsupportive of the measures, with requests for local exemption permits enforced via ANPR cameras. Requests for taxi exemptions were also received.

A key objective of the project is to reduce short motor vehicle journeys that could be made by alternative active travel modes. Across the borough a third of trips are

shorter than 1.2miles By allowing resident access this would further encourage short trips to be made by motor vehicle. Many of these trips, covering short distances for the school run or to go to the local shops are considered to be switchable trips, and in conjunction with other complimentary measures such as cycle education and travel planning, are the key to creating lasting behaviour change in the community.

In addition, although vehicles numbers will be reduced, vehicle numbers will be high enough to present a barrier to those that would switch to an active travel choice. Removing these sorts of trips from the network also has the benefit in reducing local congestion for those that must still drive for work or mobility impairment reasons.

Consequently, it is recommended that local residents are not given an exemption to the Coborn Road closure.

Coborn Road Timed Operation

During the consultation, three options were given on the times that the timed closure could operate. Of those with addresses within the consultation area, 51% indicated a preference for 24/7 restrictions, 22% indicated a preference for 7am-7pm Monday to Friday, and 27% indicated a preference for 7am-10am and 2:30pm-7pm Monday to Friday.

Additionally, there were 321 comments about safety in the area. A large number of respondents want to see measures that make it safer for walking and cycling, including reducing, calming and managing traffic at all times, as most said there was through traffic in the weekends and evenings as well.

The consultation results show a clear majority in support of 24/7 operation. Whilst there were a number of comments supporting the inclusion of weekends in the restrictions (with 1 suggestion of a 7am-7pm Mon-Sun option), there were also a number of comments (22) from residents that mention traffic noise and anti-social driving during the morning and evenings.

Concerns have been raised over safety at night with a reduction in traffic through the area.

In consideration to the concerns raised as mentioned above plus the timing of the recommended bus gateway on Roman Road it is recommended that a timed closure from 6:30am to 7pm closure is installed.

Public Realm Improvements

The public realm improvements including improved lighting and street artwork under the bridge and more greenery were supported by 77% of respondents. Therefore, it is recommended that this proceed to detailed design and implementation.

Scheme 5 – Bow Walking Routes

There was overall support for scheme 5. Responses from those with addresses in the consultation area showed that 79% were supportive and 10% unsupportive. However, there were a number of alternative ideas and concepts put forward during the consultation which have been reviewed below.

Localised Pavement Improvements

The proposed pavement improvements were highly supported with 80% of respondents supportive of the proposals and 11% unsupportive. Therefore, it is recommended that all proposals proceed to detailed design and implementation.

However, there were a number of alternative solutions proposed, including implementing contraflow cycling on Antill Road, additional continuous crossing on Bow Road and the removal of parking on Tredegar Road to allow for footway widening.

Contraflow cycling on Antill Road would require significant removal of parking to safely implement, therefore this is not recommended. Litchfield Road provides a quiet and safe alternative.

Given that many of the side roads along Bow Road are already raised, and given budget constraints, continuous crossings along Bow Road are not recommended.

In order to widen footways on Tredegar Road, removal of parking will be required, therefore this is not recommended.

Tom Thumb's Arch Improvements

The proposed improvements to Tom Thumb's Arch were highly supported with 78% of respondents supportive of the scheme and 9% unsupportive. Therefore, it is recommended that all proposals proceed to detailed design and implementation.

Scheme 6 – Fairfield Road

There was overall support for scheme 6. Responses from those with addresses in the consultation area showed that 73% were supportive and 14% unsupportive. However, there were a number of alternative ideas and concepts put forward during the consultation which have been reviewed below.

One-way Priority Working at Rail Bridge

Concerns were raised about Fairfield Road being used as an alternative cut through route to the A12. It is not considered likely that this would occur during the morning peak, as southbound traffic is not permitted to turn right onto Bow Road. A suggestion for one-way priority at the narrow rail bridge may help to discourage this during the evening peak (giving priority to those coming in a southbound direction).

It is recommended that this is included in the detailed design and implemented.

Pocket Park on Wrexham Road

There was request from residents and a resident association to improve the walking route at the end of Wrexham Road to the side of the A12. This would improve the entry point to the residential area. It is recommended that this is progressed, with further investigation and potential engagement with local residents.

More Traffic Calming

Requests for additional traffic calming and cycle lanes on Tredegar Road were also received. It is not possible to implement further raised tables than already proposed given the driveway locations. Further narrowing (other than the one-way priority as proposed above) would also not be suitable given that buses are required to route along this road. Cycle lanes would require significant removal of parking given the width of the road. Therefore, further traffic calming and cycle lanes are not recommended.

Junction Design

Signalisation of the Fairfield Road/Tredegar Road junction is not considered to be the best solution given the proximity to the A12/Wick Lane signals. The feasibility of including a right turn box would need to be investigated once topographical surveys are received. Given the proximity of Duoro Street, the geometry and with the sightlines available, a zebra crossing is not recommended across the Fairfield Road arm.

Scheme 7 – School Streets

There was overall support for scheme 7. Responses from those with addresses in the consultation area showed that 71% were supportive and 12% unsupportive. However, there were a number of alternative ideas and concepts put forward during the consultation which have been reviewed below.

Chisenhale Primary School Street

72% of respondents were supportive of the proposed school street. There were also 8 requests to include Kenilworth Road, Driffield Road and Ellesmere Road as part of the Chisenhale Primary School Street. This is not recommended as it would restrict local access significantly.

There were also requests for additional cycle parking. This will be investigated where footway widening is proposed on Chisenhale Road.

Olga Primary School Street

71% of respondents were supportive of the proposed school street. There were 24 requests to include Medway Road as part of the Olga Primary School Street. It is recommended that Medway Road be included as part of the school street.

Old Ford Primary School Street

71% of respondents were supportive of the proposed school street. However, it was noted that access to parking spaces outside of Ability Bow should be maintained. The loading bay on Wright's Road will remain, which can be used as a drop off for those going to Ability Bow outside of school street hours. During school street hours, the single yellow line restriction on St Stephen's Road allows for drop offs to occur. Therefore, it is recommended that the school street proceeds as proposed.

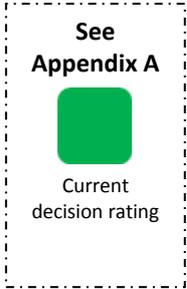
Malmesbury Primary School

71% of respondents were supportive of the proposed school street. There were no alternative proposals. This school street is being progressed as part of the School Street programme.

Phoenix Upper School Street

There were some requests for a school street improvement outside of Phoenix Upper School. This includes a wider footway and reduced parking to allow for the school buses to turn around. It is recommended that improvements are made outside the school and the detailed design should be in discussion and agreed with school representatives and local residents.

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Equality Impact Analysis: (EqIA)

Section 1: Introduction

Name of Proposal

For the purpose of this document, 'proposal' refers to a policy, function, strategy or project)

Service area & Directorate responsible

Name of completing officer

Approved by Director/Head of Service

Date of approval

Conclusion - To be completed at the end of the Equality Impact Assessment process

This summary will provide an update on the findings of the EIA and what the outcome is. For example, based on the findings of the EIA, the proposal was rejected as the impact on a particular group was disproportionate and the appropriate mitigations in place. Or, based on the EIA, the proposal was amended and alternative steps taken)

Following completion of this EqIA scoping assessment, the Bow proposals do not significantly or disproportionately impact on any of the relevant groups. The objectives of the Bow Liveable Streets proposals are to improve the look and feel of public spaces in neighbourhoods across the area and make it easier, safer, and more convenient to get around by foot, bike and public transport. This is as well as proposing traffic changes and calming measures to make local streets safer for everyone.

The proposals concentrate on improving provision for pedestrians by improving accessibility across the area, particularly access to the local retail area and to public transport modes, and aims to improve the look, feel and safety of these spaces for all users.

The Bow proposals do not adversely impact on any particular group and can reduce the barriers to active travel and accessing the transport system for all groups. It should be noted that there will be some impact to journey routes and times for those who need to or wish to use a vehicle.



The Equality Act 2010 places a ‘General Duty’ on all public bodies to have ‘due regard’ to:

- Eliminating discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advancing equality of opportunity between those with ‘protected characteristics’ and those without them
- Fostering good relations between those with ‘protected characteristics’ and those without them

Where a proposal is being taken to a Committee, please append the completed equality analysis to the cover report.

This Equality Impact Assessment provides evidence for meeting the Council’s commitment to equality and the responsibilities outlined above, for more information about the Councils commitment to equality; please visit the Council’s website.

Section 2 – General information about the proposal

Provide a description of the proposal including the relevance of proposal to the general equality duties and protected characteristic pursuant to Equality Act 2010.

The Liveable Streets programme is part of the Council’s Love Your Neighbourhood portfolio which aims to improve the look and feel of public spaces in neighbourhoods across Tower Hamlets and make it easier, safer, and more convenient to get around by foot and bike.

The programme also looks to reduce the number of people cutting through residential streets, to encourage more sustainable journeys and to improve air quality and road safety.

Key Objectives

- Improve the look and feel of public spaces
- Improve the environment to encourage more walking, cycling and use of public transport
- Significantly reduce through traffic on local residential streets

The Liveable Streets programme will be delivered over four years. Work in each of the 17 areas will take approximately 12 months from initiation to the start of construction. The areas chosen have been identified as areas with existing traffic and road safety issues and having not received recent substantial funding and improvements. The areas cover approximately 60 per cent of the borough.

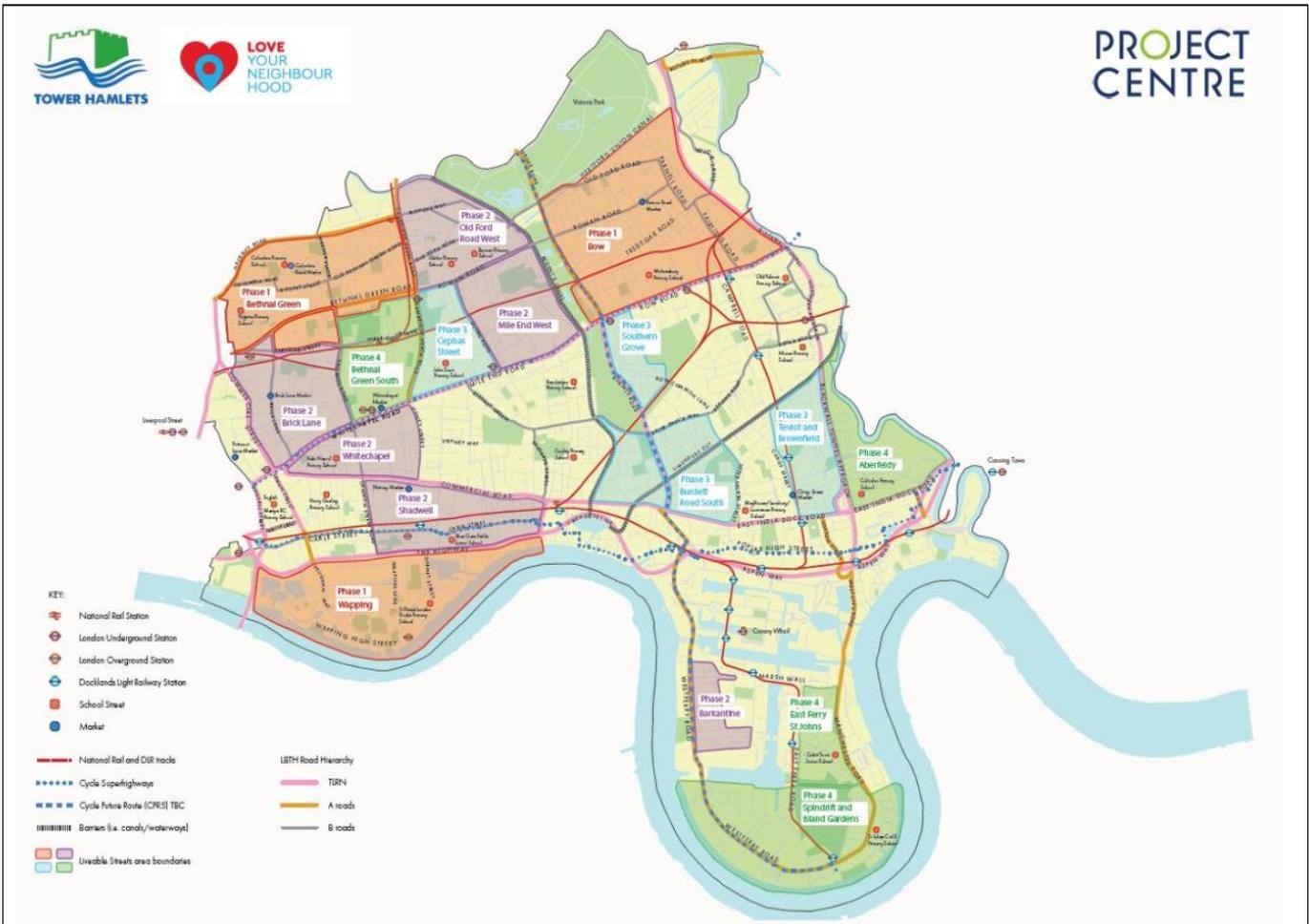


Figure 1: Liveable Streets programme map

The Liveable Streets project in Bow will make fundamental changes to the infrastructure on the street as well as the travel behaviour of residents, businesses, and visitors to Tower Hamlets. This will be achieved by the variety of on-street infrastructure proposed across the area, such as changes to road layouts to give priority to walking, cycling and public transport.

The project will be supported by soft measures to promote and encourage active travel. Tower Hamlets' streets will be healthier, and more residents and visitors will travel actively. This will be achieved through events, community engagement and involvement and behaviour change led by creating the infrastructure for safer active travel in the area.

The roads within these areas are predominately residential roads or roads which are not built to carry thousands of vehicles per day. These roads often have schools, community centres, care homes, day centres on them which is why they are the focus of this programme.

It is important to note that while this project looks to address cut-through traffic, access to all properties (excluding pedestrianised areas during restricted times) has been maintained. This also includes access for emergency services. Other measures include removable features, which emergency services can gain access through when on call. Throughout all Liveable Streets programmes, the emergency services are kept up to date, involved and input into the

proposals. Access for buses is also maintained by including a 'bus gateway'.

Engagement process and steps

Below is the Liveable Streets programme design process which was followed for the Bow project.



Figure 2: Liveable Streets design process

In each area the project starts with early engagement, where the local community is asked to highlight any existing issues and their suggestions for improvements to the area. During the early engagement phase, two drop-in sessions were held, 306 people responded to an online survey and 998 comments were plotted on an interactive map.

Draft concept designs were developed based on the feedback from the early engagement phase and discussed with residents, businesses, stakeholders and other interested parties' through co-design workshops. During this stage plans are shared across the council for comment.



During the workshop phase, 142 people attended four co-design workshops including residents, businesses, traders and stakeholders.

The public consultation ran from 29 June to 29 July 2020. There was a total of 3,814 respondents to the consultation, 2,174 respondents were from within the consultation area. Throughout the consultation period there were concerns raised as well as a number of suggested alternative proposals for the area which were have been taken into consideration and changes made, where feasible. Virtual drop-in sessions and/or phone calls with the team were held on Wednesday 8th July 2020, Saturday 11th July 2020, Wednesday 15th July 2020 and Saturday 18th July 2020. A breakdown of the results can be seen in appendix D of the Cabinet report.

The design proposals for Bow have been finalised based on the consultation result and feedback and will be presented to Cabinet for approval in November 2020.

If approved, the proposals and schemes implemented will be monitored in their effectiveness of meeting the aims of the programme and to ensure there are no 'knock on' effects. We will also monitor vehicle volumes, speeds, and recorded collisions, as well as the value of improvements to the walking and cycling environments.

These surveys and studies will enable and support any further changes required within the area and obtain feedback from key stakeholders including emergency services.

Context

This EqIA relates to the final proposals which will be presented to the Cabinet for approval. This document is a 'live draft' as of November 2020. Following the analysis of feedback gathered as part of a formal Public Consultation, the previous EqIA has been updated to reflect the final proposals and the breakdown of those who responded to the public consultation.

COVID-19:

At the time of writing (November 2020), England is in the second national due to the spread of Covid-19. Restrictions and social distancing guidance apply at this time.

The programme has simultaneous benefits for the health of our residents and the sustainability of the borough in the face of both the COVID-19 pandemic and the climate emergency declared by the borough in March 2019. The programme's aim is to reduce short car journeys, make it safer and more convenient to get around by foot, bike and public transport for all residents and visitors to the area (for assessment of a similar programme: see University of Westminster's article on Mini-Holland programme¹¹). Measures such as the widening of footways and pedestrianisation, ensuring an accessible public realm for all, is critical to meet the needs of our children, elderly and disabled – our most vulnerable



residents. The wellbeing of residents is our priority and inclusivity is at the heart of that priority. With 49% of NOx emissions in London coming from road transport, a reduction in unnecessary car journeys through infrastructural change is imperative as this will have positive environmental effects on air quality and therefore positive impacts on human health.

Coronavirus has given a new urgency to the question of how we share our public spaces and how we can champion walking, cycling and the safe use of public transport. For these reasons, there has never been a more important time to move forward with this project.

We are passionate about maintaining an ongoing and robust engagement programme at this time to ensure the public is aware and fully informed of the Liveable Streets objectives. With this in mind, given the current situation, face-to-face public meetings and drop-in sessions are not possible. Therefore, virtual online sessions and phone calls were held during the consultation period.

Project to date:

The Bow project began in April 2019 with early engagement (see Figure 2 for detail). The proposed measures have been designed based on suggestions from local residents, businesses, traders, stakeholders and other interested parties. Further feedback and increased awareness of the scheme came from a temporary trial in July 2019. In late 2019 and early 2020, residents, businesses, traders and stakeholders including schools were invited to co-design workshops to view the background data including vehicles volumes, speeds and collisions and provide more feedback on the 'suggestions' for the area.

These phases of engagement have all shaped the design proposals for Bow to date (September 2020). The scheme is expected to run for approximately 18-24 months depending on the approved measures and associated volume of works required to achieve the scheme outcomes.

Liveable Streets – Bow – Proposals

Our proposals include the following:

- Speed humps
- Raised tables
- Raising pedestrian crossings
- Widening and decluttering footways
- Segregated cycle lanes
- Traffic islands, creation or removal, dependent on location
- Improved crossings for pedestrian and cyclists
- Bus gateways (exemptions outlined in the Cabinet Report)
- Timed closures, including pedestrianised sections (exemptions outlined in the Cabinet Report)
- Modal filters (road closures with cycle and pedestrian access)



- Timed school streets and school initiatives
- Tree and low-level planting
- Converting mini roundabout to T-junctions
- Reinstating or restricting turning movements, where is applicable and safe to do so
- Converting roads to two-way dependent on location
- Cycle parking
- Lighting improvements
- Removal or creation of parking bays, dependent on location
- Pocket parks and parklets
- Behavioural change programmes around active travel in conjunction with the community

The final design proposals to be presented to Cabinet can be seen in Appendix B of the Cabinet report pack. A summary of the proposals per scheme can be found in the Cabinet report under section 3.2.

Complementary measures

Alongside the physical infrastructure changes in the Bow project area, there are a number of complementary measures which will help facilitate the community in taking up active travel.

These include:

- The provision of adult cycle training
- Promotion of walking and cycling events in the area
- Free Dr. Bike and bike marking events
- Workshops with the schools in Bow to provide discussion on the principles of Liveable Streets
- Provision of materials for schools including banners, cycle and scooter training, road safety training and any other ad hoc programmes which fit into this category of work
- Support for residents to run Play Streets
- Cycle hangar provision where appropriate



Section 3 – Evidence (Consideration of Data and Information)

What evidence do we have which may help us think about the impacts or likely impacts on service users or staff?

As mentioned above, the Liveable Streets Programme includes several engagement phases, during each phase additional feedback is received which contributed to the overall development of the project. The early engagement and workshop reports can be found online via talk.towerhamlets.gov.uk/LSBow and the interactive map of comments and suggestions can be found at www.pclconsult.co.uk/liveablestreetsbow

Further development of the scheme has been developed based on evidence and reports from numerous council departments including, but not limited to:

- Public Health Team
- Air Quality Team
- Community Safety Team
- Highways Team
- Planning Team
- Green Team

Additional data was obtained including:

- Collision data
- Traffic count data
- Air Quality data
- ASB mapping

Further data was obtained from

- Early engagement events and surveys
- Meetings with key stakeholder groups, including, but not limited to, Emergency services REAL, Age UK East London, London Vision, Older People's Reference Group, Link Age Plus, Healthwatch Tower Hamlets, Schools, Communities Driving Change and others.
- Consultation and engagement exercises and events including drop-ins, co-design workshops, Accessibility Transport Forum, Accessibility Day and others.

The proposals are also considered in guidance and reference to national and local policies including but not limited to:

- **Tower Hamlets Transport Strategy, 2019-2041** – the London Borough of Tower Hamlets has committed to promote clean, sustainable transport modes and focus on improving safety and accessibility, whilst ensuring sustainable methods are affordable to residents and businesses. This Transport Strategy directly relates to the Mayors Transport Strategy published in 2018 and sets out how Tower Hamlets will achieve the aims and targets of the MTS.
- **Mayors Transport Strategy (MTS), 2018** – The Mayors Transport Strategy sets out the policies and proposals for all London Boroughs to reshape London over the next two decades. The MTS aims to create Healthy Streets and healthy people.
- **Gear Change: a bold vision for walking and cycling** – the Department for Transport's report on actions required to improve streets for people and cycling and empower and encourage local authorities to take initiative in improving conditions for active travel.



- **Emergency Active Travel Fund** – Emergency Government funding allocated nationally and to TfL and local authorities in London to facilitate social distancing pandemic, encouraging a shift towards walking and cycling to relieve pressure on public transport in the near future.
- **Ultra Low Emission Zone** – introduced by the Mayor of London to improve air quality in inner London. The zone is to be expanded in 2021 and will cover the entire borough of Tower Hamlets.
- **Zero Emissions Networks (ZEN)** – the Mayor of London seeks to establish ZENs in Tower Hamlets, Islington and Hackney which provide support, advice, and small grants to help businesses reduce their emissions.

Whilst it has been assessed that some protected groups will not be particularly disproportionately impacted by the Bow proposals, there are other protected characteristic groups who it is likely the changes will benefit once implemented. These are: age (younger and older people), disability, race, pregnancy/maternity, socioeconomic, and positive impacts will be outlined below. Section 4 provides the assessment of impacts on residents and service delivery, which includes an evaluation of impacts on all protected characteristic groups.

Age - Older people

People's ability to use sustainable modes of travel can be reduced because of age-related health conditions. Tower Hamlets has the lowest proportion of residents aged over 65, 6.1% (7.6% of Bow East and West). Older people may find it difficult undertaking short distances on foot or using public transport due to impaired ability and/or poorly maintained footways. Traffic schemes that reduce vehicle speeds, improve the footways and crossings can increase feelings of personal safety and lead to an increased uptake in walking.

Long walking times to access public transport can be a barrier for older people and boarding and alighting public transport can be physically challenging for this group. As part of TfL's (Transport for London) bus stop accessibility programme, 98% of all bus stops in Tower Hamlets are fully accessible.

Older people may be more dependent on private motor cars for their transport needs, often used in conjunction with a Blue Badge parking permit, with the ratio of retired badge holders to all blue badge holders in Tower Hamlets being 4.1 : 1¹. Schemes which limit or reduce car provision could have affect this group, however access to local amenities and use of roads will still be permitted under these proposals. As part of the process, discussions have been held with key groups regarding the proposals and the impacts they could have and the key issues they would like to see addressed by the programme. As a result of these discussions, the proposals allow blue badge holders in the Bow area to register a vehicle/s that will then be able to pass through the bus gateway on Roman Road and timed closure on Coborn Road without incurring a fine. The administration, including the fee to register, will align with the other bus gateways in the borough. Others who do not hold a blue badge therefore may be required to take an alternative route because of changes to the roads and junctions, and journey times may be impacted. Access will be maintained for emergency services through the bus gateway and timed closures.



There is a requirement to ensure older people have access to facilities such as hospitals and GPs surgeries and this is considered in accessibility planning carried out by the borough, which stresses the need for these services to be served by good public and private transport facilities. As mentioned above, all access will be allowed, via alternative (potentially longer) routes.

Older people may in some cases have difficulty accessing online material. Hard-copy flyers, consultation packs and reminder postcards were sent to all addresses for early engagement and the consultation within the project area. Guidance due to COVID-19 was adhered to during delivery. Furthermore, in April/May 2019, two drop-in sessions were held and advertised via leaflets delivered to every property within the Bow area. The drop-ins were held at the Idea Store on Roman Road, Bow on Thursday 2 May 2020 and Saturday 10 May 2020. Co-design workshops were held in local venues in the project area. Drop-in sessions were also held during the consultation via phone calls and online on 8, 11, 15 and 18 July 2020. Business door-knocking was carried out during the public consultation period which involved officers visiting businesses on both Roman Road and Old Ford Road to encourage business owners to participate in the consultation. This ensured those who may not have access to the internet had the ability to learn about the project and proposals and could respond to all phases of engagement during the project, particularly the consultation.

Age - Young People & Children

The travel mode of children has changed significantly over the last twenty years, with a decrease in children travelling as pedestrians or cyclists. With 20% of the borough being aged under 16 (18.4% Bow East and West), this is a group that can be particularly affected by changes to transport. To a large extent, parents determine the travel mode choice of children. Traffic infrastructure has a significant impact on parental decision-making concerning children's travel mode choice, by affecting both the real and the perceived traffic safety. Real traffic safety can be quantified in terms of numbers of collisions on the street, whilst perceived traffic safety is dependent upon the characteristics of their children and how safe they feel they will be travelling on the highway unsupervised.

Children require physical activity to ensure their healthy development. A survey published by the Department for Transport (DfT) in 2013², identified that almost half of English primary school children (46%) are driven to school and the average length of trip was 1.8 miles. A National Health Service (NHS) survey³ carried out in 2013 determined that three in ten children aged between two and fifteen are overweight or obese.

The fear of being killed or injured by a motor vehicle is also one of the primary factors preventing greater use of active travel, particularly amongst children¹⁰. Physical activity in young people can be encouraged through the development of a safe environment which is not traffic dominated. The Bow proposals aim to reduce the cut-through traffic and improve the pedestrian environment through Bow which in turn should provide a safer environment for children to use more sustainable modes of travel with and without parental supervision.

Additionally, the public transport network in Bow is also likely to be improved by removing non-essential traffic and therefore improving network reliability. The proposed bus gateway at the



Roman Road/St Stephen's Road junction would have a positive impact on public transport travel times.

All areas will still be accessible via motor vehicle and provision of disabled parking adjacent to these areas will be retained. Improvements to footway provision within the area will increase independent travel opportunities for users in this group.

Improved footways and dropped kerbs increase accessibility to independent travel for this group increasing their opportunities to enjoy outdoor space and the benefits that that brings. Proposed pedestrian route works, road safety improvements and street lighting will deliver accessibility advantages to people from this group using sustainable modes.

Additional improvements will be made outside schools to improve pedestrian priority, safety and encourage sustainable journeys which will further benefit users of sustainable modes in this group. Timed closures on "School Streets" at Chisenhale, Olga, Old Ford and Malmesbury Primary Schools, making roads surrounding the schools pedestrian and cycle zones between 8.15am to 9.15am and 3.00pm to 4.00pm on school days will enable children and parents to arrive and depart from school safely. Reductions in traffic dominance will improve conditions for children walking/cycling/scooting to and from school.

The lung condition, asthma is the most common long-term medical condition affecting children and young people⁴. Therefore, a reduction in through-traffic, and therefore congestion and air pollution is likely to improve conditions for young asthma sufferers.

Disability

A disability can reduce an individual's walking range and affect their ability to use the public transport system. In 2011, the disability rate in Tower Hamlets was at 135 per 1,000 residents or 13.5%. During the 2011 census, 7.2% of residents in Bow East and West had a long term health problem or disability limiting the persons day to day activities a lot, while 7.1% of residents had a long term health problem or disability limiting the persons day to day activities a little.

The introduction of equality legislation during the last twenty years and improved access to public spaces means disabled people have greater opportunities, visibility and aspirations than ever before. For many disabled people, having the ability to travel on public transport means independence and the freedom to take control of their own lives. Disability is a key characteristic that determines travel behaviour and is often associated with more negative or problematic experiences of travel, along with more limited perceptions of viable alternatives. It has been found that people with disabilities more frequently used buses and taxis as a mode of transport than other travel modes⁷.

Walking, whether as a means of transport or as a walk to bus and train stops, can be made easier for mobility impaired people through intelligent engineering that incorporates dropped kerbs, controlled pedestrian crossings and tactile paving, within a well-maintained, clutter-free public highway that avoids excessive gradients and crossfalls. Traffic calming schemes that



reduce vehicle speed can increase feelings of personal safety and lead to an increased uptake in walking.

People with disabilities may be more dependent on private motor cars for their transport needs, often used in conjunction with a Blue Badge parking permit. Schemes which limit or reduce car provision without improvements to public transport or considered exemptions could have a negative impact on this group. However, access to local amenities and use of roads will still be available in the Bow area. Although older people, residents, businesses and visitors travelling by motor vehicle may be required to take a longer alternative route.

There is a requirement to ensure disabled people have access to facilities such as hospitals and GPs surgeries and this is considered in accessibility planning carried out by the Council, which stresses the need for these services to be served by good public and private transport facilities.

Taxis will also still be able to operate as access to customers, surgeries, and other amenities will be maintained, via alternative routes.

Disabled people and people with learning disabilities can benefit from community transport services including Shopmobility and the provision of door-to-door transport services (for example the Taxicard scheme). These services will also still be able to access properties via alternative routes.

Proposed continuous and widened footways in the retail area in Bow will provide significant accessibility gains for all users but particularly disabled users.

Improved footways and dropped kerbs will increase accessibility to independent travel for this group increasing their opportunities to enjoy outdoor space and the benefits that that brings. Proposed pedestrian route works, road safety improvements and street lighting will deliver accessibility advantages to people from this group using sustainable modes.

As part of the process, discussions have been held with key groups regarding the proposals and the impacts they could have and the key issues they would like to see addressed by the programme. As a result of these discussions, the proposals allow blue badge holders in the Bow area to register a vehicle/s that will then be able to pass through the bus gateway on Roman Road and timed closure on Coborn Road without incurring a fine. The administration, including the fee to register, will align with the other bus gateways in the borough. Continued engagement will take place with groups, organisations, charities throughout the programme. In general, the proposals will have some impact on people with different disabilities in the Bow area.

Race

Tower Hamlets is a vibrant and diverse borough. The 2011 Census indicated that Black and Minority Ethnic (BAME) communities make up 55% of the borough's population, compared to



the London average of 40%. Tower Hamlets is the borough with the 5th highest proportion of BAME residents⁵. Such residents are more likely to undertake journeys by walking or by public transport than white Londoners but are just as likely to cycle as white Londoners. In addition, BAME Londoners are less likely to use a car than white Londoners, and of the BAME people with cars, the Asian community is more likely to drive a car than the black community⁵.

BAME Londoners, both adults and children are almost twice as likely as white Londoners to be injured on the roads in a car accident⁵ and reducing this statistic is a priority. BAME road users also have the highest risk of being a pedestrian casualty. White Londoners are at higher risk with being involved in a cycle collision than other groups of cyclists.

BAME Londoners account for 40% of the London population and walking is the most commonly used type of transport by this group⁵. The project seeks to improve walking routes in Bow which would have a positive benefit for this group. Use of cars among BAME Londoners is lower than for white Londoners, with 32% and 43% respectively driving a car at least once a week⁵.

In England, there are significantly higher rates of incidence of asthma within BAME groups. In addition, when subdivided, there are even higher rates of asthma incidence in people in BAME groups born inside the UK than those born outside the UK, indicating second and third generation descendants of South Asian and Afro-Caribbean migrants suffer disproportionately from asthma⁶.

With a high proportion of BAME residents who currently make sustainable journeys, the improvements in road safety and to the public realm delivered by the Liveable Streets scheme, will improve existing conditions for these journeys, with a beneficial effect on those communities who are more likely to make journeys on foot. The promotion and provision of cycle training will further help to increase confidence for BAME residents to switch to active travel modes.

As BAME residents are disproportionately affected by respiratory conditions like asthma, a reduction in through-traffic and improvement in air quality is likely to have a positive effect on these groups who are more likely to suffer from health inequalities.

In general, it was considered that people from different racial backgrounds are positively impacted by the proposals for the Bow area.

Socio-economic

At the time of the last Census, 37.9% of the working aged population within the two wards were classified as working in managerial and professional occupations, which is higher than the borough average of 36.1%. Additionally, 10.3% of Bow East and West residents were classified as being long term unemployed, which is lower than the average for the borough of Tower Hamlets at 13.5%.

The approach of the programme is to reduce vehicle numbers on residential streets within the area, improve walking routes, footways and crossings throughout the area on well-known and used routes. The proposals address the existing issues and are in no way influenced by the economic factors of specific localised areas.



There is an established link between poor health due to air pollution and socio-economic deprivation. Respiratory disease rates are strongly influenced by social deprivation and health inequalities – in 2012, asthma rates in the UK were 36% higher in the most deprived communities than in the least deprived⁶. In addition, underprivileged socioeconomic groups are less likely to have access to green space, so introduction of better walking routes and pocket parks is likely to disproportionately benefit disadvantaged groups⁸.

Proposals to introduce timed pedestrianised zones and reduce through-traffic and short journeys made by vehicular traffic will have a positive effect on the above group by reducing health inequalities, as the two most used forms of transport by those on a low income in London are walking and the bus⁵. Londoners on lower incomes tend to make fewer weekday trips⁵; an improvement in the walking environment hopes to make it easier for this group to make journeys. In Bow, the percentages of residents who do not have access to a car are 58% and 62% in Bow West and East respectively¹⁰. A reduction in through-traffic for this group will positively impact them due to lower emissions (reducing health inequalities) and increasing safety.

The proposals will also encourage more walking and cycling which is a low-cost travel option for lower income households⁵.

Therefore, in general, it was not considered that other socio-economic groups were particularly disproportionately impacted by Bow area changes – they will benefit from the project.

Pregnancy and Maternity

The public transport network in Bow will be improved by removing non-essential traffic and therefore improving network reliability.

Reducing through traffic in the area will improve localised air quality which is beneficial to pregnant woman and those on maternity/paternity leave, and also babies and small children. Pregnant women are in a higher risk category than the average person of poor air quality – academic study shows spikes in pollution have been linked to spikes in miscarriage numbers, with high NO₂ levels in particular having potential detrimental effects on unborn children⁹. Limiting unnecessary car journeys and cutting through-traffic is likely to have a positive effect on air quality in the area, benefitting pregnant women. Additionally, the improved infrastructure for walking will also benefit as trip hazards are removed.

In general, it was not considered that people who are pregnant or on maternity and paternity were particularly disproportionately impacted by Bow area changes – pregnant mothers will benefit from improved air quality and on street infrastructure.

Mitigating Impacts and Rationale



From the analysis and interpretation of evidence in section 2 and 3 - Is there any evidence or view that suggests that different equality or other protected groups (including staff) could be adversely and/or disproportionately impacted by the proposal?

The Liveable Streets programme aims to improve the look and feel of public spaces, improve the environment to encourage more walking, cycling and access to public transport, significantly reduce through traffic on local residential streets creating a safer and more pleasant environment. These proposals impact those within the Bow area, or those trying to cut-through the Bow area to reduce their journey time.

Pedestrians:

Those walking through the Bow area will benefit from an improved walking environment, with wider footways, reduced street furniture clutter, better lighting and safer areas to walk and cross, including dropped kerbs. The proposals remove many of the barriers which currently discourage people from walking in the area.

Cyclists:

People wishing to travel within or through Bow on a bicycle will benefit from reduced vehicle volumes and improved cycle crossings and routes throughout the area. The environment for cyclists will be safer and more accessible and will encourage more people to cycle. Tower Hamlets has high numbers of cycle thefts in the borough, the addition of residential cycle hangars and more cycle parking is also likely to encourage people to switch to cycling. Furthermore, the provision and promotion of free cycle training for adults and within schools will help to increase the skills and confidence of those wanting to cycle in the Bow area.

Bus Passengers:

The inclusion of a bus gateway means bus routes will not be impacted through the Bow area. However, during construction bus services may be diverted or be delayed. If diversions are required, bus users trying to access certain destinations within the area will be impacted. During construction, some roads may have temporary signals to manage traffic if one or both lanes of the carriageway require closing, bus services may experience longer journeys during this time but it is expected that following implementation services should return to normal as there will be fewer vehicles in the area, as those 'cutting through' will no longer be able to.

Motorists:

Drivers and passengers of private vehicles will be impacted by the proposals and during construction. During construction, diversions and temporary closures may be required to carry out works, this may involve temporary signals should one or both lanes require closing. Following implementation of the project journey times will increase at peak times for those travelling around the road closures, where cut-through routes are currently taking place. It should be noted that the journeys within the Bow area are likely to be improved with better flowing traffic and less congestion as the number of vehicles will significantly reduce.

Motorcyclists:

Drivers and passengers of motorcycles will be impacted in the same way as private vehicle drivers and passengers. During construction, diversions and temporary closures may be required to carry out works, this may involve temporary signals should one or both lanes require closing. Following implementation of the project journey times will increase at peak times for those travelling around the road closures, where cut-through routes are currently taking place. It should be noted that the journeys within the Bow area are likely to be improved with better flowing traffic and less congestion as the number of vehicles will significantly reduce.



Taxi/Private Hire Vehicles:

Drivers and passengers of taxis and private hire vehicles will be impacted in the same way as private vehicle drivers and passengers. During construction, diversions and temporary closures may be required to carry out works, this may involve temporary signals should one or both lanes require closing. Following implementation of the project journey times will increase at peak times for those travelling around the road closures, where cut-through routes are currently taking place. It should be noted that the journeys within the Bow area are likely to be improved with better flowing traffic and less congestion as the number of vehicles will significantly reduce. All properties will be accessible within the Bow area albeit via an alternative route.

The origin and destination surveys provided information on the number of vehicles cutting through the Bow area (16,000 journeys every day). Information from the collision data, Local Safer Neighbourhood Team, Community Safety Team highlighted incidents between vehicles, and cyclists and pedestrians creating a hostile environment for those walking or cycling through the area.

Discussions with disability and elderly organisations and charities also shared that the environment felt hostile and unsafe, with particular reference to the lack of dropped kerbs, narrow clutter footways with uneven surfaces.

Public Health Teams also shared statistics on the level of obesity and child obesity in the borough, some of which relates to the small number of children who do not walk, scoot or cycle to school due to the unsafe busy roads.

The proposals will reduce cut-through traffic on the internal residential streets of the Bow area, improve road safety and provide health and wellbeing benefits for all.

Name of officer completing the EIA: Chris Harrison

Service area: Public Realm

EIA signed off by: Mehmet Mazhar

Date signed off: 17 November 2020



Section 4 – Assessing the impacts on residents and service delivery

	Positive	Negative	Neutral	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
Age (All age groups)	<p>Additional short-stay parking proposed in the town centre.</p> <p>Improved conditions for active travel – specifically a more inclusive walking environment with continuous crossings, dropped kerbs, raised junctions, tactile paving.</p> <p>Creation of public spaces to stop, sit, and rest.</p> <p>School streets – ensuring safety and allowing children and parents to socially distance at school gates during ongoing coronavirus pandemic.</p>	<p>May have to take longer journeys if using a car to get around.</p>		<p>Some older people have or choose to take journeys by motor vehicle. These journeys may be longer in time and distance, but all destinations will still be accessible. The impact of longer journey times is deemed to be offset by the improvements for independent travel provided by the proposed improvements. Within the area journey times are likely to reduce in time as the volume of traffic falls, with reduced build-up of traffic congestion expected.</p> <p>Younger People (17-25) and Children (5-16): Reduced vehicle numbers, improved footways and crossings will provide positive outcomes for this group. All the above measures create a more pleasant environment which is less polluted, safer, and quieter for younger people and children. Timed closures for “School Streets” would also give a benefit to pupils in terms of safety and better air quality at school. *Age groups categorised as per TfL guidelines. The young and the elderly people experience worse effects of road danger, noise, and air pollution⁵ – reducing through traffic and improved crossing facilities will address this. The proposals are considered to benefit this group.</p>
Disability	<p>Additional short-stay parking proposed in</p>	<p>Some disabled</p>		<p>Longer car journey times for those without a blue</p>



	Positive	Negative	Neutral	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
(Physical, learning difficulties, mental health and medical conditions)	<p>town centre. Extra provision of disabled bays.</p> <p>Aim to improve air quality throughout the area.</p> <p>Improved conditions for active travel – specifically a more inclusive walking environment with continuous crossings, dropped kerbs, raised junctions, and tactile paving.</p> <p>Creation of public spaces to stop, sit, and rest.</p> <p>Road will provide significant accessibility gains for all users but particularly disabled users. Reduced vehicle volumes will also make it easier and safer to cross roads. The reduction in noise and air pollution will also create a better environment for disabled people and carers.</p> <p>Allowing blue badge holders within the Bow area to pass through the Roman Road bus gateway and timed closure on Coborn Road during the hours of operation.</p>	<p>persons need a vehicle to travel, all properties and areas will still be accessible as part of the proposals. It is acknowledged that these routes will be longer, for those without a blue badge permit, in time and distance if travelling north<->south or east<->west.</p>		<p>badge permit are deemed to be offset by an improved walking environment for all. 81% of disabled Londoners walk at least weekly and improvements accessibility for those with reduced mobility will give greater freedoms to those getting around on foot/wheeling.</p> <p>Disabled people experience worse effects of road danger, noise and air pollution⁵ – reducing through traffic and improved crossing facilities will address this.</p> <p>The proposals are likely to benefit this group, although those without a blue badge permit who need to travel by car due to mobility impairments may be required to take a different, lengthier route.</p>
Sex	<p>Improvements to the public realm and reduction in traffic volumes will create a healthy environment for all.</p>			<p>The proposals are not considered to have any particular impact on this group.</p>



	Positive	Negative	Neutral	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
Gender reassignment	Improvements to the public realm and reduction in traffic volumes will create a healthy environment for all.			The proposals are not considered to have any particular impact on this group.
Marriage and civil partnership	Improvements to the public realm and reduction in traffic volumes will create a healthy environment for all.			The proposals are not considered to have any particular impact on this group.
Religion or philosophical belief	Improvements to the public realm and reduction in traffic volumes will create a healthy environment for all.			<p>Access to all places of worship are maintained as a part of these proposals however journeys by motor vehicle may increase in distance and time during peak times.</p> <p>Improved walking and cycling routes and access to public transport will be improved by the proposed works thus providing safety and access improvements to these users.</p> <p>The proposals are not considered to have any particular impact on this group.</p>
Race	Those from BAME backgrounds are more likely to suffer with respiratory illnesses as a product of poor air quality and pollution levels. A reduction in pollution through removal of traffic is also considered to have a positive impact for this group.			BAME Londoners are more at risk of being killed or seriously injured in or by cars ⁵ Some minority ethnic groups experience worse effects of road danger, noise and air pollution ⁵ – reducing through traffic and improved crossing facilities will address this and therefore these proposals are considered to have a positive impact for this group.
Sexual orientation	Improvements to the public realm and reduction in traffic volumes will create a healthy environment for all.			The proposals are not considered to have any particular impact on this group.



	Positive	Negative	Neutral	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
Pregnancy and maternity	<p>Improvements to the public realm and reduction in traffic volumes will create a healthy environment for all.</p> <p>Reduced risk of respiratory conditions with a removal of through and rat-run traffic.</p>			The proposals are likely to have a positive impact on pregnant women through improved air quality and a safer environment to walk with reduced traffic. A better walking environment will benefit mothers and fathers of young children who may need to use a push chair.

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Other

Socio-economic	<p>Improvements to the public realm and reduction in traffic volumes will create a healthy environment for all.</p>			The proposals are likely to have a positive impact on those from all other socio-economic groups due to improved air quality and the creation of pleasant public spaces free of vehicular congestion.
Parents/ Carers	<p>Improvements to the public realm and reduction in traffic volumes will create a healthy environment for all.</p> <p>Road will provide significant accessibility gains for all users but particularly disabled users. Reduced vehicle volumes will also make it easier and safer to cross roads. The reduction in noise and air pollution will also create a better environment for disabled people and carers.</p>	<p>It is acknowledged that these routes will be longer, for those in time and distance if travelling north<>south or east<>west</p>		The proposals are not considered to have any particular impact on this group.



	Additional short-stay parking proposed in town centre. Extra provision of disabled bays.			
People with different Gender Identities e.g. Gender fluid, Non-Binary etc	Improvements to the public realm and reduction in traffic volumes will create a healthy environment for all.			The proposals are not considered to have any particular impact on this group.
AOB				



Recommendation	Key activity	Progress milestones including target dates for either completion or progress	Officer responsible	Progress
Share information on consultation results and final proposals	Final consultation results and final proposals to be shared with all addresses in the consultation area and be made available online.	November 2020		
Monitor and review the scheme, during implementation and completion over an 18-month period in which experimental traffic orders are in place.	Carry out surveys to obtain information for monitoring the scheme	2020/2021		
Full review to take place 3 years after the commencement of the project.	Independent review to be carried out.	2022		

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Section 6 – Monitoring

Have monitoring processes been put in place to check the delivery of the above action plan and impact on equality groups?

Yes?

No?

Describe how this will be undertaken:

This is a live document as of November 2020, which relates to the proposals produced for Cabinet. Should the proposals go ahead, this EqIA will be superseded and a revised version created which reflects the decision of Cabinet and the proposals on the protected groups.

Furthermore, the scheme will be monitored over an 18-month period and reviewed post implementation, should any amendments be required. The EqIA will again be updated based on the actual project build as the scheme progresses. This is to reflect any changes which may take place on site due to unforeseen complexities. As part of the implementation process other bodies and partners will be included to ensure further assessment of possible impacts is reviewed.

Appendix A

Equality Impact Assessment Decision Rating

Decision	Action	Risk
As a result of performing the EIA, it is evident that a disproportionately negative impact (direct, indirect, unintentional or otherwise) exists to one or more of the nine groups of people who share a Protected Characteristic under the Equality Act. It is recommended that this proposal be suspended until further work is undertaken.	Suspend – Further Work Required	Red 
As a result of performing the EIA, it is evident that there is a risk that a disproportionately negative impact (direct, indirect, unintentional or otherwise) exists to one or more of the nine groups of people who share a protected characteristic under the Equality Act 2010. However, there is a genuine determining reason that could legitimise or justify the use of this policy.	Further (specialist) advice should be taken	Red Amber 
As a result of performing the EIA, it is evident that there is a risk that a disproportionately negatively impact (as described above) exists to one or more of the nine groups of people who share a protected characteristic under the Equality Act 2010. However, this risk may be removed or reduced by implementing the actions detailed within the <i>Action Planning</i> section of this document.	Proceed pending agreement of mitigating action	Amber 
As a result of performing the EIA, the proposal does not appear to have any disproportionate impact on people who share a protected characteristic and no further actions are recommended at this stage.	Proceed with implementation	Green: 



References

- 1 Blue Badge scheme statistics and data, Department for Transport, 2018
- 2 National Travel Survey, 2012
- 3 Health Survey for England, 2013
- 4 DHP Healthy London Partnership Evaluation Report, 2020
- 5 Travel In London: Understanding our diverse communities, a summary of existing research, 2019
- 6 Asthma UK, On the Edge: How inequality affects people with asthma 2018
- 7 DfT Road risk and vulnerable road user working paper (n.d)
- 8 Public Health England, Improving access to greenspace 2020
- 9 NICHD Consecutive Pregnancy Study, 2010
- 10 Tower Hamlets ward profiles, Corporate Research Unit, 2014
- 11 Impacts of an active travel intervention with a cycling focus in a suburban context: One-year findings from an evaluation of London's in-progress mini-Hollands programme, University of Westminster & London School of Hygiene and Tropical Medicine, 2018

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