

Cabinet discussion



Wednesday, 26 May 2021 at 5.30 p.m.

Online 'Virtual' Meeting -

<https://towerhamlets.publici.tv/core/portal/home>

Replacement Supplement 1 – Liveable Streets Old Ford West

This is a Cabinet Discussion in respect of the Individual Mayoral Decisions listed. To be taken by the Mayor on the conclusion of the discussion on the item




Cabinet discussion

Wednesday, 26 May 2021

5.30 p.m.

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<p>Report Summary: This item presents the results of the Old Ford Road West Liveable Streets project which was taken to public consultation on Thursday 19 November until Sunday 20 December 2020.</p> <p>This item seeks a decision on the next stages of the Liveable Streets project in Old Ford Road West.</p> <p>Wards: Bethnal Green; St Peter's 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>		



Individual Mayoral Decision 26 May 2021	 TOWER HAMLETS
Report of: Ann Sutcliffe – Corporate Director, Place	Classification: Unrestricted
Liveable Streets Old Ford Road West	

Lead Member	Cllr Dan Tomlinson, Cabinet Member for Environment
Originating Officer(s)	Dan Jones, Divisional Director, Public Realm Chris Harrison, Programme Director
Wards affected	Bethnal Green, St Peters
Key Decision?	Yes
Forward Plan Notice Published	26 February 2021
Reason for Key Decision	Key Decision Threshold
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.

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 provide improvements in the Old Ford Road West area. These proposals were presented to the Old Ford Road West community for comment through a public consultation exercise held between Thursday 19 November 2020 to Sunday 20 December 2020.

The consultation attracted 686 responses. All the proposals gained broad public support, with the majority of all responses falling into 'supportive' or 'very supportive' categories. Various alternatives were suggested through the consultation period which have been considered by the project team and recommended, 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 of the project.

Recommendations:

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

1. Consider the results of the engagement to date and public consultation of the Old Ford Road West area as part of the Liveable Streets programme (Appendix D);
2. Approve the final scheme design for the Old Ford Road West area, (Appendix B);
3. Approve the use of existing frameworks or term contracts to award an order up to a value of £1 Million for the completion of the works;
4. Consider the Equalities Impact Assessment and specific equalities considerations summarised in paragraph 4 of the report and the full Equalities impact Analysis (EqIA) detailed in Appendix F;
5. Approve the use of an Experimental Traffic Order for the works specified within the final scheme design as shown in Appendix B to allow any objections, comments or observations to be made before a review is undertaken within 18 months of the legal traffic order being made.

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 Old Ford Road West area. These changes seek to address the following known issues in the area:
 - The volume and speed of vehicles in residential streets, impacting safety, air and noise pollution.
 - The need for better, cleaner and greener public spaces.
 - Hostile environment for pedestrians and cyclists.
- 1.2 An extensive engagement process has been undertaken over the past thirteen 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.
- 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 Old Ford Road West proposals being £1 million and affecting two wards, this decision is to be taken by Cabinet.

2 ALTERNATIVE OPTIONS

2.1 Through 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 from resident groups that have been accepted and considered within the final scheme.

2.3 The key alternative proposals that have been included but not limited to the following are:

- Measures to reduce through traffic on Old Ford Road, including:
 - Banned left turn on Cambridge Heath Road into Old Ford Road between 4pm and 7pm.
 - A signalised pedestrian crossing at North Globe Town Square
 - A signalised pedestrian crossing on Cricketers Bridge.
- Introduction of additional cycle parking on Victoria Park Square and Old Ford Road where possible.
- Introduction of public realm improvements around Brierly Gardens to encourage active use and travel.

2.4 A summary of the measures being recommended for implementation can be found in section 3.3 of this report.

2.5 The key alternative proposals that have not been included are:

- Cycle Crossing on Cambridge Heath Road
- Reversing the proposed one-way system on Vyner Street and Wadeson Street
- Closure point within the Wellington Estate
- Chicanes to be implemented to calm traffic instead of the proposed sinusoidal speed humps
- Traffic lights, shared space and further pedestrian crossing on Sewardstone Road / Bishops Way
- Introduction of a roundabout at the junction of Old Ford Road and Approach Road
- Closure at the southern end of Globe Road
- Introduction of a formal crossing on Victoria Park Square

- Allow resident access through the closure on Bonner Street
- Introduction of a school street outside Gatehouse School on Sewardstone Road

2.6 The full details of all the alternative suggested considered with reasoning for inclusion or exclusion can be found in Appendix E. In summary these options would either

- not help achieve the aim of Liveable Streets programme or
- create conflict with existing proposed measures or
- not be possible to design safely for road users or
- stop access completely for residents using a motor vehicle.

3 DETAILS OF THE REPORT

Engagement and consultation

3.1 Starting in March 2020, the Council has been undertaking an extensive engagement process in the Old Ford Road West 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, over 400 residents responded.
- 3.1.2 In July 2020, four community co-design workshops took place virtually with 44 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 for their feedback on the suggestions presented to further develop the designs to align with the needs of the community. Officers 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, officers 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 Thursday 19 November 2020 to Sunday 20 December 2020. Consultation packs were delivered to over 5,298 residential and business addresses within the consultation area, with extra copies made available on request.

Emails were sent to over 660 residents, internal and external stakeholders on the Tower Hamlets mailing list during the consultation period.

- 3.1.5 In place of face-to-face drop-in sessions, virtual ‘chat with the team’ sessions were held over the phone and zoom on 26 November, 28 November, 2 December, 9 December 2020 which provided the opportunity for attendees to review the proposals with the project manager 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 Parkview Tenants and Residents Association. A postcard was delivered to 5,298 properties on Monday 27 November 2020 to remind people to respond to the consultation.

Proposals

- 3.2 The proposals seek to improve the area for walking, cycling and public transport, improve air quality 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

- Proposed closure on Vyner Street west of Lark Row
- Convert Wadeson Street to one-way from Mowlem Street to Cambridge Heath Road
- Footway widening and improvements on Wadeson Street and Vyner Streets
- Planting and trees on Wadeson Street and Mowlem Street
- Closure on Russia Lane at the junction with Bishops Way
- Proposed cycle route improvements on Bishops Way including new two-way protected cycle track
- New zebra pedestrian crossings

Scheme 2

- Closure at junction of Approach Road/ Sewardstone Road
- Convert St James Avenue to one-way northbound
- Closure at junction of Bonner Road/ Approach Road
- Closure at junction of Robinson Road/ Approach Road
- Public realm improvements at St James Square

Scheme 3

- Closure on Bonner Street
- Remove signals from Bonner Street/ Roman Road junction and replace with a cycle/pedestrian crossing across Roman Road
- Protected cycle lanes between Bonner Road and Morpeth Street

- Public realm improvements on Victoria Park Square, near Museum Gardens
- Lighting improvements on Peary Place
- Lighting improvements in walkway between Cyprus Street

Scheme 4

- Mowlem Children's Centre – introduction of school street next to the Islamic Centre
- Saint Elizabeth Roman Catholic Primary School - permanent closure of Waterloo Garden's south of Bishops Way and playful streetscape

Consultation Results and Final Design

3.4 Over the 4-week period the Council received a total of 686 respondents to the consultation of which 400 were received online and the remaining 286 were paper responses. A summary breakdown of the respondents are:

- 327 residents within the scheme area
- 31 business
- 66 visitors
- 94 working in the area

A breakdown of each question is provided in Appendix D, Consultation Results. The results from those responding from within the area showed 58% were supportive of the scheme, 26% unsupportive and 16% neutral or don't know.

Finance

3.5 The funding of the Old Ford Road West area is within financial year 2021/22.

3.6 The total cost of the scheme is estimated at £1 million. Capital Investment in the Liveable Streets programme will be required for the financial year 2021/22.

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 approval on all proposals is granted, if the Mayor is so minded, with works to start in late 2021.

4 EQUALITIES IMPLICATIONS

4.1 A full Equalities Impact Assessment (EqIA) has been carried out on the Old Ford Road West Liveable Streets scheme. The proposed measures reflected in the report are comprised within this EqIA assessment which has been updated. The EqIA can be seen in Appendix F and obtains the full assessment for each protected characteristics.

- 4.2 The EqIA assessment has highlighted the potential for positive impacts on groups sharing protected characteristics. Evidence has been drawn upon from existing studies, data sets, as well as data and evidence collected as part of this scheme programme through each engagement stage, consultation, and surveys in order to make the assessment.
- 4.3 For example, the borough's Transport Strategy indicated a disproportionately low take up of cycling amongst women, often in relation to fear of traffic/roads which this scheme would help to resolve by creating a safer network of cyclable roads. Black and minority ethnic groups are identified as more likely to be a casualty in a road collision, particularly as a pedestrian which this scheme would help improve by removing the conflict with motor vehicles and improvements to crossings and accessibility through the area. Those who are black and minority ethnic and/or elderly are also more likely to have a respiratory condition, as outlined in the Transport Strategy and would benefit from reduced traffic levels. The elderly and young are also the most likely groups to be involved in a collision, as well as being impacted by the poor air quality, walking environment and outdoor space.
- 4.4 Overall, these measures provide greater accessibility for those who walk, cycle and use public transport across the area as well as improving the look, feel and safety of the area. Furthermore, this is likely to provide health benefits and mental wellbeing in relation to an increase in physical activity as recommended by NHS to help us continue to be independent and healthier for longer in our lives.
- 4.5 The identified negative impacts of the proposal are related to the requirement for those using a motor vehicle to use alternative routes to reach their destination in the area. The greatest increase has been estimated to be 5-10minutes, 1.1miles. The negative impact is associated with the increased time, distance and cost for those using a motor vehicle to reach their destination. It should be noted that all properties remain accessible by motor vehicle and there are other travel methods which will be improved by the proposals such as access to public transport, the environment for those who walk and cycle.
- 4.6 Further, it is recommended the scheme is undertaken on an experimental basis to ensure a review of the scheme is carried out. This will include the monitoring of the potential positive and negative impacts identified through the assessment and where necessary provide a mechanism for alterations made to the scheme which will be undertaken following engagement with stakeholders. As part of this review the EqIA will be further updated with results from any surveys and feedback provided from all road users and the local community.

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 In September 2020, Cabinet approved the funding sources for the delivery of Liveable Streets schemes at Bethnal Green (£2.7m), Wapping (£1.1m) and Barkantine (£1.0m) - totalling £4.8m. After accounting for the retrospective spend incurred on these schemes from prior years, the remaining budget totals £4.5m. In November 2020, Cabinet approved the funding sources for Liveable Streets schemes at Bow (£3.0m) and Brick Lane (£1.7m) – totalling £4.7m. Most recently, in January 2021, Cabinet approved the funding sources for the next schemes in Liveable Streets projects, including Old Ford West (£1.0m), Shadwell (£1.0m), Whitechapel (£1.2m) and Mile End West (£1.0m) – Totalling £4.2m. Hence, The current total approved budget for Public Realm Liveable Streets projects as part of the Council's 2020/21 and 2021/22 approved capital programme is a combined budget of £13.4m, funded through a combination of S106 (£4.8m) and CIL (£8.6m) monies.
- 6.2 This report is requesting for a release of £1m which is the estimated total cost of the Old Ford West scheme, which can be accommodated within the approved budgets.
- 6.3 The procurement of works and service will be carried out using existing frameworks or term contracts which have already received Council approval and detailed design will take place after Mayoral approval on all proposals are granted

7 COMMENTS OF LEGAL SERVICES

- 7.1 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.
- 7.2 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.
- 7.3 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."
- 7.4 Paragraph 3 and Appendix C of the report sets out the extent of the consultation exercise undertaken and demonstrates a fair and legally 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 which demonstrates the fairness of the consultation process thereby satisfying the legal tests set out above.
- 7.5 The Council is required to adhere to the Public Sector Equality Duty in accordance with s149 of the Equality Act 2010 which must be given due regard in its decision making. Paragraph 4 advises that a full EqIA has been undertaken in respect of the proposals whilst taking into account the wider design of the Liveable Streets Old Ford West scheme. The EqIA is attached at Appendix F of the report.
- 7.6 The Mayor will note that the EqIA identifies a number of positive and negative impacts upon individuals that share particular protected characteristics. Paragraphs 4.1-4.6 of the report set out the justification and mitigations proposed in respect of any adverse effects.
- 7.7 It is noted that paragraph 4.6 of the report advises that the scheme implementation has been recommended to be undertaken on an experimental basis to ensure a review of the scheme is carried out. This will include the monitoring of the potential positive and negative impacts identified through the assessment and where necessary alterations made to the scheme. As part of this review the EqIA will be updated with results from any surveys and feedback provided from all road users and the local community.
- 7.8 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.

- 7.9 The Council is entitled to use a framework provided it is procured correctly in compliance with the statutory requirements of the Public Procurement Regulations 2015.

Linked Reports, Appendices and Background Documents

Linked Report

- NONE

Appendices

Appendix A – Consultation Document
Appendix B – Final Design Map
Appendix C – Engagement and Consultation
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 OLD FORD ROAD WEST

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, bike and public transport. Tower Hamlets would like to hear your views on the proposals for the Old Ford Road West project area.

We've listened to your concerns on issues including:

- The volume and speed of vehicles in residential streets, impacting safety, air and noise pollution.
- The need for better, cleaner and greener public spaces.
- Hostile environment for pedestrians and cyclists.

This booklet contains our proposals to help tackle these problems. Let us know what you think before 11.59pm on **Sunday 20 December 2020**.

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



North Globe Town Square Visualisation

MAYOR OF
TOWER HAMLETS



- LEGEND:**
- - - Scheme 1 area
 - - - Scheme 2 area
 - - - Scheme 3 area
 - Existing one-way
 - Existing crossing
 - Existing road closure
 - Existing schools
 - Existing school street
 - Proposed two-way
 - Proposed one-way with contraflow cycling
 - Proposed contraflow cycling
 - Proposed tree
 - Proposed road closure
 - Proposed street lighting improvements
 - Proposed school street
 - Proposed school initiative
 - Proposed new/upgraded crossing
 - Proposed pavement widening
 - Proposed walking and cycling crossing improvements
 - Proposed streetscape improvements
 - Proposed speed table
 - Proposed speed humps
 - Proposed public space (no motor vehicle access)

- SCHOOLS:**
- 1 - Excellence Christian School
 - 2 - Scallywags
 - 3 - Mowlem Primary School
 - 4 - St Elizabeth Catholic Primary School
 - 5 - Raine's Foundation School
 - 6 - St John's Church of England Primary School
 - 7 - Gatehouse School
 - 8 - Globe Primary School
 - 9 - Bonner Primary School

OLD FORD ROAD WEST

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 have adopted 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 and 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 in March 2020, you gave your feedback through an online survey, interactive map and drop-in sessions. More than 500 comments were generated from across the interactive map and survey.

We held online co-design workshops with more than 40 residents across four workshops. Three of these were held in July, and an additional workshop was held in September due to demand, where the project team worked together with the community to develop these proposals. They also held meetings with Tenant and Resident Associations, community groups, stakeholders and businesses in the area.

What is being proposed?

Four 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. This includes crossing improvements, better street lighting, tree planting and school streets.

The map on pages 2-3 shows an overview of the project area and proposals.

Why are these proposals important?

Every day thousands of vehicles are travelling through the area and not stopping. These vehicles are contributing to the already unacceptable levels of air pollution on your streets, outside your schools and around your local shops.

These proposals are also planned to work together with the approved Bethnal Green scheme and proposed changes in the Bow Liveable Streets area.

This scheme in the Old Ford Road West area will provide essential links by creating improved active travel routes for everyone.

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

All properties will still be accessible by vehicle, but people will also have greater choice on how they get around by removing barriers to walking and cycling.

A third of all car trips in Tower Hamlets are shorter than 1.2 miles

You Said: "Bishops Way has speeding, rat-running vehicles with pinch points that make it scary to cycle along here. Suggest closing this road and/or removing pinch points."

You Said: "Crossings are needed to control pedestrian routes into Victoria Park."

SCHEME 1

You told us that Wadeson Street and Vyner Street are key walking and cycling routes to and from the area including local schools, Victoria Park and Mowlem Children's Centre.

PEDESTRIAN IMPROVEMENTS

We are proposing to widen the pavement on Wadeson Street and improve the crossing for wheelchair users and those with pushchairs.

By narrowing the junction with Cambridge Heath Road we can reduce the crossing distance and slow vehicles entering the street.

You Said: "Tree planting on Wadeson Street would be welcome to improve the air quality and to improve the feel of the place."

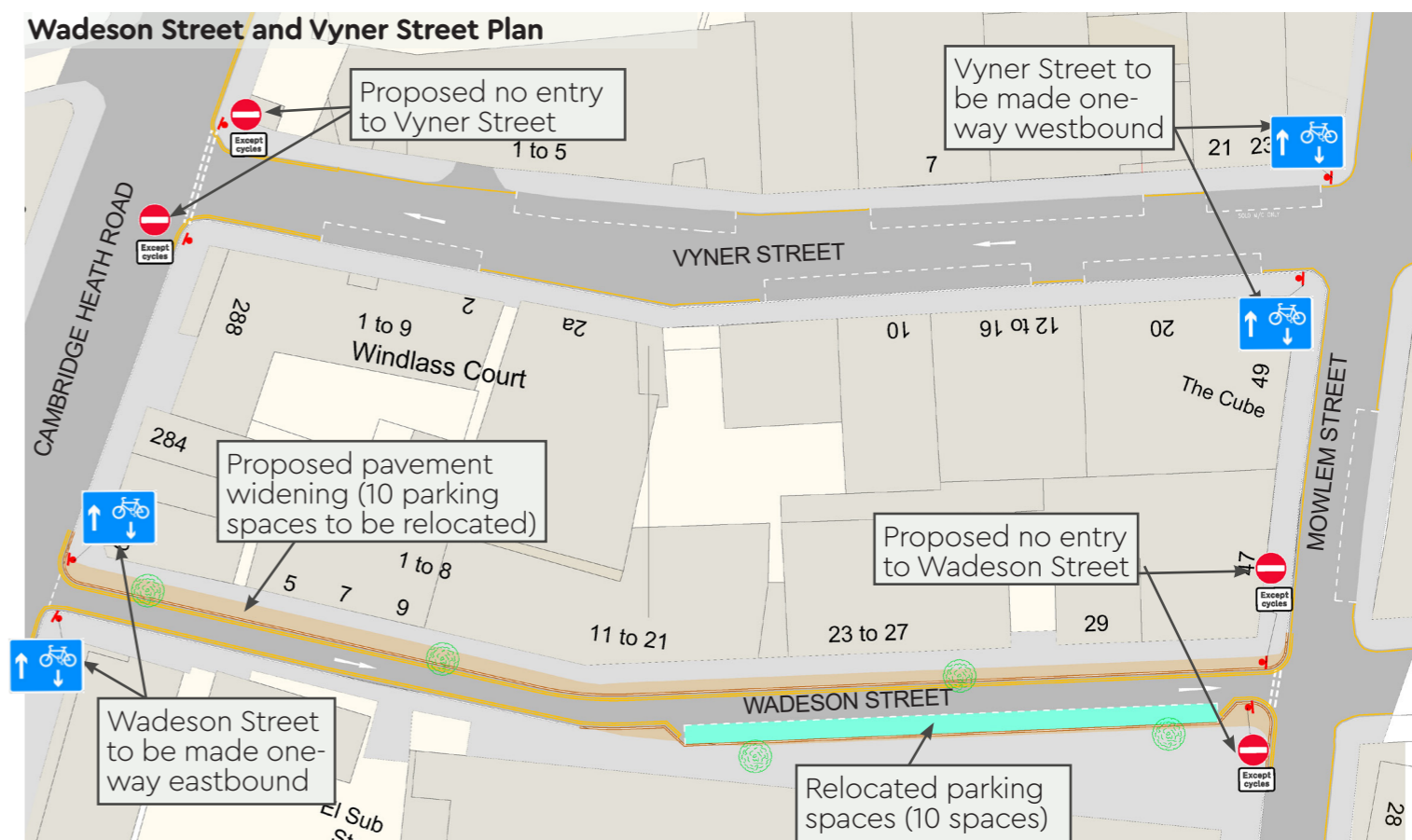
ROAD SAFETY AND TRAFFIC CHANGES

In the last five years a number of collisions involving cyclists have been recorded at the junctions of Wadeson Street and Vyner Street with Cambridge Heath Road.

We want to improve the safety of these junctions by making both Wadeson Street and Vyner Street one-way. There will be no loss of parking as part of the one-way system.

By simplifying the road layout, we will make for a more cycle-friendly route for those coming to or from Hackney via Cambridge Heath Road. Vyner Street will allow contraflow cycling.

A road closure is also proposed on Vyner Street, west of Lark Row, to address the anti-social driving. Access to Lark Row will be maintained via Wadeson Street.



TRAFFIC CALMING ON SEWARDSTONE ROAD

We want to improve safety for pedestrians and motorists on Sewardstone Road by improving the existing speed humps. We are proposing speed humps which extend fully across the carriageway to slow vehicles.

PUBLIC SPACE IMPROVEMENTS

We also want to improve the look and feel of the area, by introducing tree planting on Wadeson Street, Mowlem Street and Lark Row.

SCHEME 2

We want to make walking and cycling one of the easiest ways to get around the area, especially to and from Victoria Park and the nearby schools.

By reducing the high volumes of cut-through traffic which currently use Bishops Way and Sewardstone Road we can create a safer and more pleasant experience for pedestrians and cyclists.

TRAFFIC CHANGES

To prevent vehicles from using your neighbourhood as a short-cut, a closure is proposed on Sewardstone Road, east of its junction with Bishops Way near the entrance to Victoria Park.

With the proposed closure on Sewardstone 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 public transport, we are proposing road closures on Russia Lane, Robinson Road and Bonner Road. It is also proposed to make St James's Avenue one-way northbound with new street parking and cycle parking.

We want to slow vehicles using Sewardstone Road and Old Ford Road by introducing additional speed humps and raised tables.

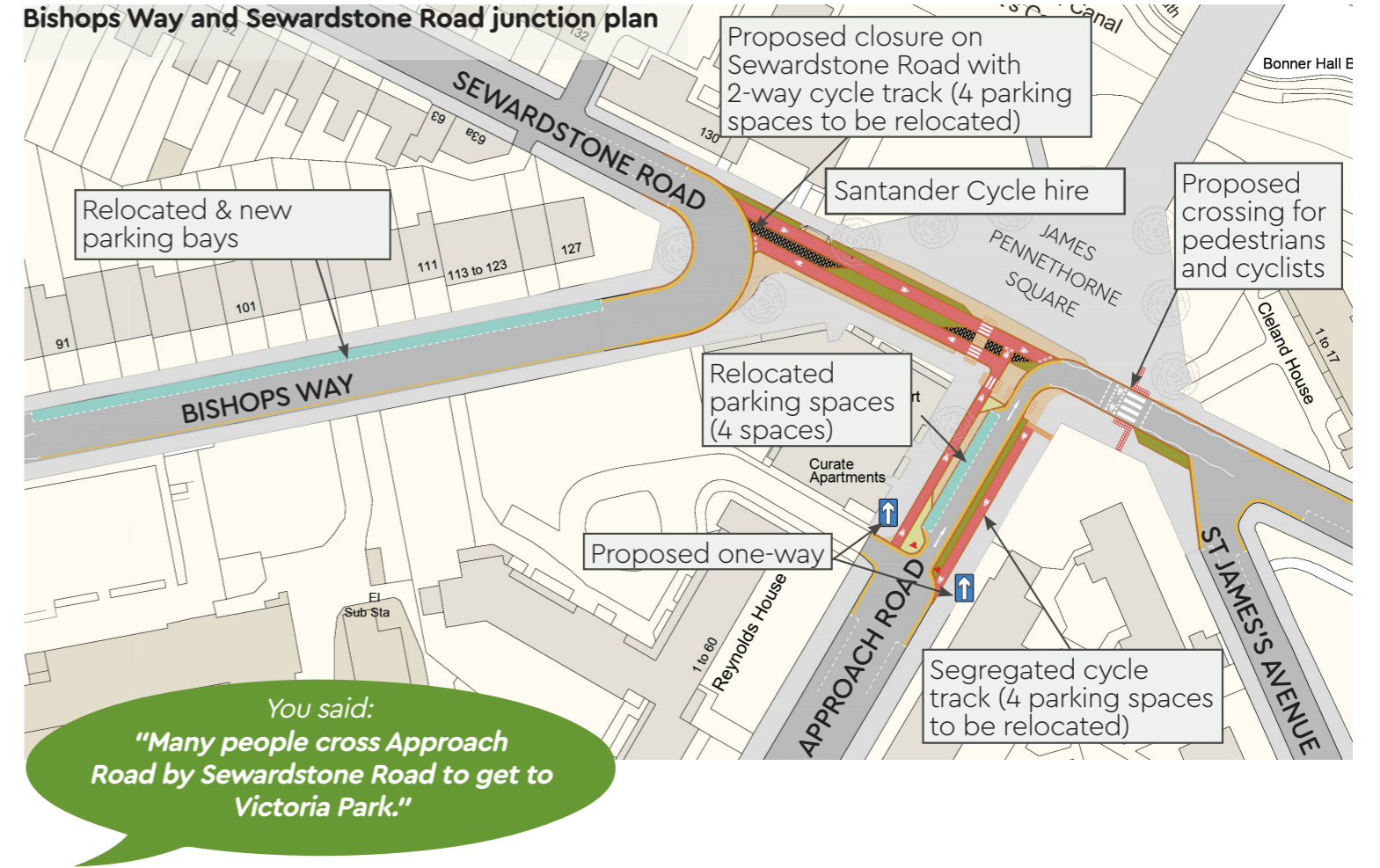
WALKING AND CYCLING IMPROVEMENTS

We want to create a safer pedestrian and cycle environment by improving the existing crossings.

We are proposing to add a cycle crossing across Sewardstone Road from the park to Approach Road and Bishops Way. This reduces the conflict between vehicles, pedestrians and cyclists. Contraflow cycling will be permitted on Sewardstone Road.

We are also proposing to introduce raised crossings at the Bonner Road and Approach Road junction to make pedestrians more visible to drivers, and encourage slow traffic speeds. This is a key route for children and parents walking, cycling and scooting to school.

A new contraflow cycle lane is also proposed on Bonner Road between Approach Road and Old Ford Road.



PUBLIC SPACE IMPROVEMENTS

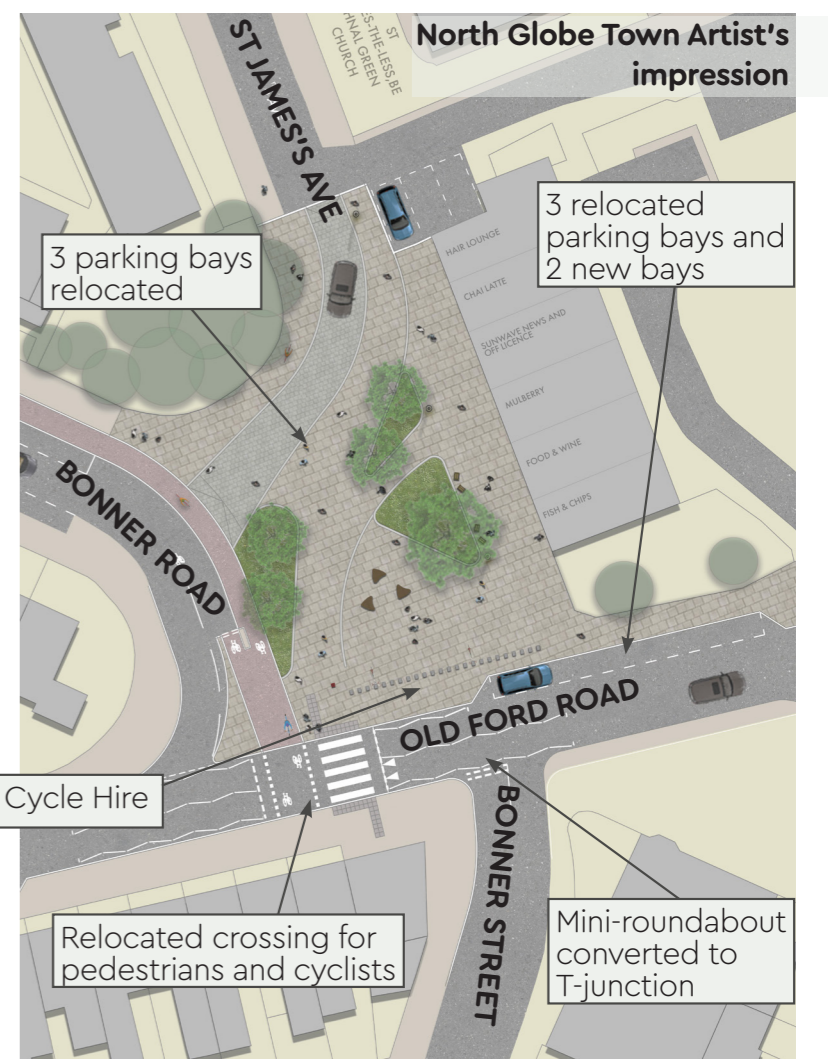
We are proposing a transformation of the central part of the Old Ford Road area. This will reduce the daily through-traffic journeys of drivers who don't stop locally; improving air quality and road safety.

But, we don't just want to remove traffic, we propose investing heavily in this area by creating a new public space at the North Globe Town Square with tree planting, better lighting, where people can stop rest and spend time.

If agreed, the final design will be developed with the Designing Out Crime Officers to help deter anti-social behaviour.

The relocated and new parking bays will become short-stay bays to discourage loitering.

Vehicles on Bonner Road regularly exceed 30mph



SCHEME 3

WALKING AND CYCLING IMPROVEMENTS

To create a cycle and pedestrian friendly environment and prevent Bonner Street from being used as cut-through from Old Ford Road to Roman Road, a road closure is proposed at the junction of Bonner Street and Roman Road.

These proposals will improve road safety, air quality, and reduce noise pollution on this popular route to and from the Bonner Primary School.

A short section of a two-way cycling track along Roman Road will provide an important link to allow continuity to Morpeth Street. Morpeth Street will become exit only at the junction with Roman Road. These proposed changes will allow for key north/south cycle connections into and out of the area, particularly those cycling to or from Victoria Park. Improvements to Morpeth Street will be considered as part of future schemes in the Mile End West Liveable Streets area.

TRAFFIC FLOW

By implementing a closure at the junction of Bonner Street and Roman Road, we can replace the signals with a cycle and pedestrian crossing. This will also help improve traffic flow along Roman Road.

With closures being implemented on Old Bethnal Green Road, and pending the proposed closure of Skew Bridge, it is expected that traffic volumes will decrease on Old Ford Road, and allow for safer local journeys.

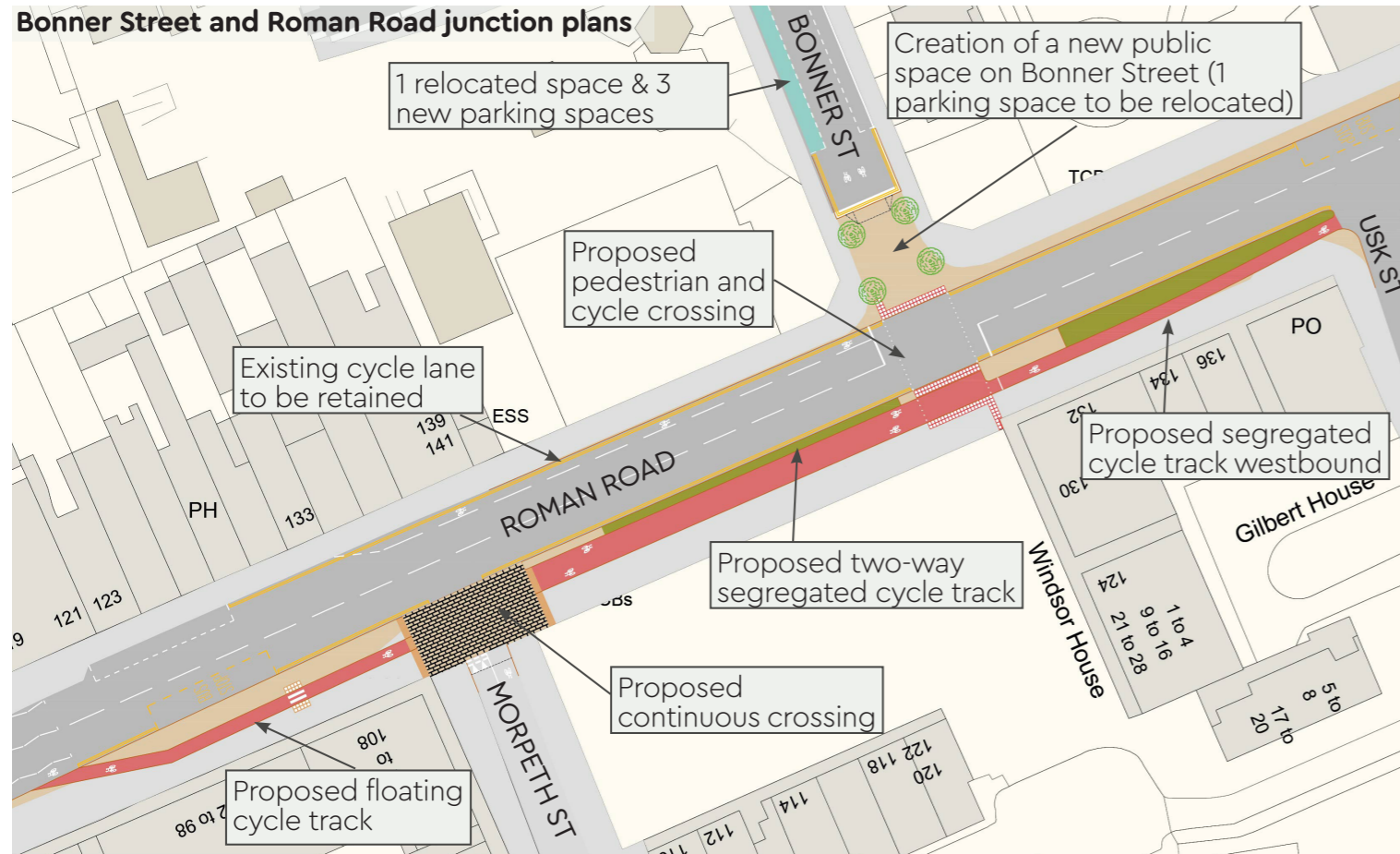
PUBLIC SPACE IMPROVEMENTS

The closure of Bonner Street means we can invest in extra greenery and tree planting in this area. This will tie into the market space and improve the look and feel of the area.

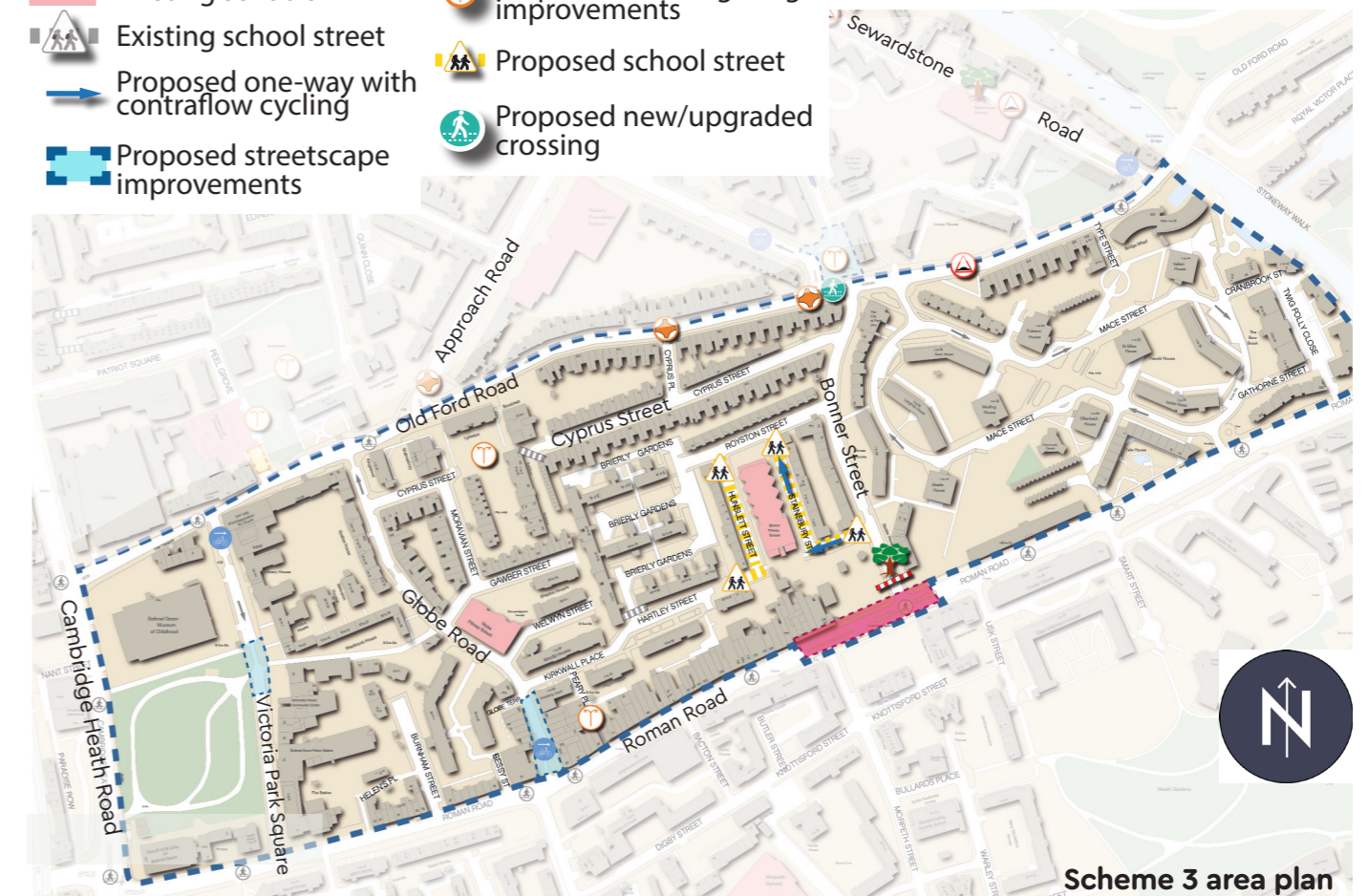
We are also proposing additional parking spaces at the southern end of Bonner Street.

You said:
"Bonner Street is an awful rat-run northbound onto Old Ford Road, and it doesn't mix well with Bonner Primary School."

Bonner Street and Roman Road junction plans



- Existing one-way
- Proposed contraflow cycling
- Proposed speed table
- Existing crossing
- Proposed tree
- Proposed speed humps
- Existing road closure
- Proposed road closure
- Existing schools
- Proposed street lighting improvements
- Proposed school street
- Existing school street
- Proposed one-way with contraflow cycling
- Proposed new/upgraded crossing
- Proposed streetscape improvements
- Proposed walking and cycling crossing improvements



TRAFFIC CALMING

On Old Ford Road, we have proposed to implement traffic calming improvements including new speed tables replacing some of the existing pavement build-outs to ensure a safer environment for everyone.

To enable safer pedestrian crossing facilities by reducing the speed of vehicles, it is proposed to introduce a raised speed table at the Approach Road and Old Ford Road junction. A speed table at the junction of Cyprus Street and Old Ford Road is also proposed.

We are also proposing to convert the mini-roundabout at Bonner Street and Old Ford Road to a T-junction and relocate the crossing to increase the safety of pedestrians and cyclists.

PUBLIC SPACE IMPROVEMENTS

Improvements at Victoria Park Square near Museum Gardens and the South end of Globe Road to declutter, provide more cycle parking and planting are also part of our proposals to enhance the area.

WALKING AND CYCLING ROUTES

There are also places that you told us felt unsafe walking through due to anti-social behaviour or inadequate lighting, so we are proposing lighting improvements on Peary Place, the walkway between Cyprus Street and around North Globe Town Square.

In addition, we propose to permit contraflow cycling on Globe Road to ensure a safe and convenient route for cyclists.



Current situation at Bonner Street and Old Ford Road roundabout

You said:
"A simple T-junction would be better and more intuitive."

You said:
"Please allow cycles to travel southbound on Globe Rd."

SCHEME 4

As part of our ongoing commitment to reduce emissions around schools, we are proposing to introduce further School Streets initiatives in the area.

School Streets enable streets to be closed to motor vehicles either permanently or during morning and afternoon times on 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 8:30am to 9:15am in the morning and 3:00pm to 3:45pm 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. Access for residents and businesses of those streets, school staff, blue badge users, SEND pupils and emergency services will be allowed if the vehicle is registered for an exemption, which can be requested free of charge using a form online.

If you would like further information on Tower Hamlets School Streets initiatives, please visit: www.towerhamlets.gov.uk/schoolstreets

ST ELIZABETH ROMAN CATHOLIC PRIMARY SCHOOL

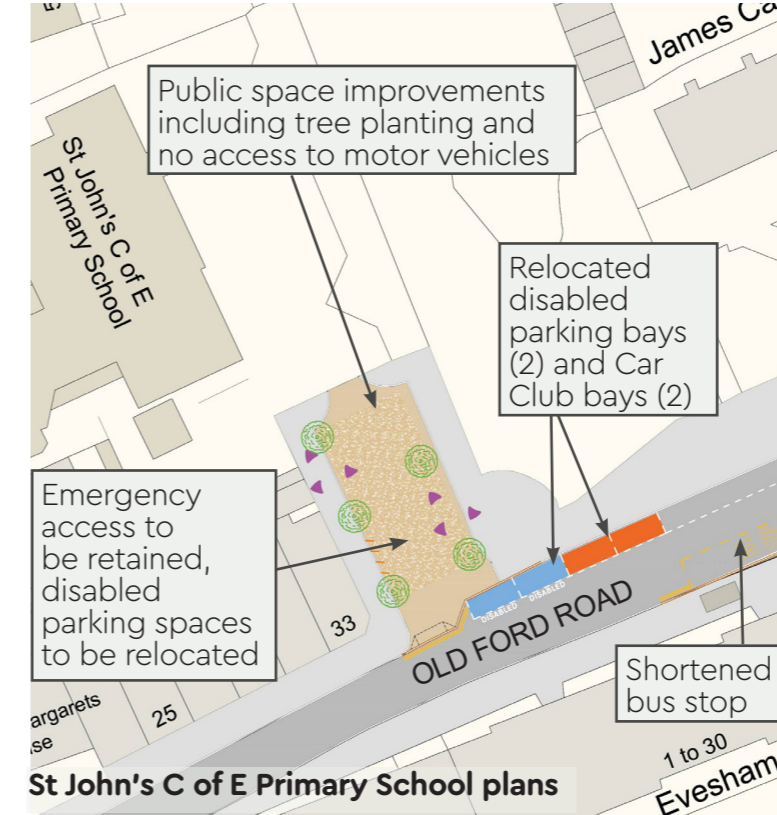
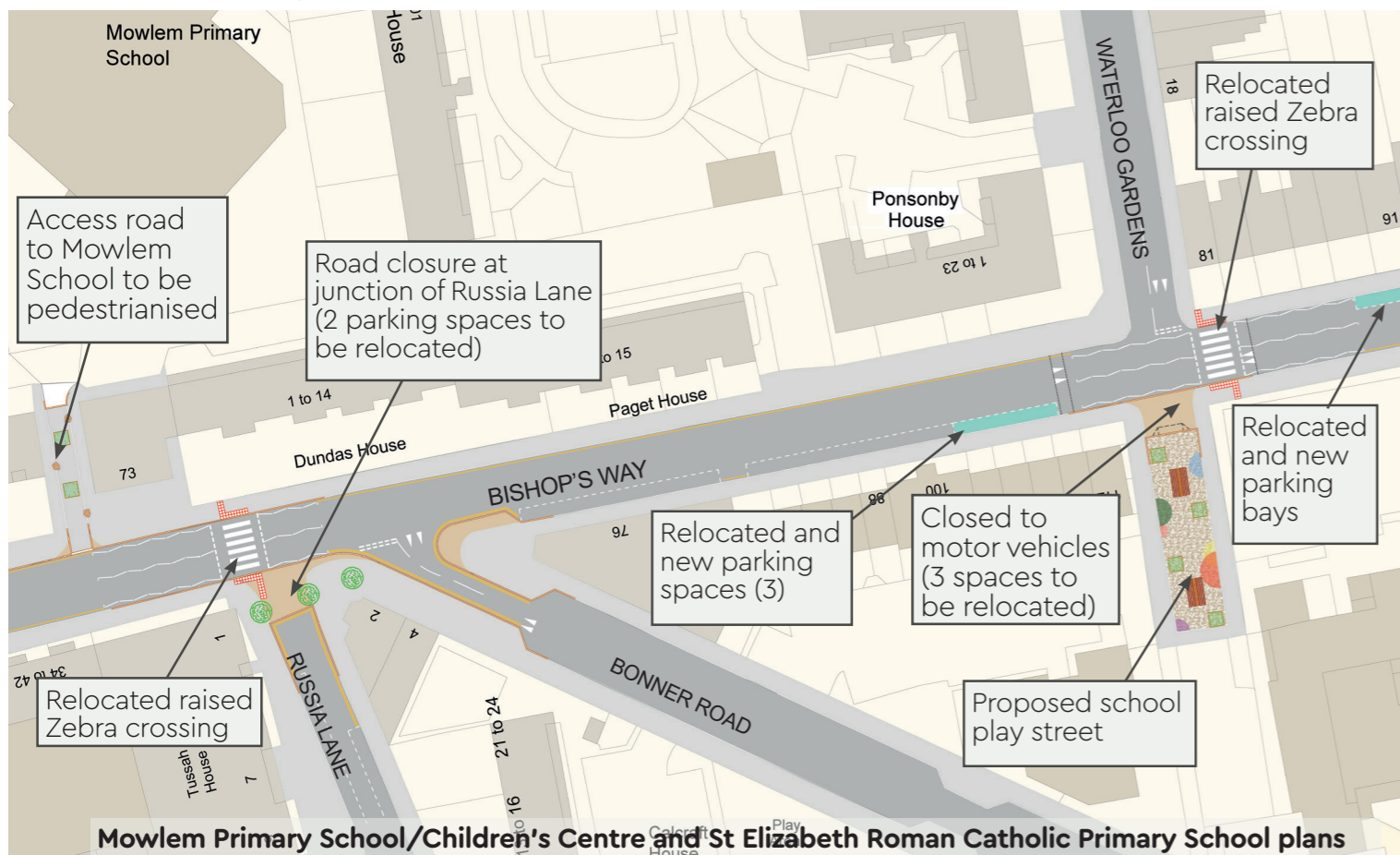
This proposed school street includes the timed closure of Bonner Road to vehicles and permanent closure of Waterloo Garden's south of Bishops Way to become a public space. This provides a great opportunity for the school cohort to get involved in the design.

We will relocate the 3 parking spaces on this road to Bishop's Way and use the space to install new secure cycle parking for both residents and students of the school. Overall there will be no net loss of parking across the scheme.

You said:
"Vehicles are still stopping and idling on the school run causing congestion."

MOWLEM PRIMARY SCHOOL/CHILDREN'S CENTRE

We have proposed a School Initiative next to the Bishop's Way Islamic Centre, which would include a closure of the short stretch of road outside the centre just off Bishop's Way, as well as a proposed cycle hangar. These proposals will aid current social distancing guidelines outside the school for pick up and drop off times.



ST JOHN'S CHURCH OF ENGLAND PRIMARY SCHOOL

We are proposing the closure to part of Peel Grove to vehicles with public realm improvements, street lighting and new cycle parking to provide a safe and pleasant space for parents, caregivers and students.

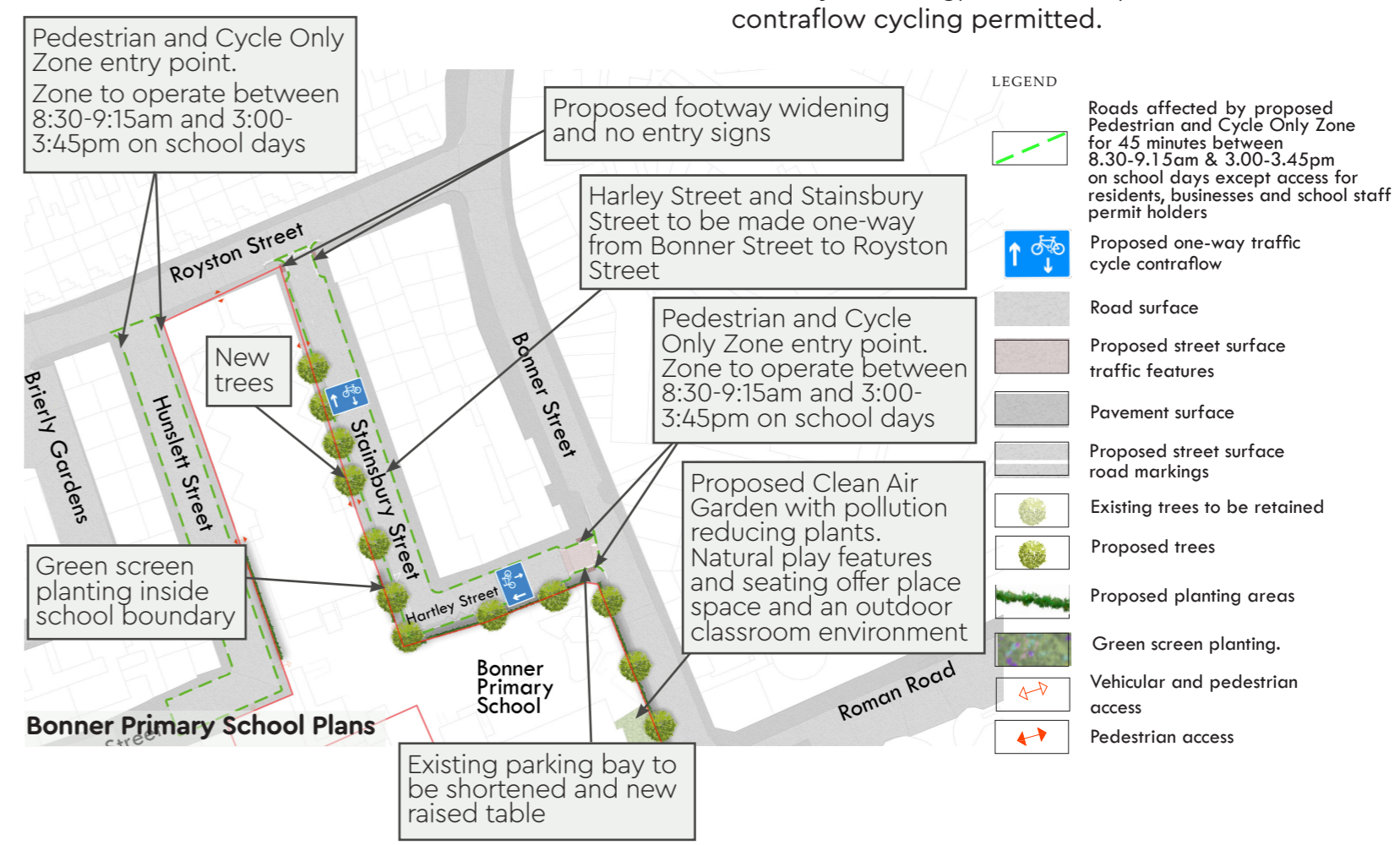
Emergency access to the school will be retained and the existing disabled bays relocated to Old Ford Road.

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

BONNER PRIMARY SCHOOL

As part of Tower Hamlets School Streets programme outside Bonner Primary School, Hunslett Street, Hartley Street (west section and section from school to dead end) and Stainsbury Street will be made pedestrian and cycle only zones between 8.30am-9.15am and 3.00pm-3.45pm on school days. Hartley Street and Stainsbury Street will be made one-way northbound for vehicles to allow space for footway widening, trees to be planted and contraflow cycling permitted.

You said:
"School Streets are a fantastic initiative, please make them look nice and community friendly."



LIVEABLE STREETS HAVE YOUR SAY

Your views are important to us. We want everyone who lives, works and studies in the Old Ford Road West area to have their say on the proposed changes by 11.59pm on **Sunday 20 December 2020**.


Have your say by filling out the survey attached to this booklet, or to fill it out online please visit:

 talk.towerhamlets.gov.uk/LSOldFordRoadWest

If you require information in another format or have any further questions about Liveable Streets Old Ford Road West, please email, phone or write to us at:

 LiveableStreets@towerhamlets.gov.uk

 0203 092 0401 (weekdays, 9am – 5pm)

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





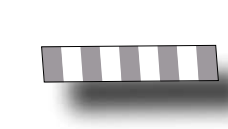






















If you require this leaflet to be translated into Bengali, you will be able to contact an interpreter over the phone during the consultation period. Please refer to our project webpage for more information when this service is available.



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LEGEND:

-  Existing one-way
-  Existing crossing
-  Existing road closure
-  Existing schools
-  Existing school street
-  Proposed two-way
-  Proposed one-way with contraflow cycling
-  Proposed contraflow cycling
-  Proposed tree
-  Proposed road closure
-  Proposed street lighting improvements
-  Proposed school street
-  Proposed school initiative
-  Proposed new/upgraded crossing
-  Proposed pavement widening
-  Proposed walking and cycling crossing improvements
-  Proposed streetscape improvements
-  Proposed speed table
-  Proposed speed humps
-  Proposed public space (no motor vehicle access)
-  Proposed cycle parking
-  Proposed banned left turn (from 4pm to 7pm)
-  Scheme 1 area
-  Scheme 2 area
-  Scheme 3 area

- 1 - Excellence Christian School
- 2 - Scallywags
- 3 - Mowlem Primary School
- 4 - St Elizabeth Catholic Primary School
- 5 - Raine's Foundation School
- 6 - St John's Church of England Primary School
- 7 - Gatehouse School
- 8 - Globe Primary School
- 9 - Bonner Primary School

Cambridge Heath Station

Page 23

Bethnal Green Station

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Liveable Streets Old Ford Road West

Appendix C – Consultation and engagement

29/03/2021



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Background

This document outlines the consultation and engagement process for the Liveable Streets programme in the Old Ford Road West area.

The council has developed proposals based on feedback from residents and businesses in Old Ford Road. This approach meets the aims and objectives of the Liveable Streets programme; to improve the look, feel and safety of the area for the Old Ford Road West community. A eight-step plan to deliver the Liveable Streets programme in Old Ford Road West 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	Workshop – Co-design workshops with residents and key stakeholders
Phase 4	Preliminary Design – Development of design based on workshop feedback
Phase 5	Public Consultation – Consultation of the proposed design
Phase 6	Detailed Design – Design of chosen scheme based on consultation feedback
Phase 7	Construction – Build on-site with consideration to construction impacts
Phase 8	Review – 3-year review of implemented schemes

Phase 1 – Early Engagement

Phase 1 - Early Engagement took place Monday 2 March 2020 to Sunday 29 March 2020. The full Early Engagement report can be found online at the Talk Tower Hamlets webpage:

- talk.towerhamlets.gov.uk/lsoldfordroadwest

By using an online survey, interactive map, 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 was 29 March 2020, although where practical, feedback received after this deadline was considered.

Using online engagement and printed promotional materials across a range of methods such as posters, flyers, social media and TH e-newsletter channels, an extended spread of the community had access to the Liveable Streets Old Ford Road West early 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 – Workshops

Online co-design workshops were held with residents, stakeholders, and businesses of the Old Ford Road West community on the following dates:

- Thursday 23 July 2020, 6pm – 7:30pm
- Saturday 25 July 2020, 1pm – 2:30pm
- Wednesday 29 July 2020, 6pm – 7:30pm

Due to a high demand and number of registered participants, an additional workshop was opened up to Old Ford Road West residents:

- Tuesday 8 September 2020, 6pm – 7:30pm

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 in an online workshop format due to COVID-19 government restrictions. The presentation was followed by two exercises in which suggestions for improvements were presented and residents and businesses were able to provide

their thoughts in a smaller group workshop. 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 4 - Preliminary Design.

Phase 4 – Preliminary Design

Taking details and feedback gathered from the previous phases, the traffic layout proposals were developed further in preparation for Phase 5 - Public Consultation.

Phase 5 – Public Consultation

The Old Ford Road West consultation ran from Thursday 19 Nov 2020 to Sunday 20 Dec 2020. The deadline for feedback was Sunday 20 Dec 2020, however where practical, feedback received after this period was also included due to the holiday period in late December 2020.

Consultation pack distribution

Consultation packs, containing an information booklet (including a link to online survey) hard copy survey and freepost return envelope, were delivered to the 5,298 residential and business properties within the consultation area across 19 and 20 November 2020.

There were 286 hard copy surveys received by return post.

Postcard distribution

Postcards were distributed to 5,298 business and residential properties within the Old Ford Road West project area on Monday 27 November 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 the Old Ford Road West area of Bethnal Green. We want to make your streets safer, improve the air quality and make it easier to get around on foot or by bike.

To view the proposals, please visit talk.towerhamlets.gov.uk/LSOldFordRoadWest for more information on the proposals and let us know your feedback and ideas by filling in the survey before Sunday 20 December 2020!

We'd love to hear from you.
The Liveable Streets team



Neighbour

Old Ford Road West area

London, E2

Complete the survey online at

talk.towerhamlets.gov.uk/LSOldFordRoadWest

Or scan the QR code



Community Engagement and Communications

Due to COVID-19 and associated government restrictions, 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 Liveable Streets Old Ford Road West consultation. Digital communication methods were used to ensure an inclusive engagement approach with residents, businesses and targeted stakeholder groups.

Posters were put up around the consultation area on Friday 20 November 2020, detailing the consultation dates and webpage.

Additional flyers were handed out to key stakeholders and businesses on 16 December 2020.

Stakeholder meetings

Stakeholder meetings were held both in advance of and during the Public Consultation window to ensure major community groups and essential emergency services were aware of the programme and had time to provide their feedback. Prior and during the consultation, the Liveable Streets team also met with key stakeholders over Microsoft Teams.

Drop-in Events

Due to COVID-19 and associated government restrictions, there were no face-to-face drop-in sessions held. Instead, the community could register for a timeslot to “chat to the team” via the website or via email and could opt for a phone call or Teams call to discuss the proposals with a member of the project team. The times available to register for are listed below:

- Thursday 26 November 2020, between 5pm – 8pm
- Saturday 28 November 2020, between 11am – 2pm
- Wednesday 2 November 2020, between 4pm – 7pm
- Wednesday 9 December 2020, between 4pm – 7pm

Email distribution and enquiry

In advance of the consultation and throughout the consultation period, the Liveable Streets team communicated with the following groups:

- All schools within the consultation area
- Emergency Services (Ambulance, Health Services, Police, Fire Services)
- TRAs and housing groups
- Places of worship
- Accessibility, inclusionary and key community groups

The Tower Hamlets e-newsletter, was sent out twice during the consultation period notifying all registered people in the community of the consultation and associated survey and drop-in sessions. These were sent on the 23 November and 14 December 2020.

Comments and queries were directed to the dedicated e-mail address liveablestreets@towerhamlets.gov.uk. The email address was listed on the consultation pack, website, and all associated consultation communications.

Social Media

The consultation was advertised also via London Borough of Tower Hamlets social media channels (Twitter, Facebook and LinkedIn) throughout the consultation period, which linked to the consultation webpage. These posts were made on 27 November, 4 December, 11 December and 18 December 2020.



Let's Talk Tower Hamlets

- The Old Ford Road West area received over 3000 page views throughout consultation period. The site featured various ways to feedback such as the online consultation survey, a Q&A tool and a registration form to talk to the team function.
- The Let's Talk Tower Hamlets Q&A function received 4 queries from the public during the consultation period. The Liveable Streets team addressed each question, answering either publicly or privately based on the nature of the question.
- The Let's Talk Tower Hamlets "Register your interest to talk to the team" survey received 3 responses where meetings were held with the individuals.

- There were 400 online surveys submitted via the Let's Talk Tower Hamlets webpage.

School Engagement

- While the programme team were not able to engage with school communities in a face-to-face setting, the team remained focused on keeping schools in the Old Ford Road West area up to date and engaged in the consultation. All schools in the area were offered a meeting with the project team.
- The Liveable Streets team held virtual meetings with the following schools:
 - Bonner Primary School
 - Gatehouse 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 and newsletters with parents, teachers, and students.

Business engagement

Due to COVID-19, the team were unable to engage with businesses face-to-face.

During the consultation period, businesses received both the consultations packs and postcard flyers. Businesses and key stakeholders in the area were also handed out flyers and posters during the consultation period, and discussions held with project team members while maintaining social distancing measures.

Liveable Streets phonenumber

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

Phase 6 – Detailed Design

Following the public consultation, the results and feedback will be considered. This will be taken to cabinet on 26 May 2021 for a final decision. Once this decision is made the proposal will be developed in more detail ready for Phase 7 - Construction.

Phase 7 – Construction

If approved, construction will begin in Summer 2021 and run for approximately 6 months. The implementation will be carried out using an experimental traffic order.

Phase 8 – 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.

Old Ford Road West Liveable Streets

Appendix D – Consultation Results

29/03/2021

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Consultation results

This report details the responses received for the Old Ford Road West 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 provides 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.

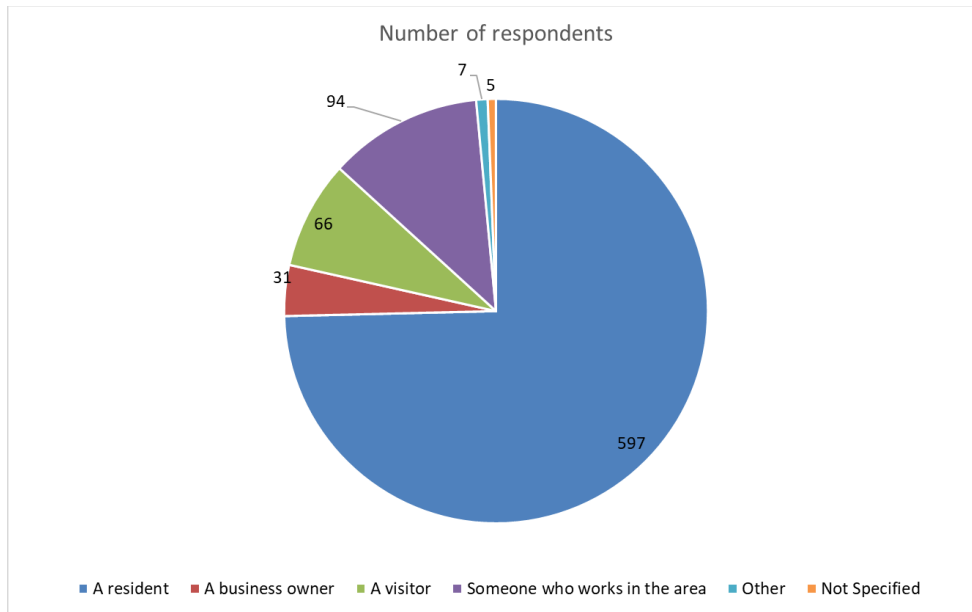
Section 3 provides a breakdown of responses by businesses in the area and people who work in the area

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

SECTION 1 - Overview

This section provides a summary of the respondents to the consultation and how they travel around the Old Ford Road West area. There was a total of 686 respondents to the consultation of which 400 were received online and the remaining 286 were paper responses. In the responses below respondents could choose more than one option.

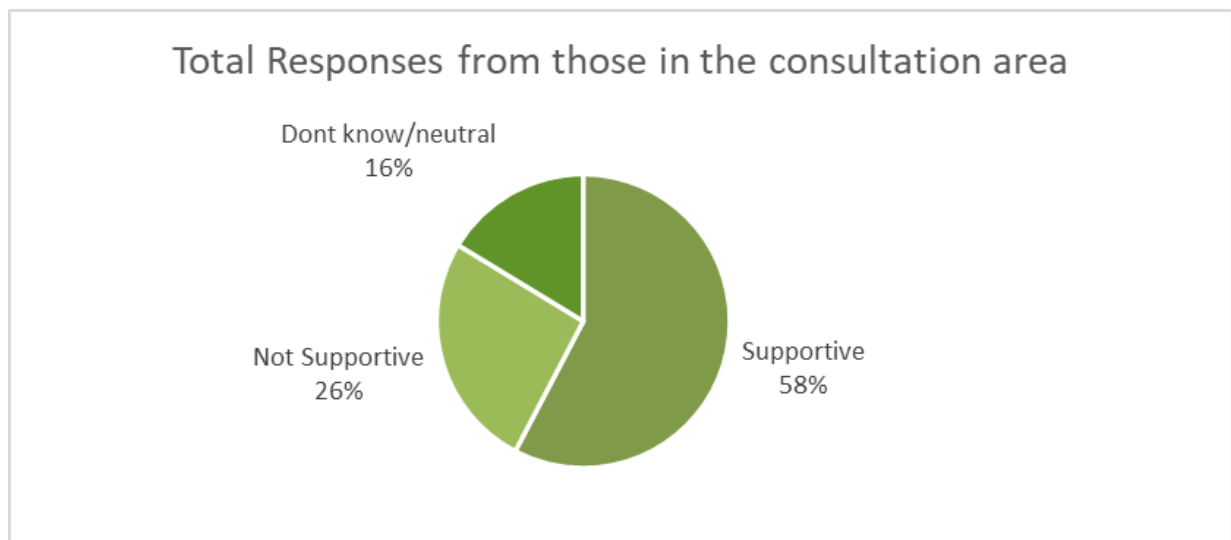
Number of respondents



686 people answered this question. 597 responses were received by people who identified themselves as residents although they may not reside within the consultation area.

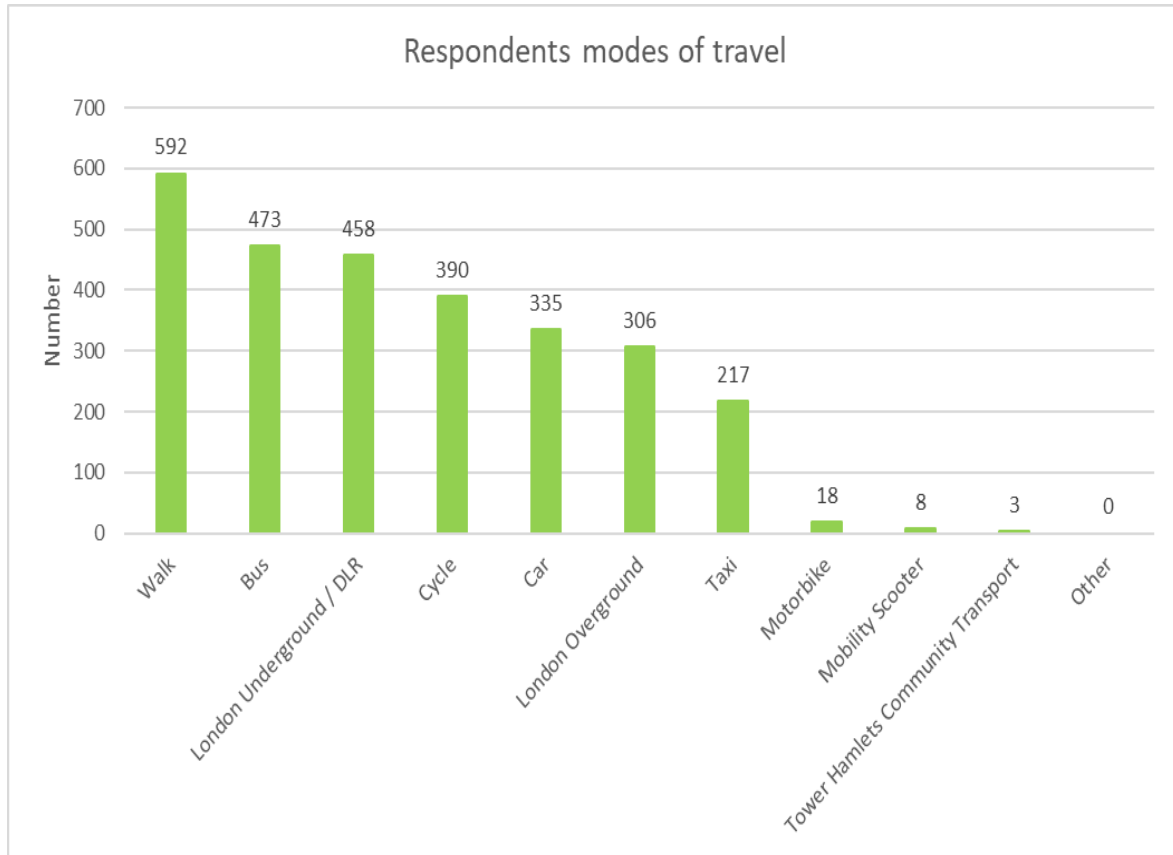
Overall, 327 people responded from within the consultation area, this has been further analysed in Section 2 of this document.

Taking each response from every question from respondents in the consultation area shows that 58% 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 685 people answered this question.



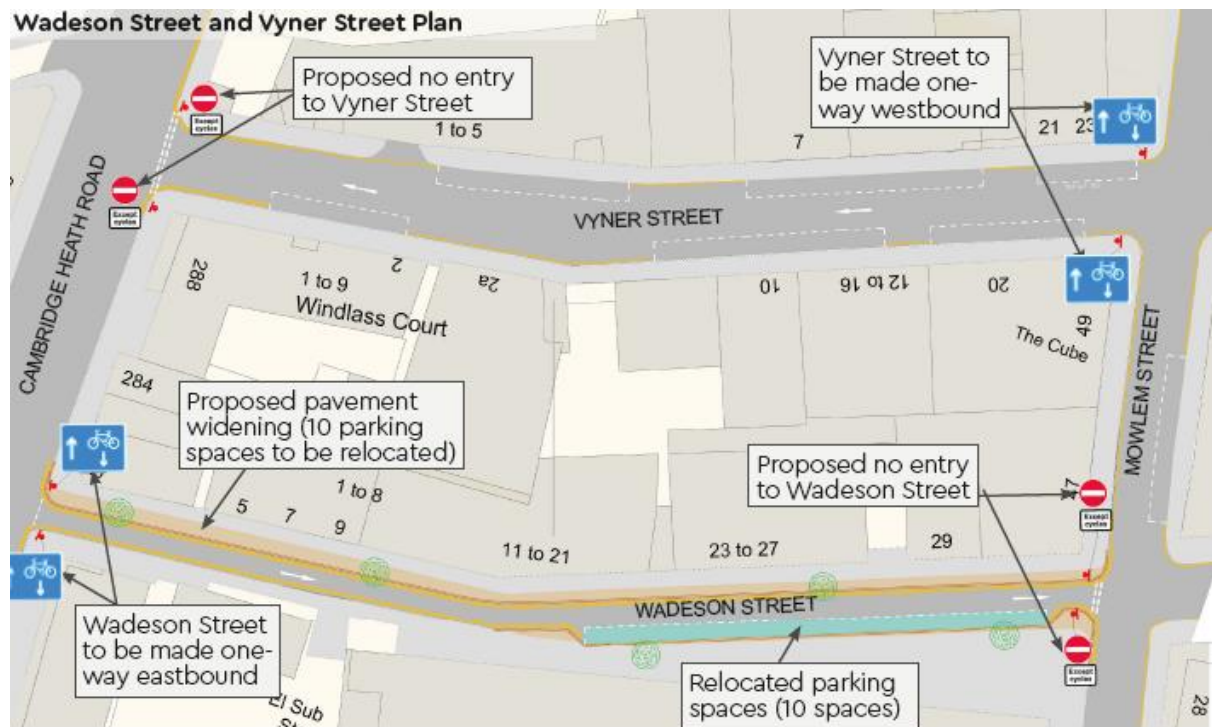
SECTION 2 – Results per question

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

The proposals in Scheme 1 relate to improvements to Wadeson Street and Vyner Street including pedestrian improvements and changes to the road layout to improve safety.



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

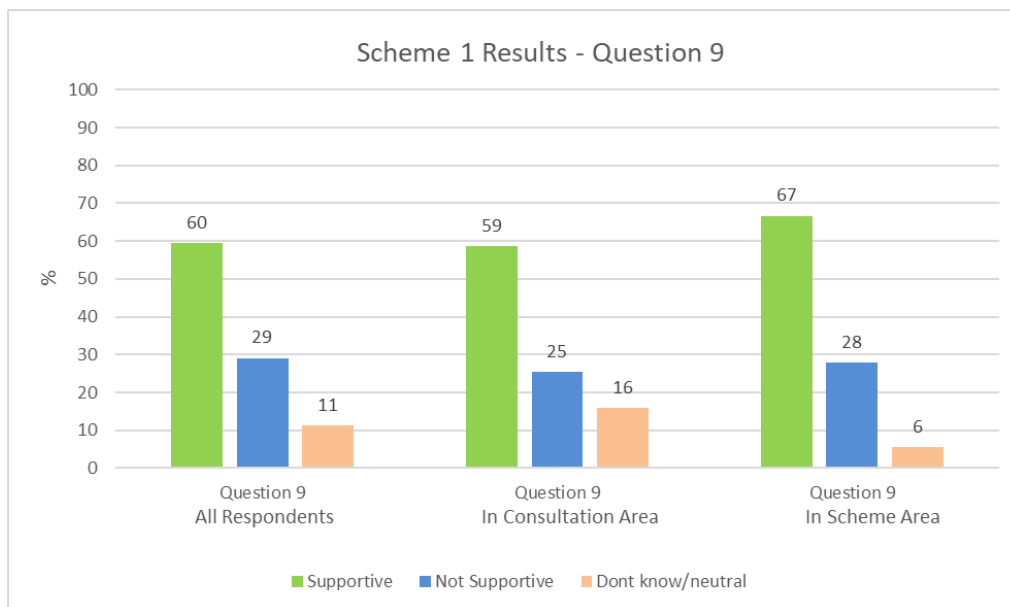
The immediate area for Scheme 1 has been defined as those who live or work on **Lark Road**, **Sewardstone Road** north of Bishops Way, **Vyner Street**, **Wadeson Street**, **Mowlem Street** and **Waterloo Gardens**.

Question 9

The proposals which require to be implemented as a group for Scheme 1 are listed below:

- Converting Vyner Street between Cambridge Heath Road and Mowlem Street to one-way
- Converting Wadeson Street between Cambridge Heath Road and Mowlem Street to one-way with pavement widening improvements
- Additional planting to Wadeson Street, Lark Row and Mowlem Street

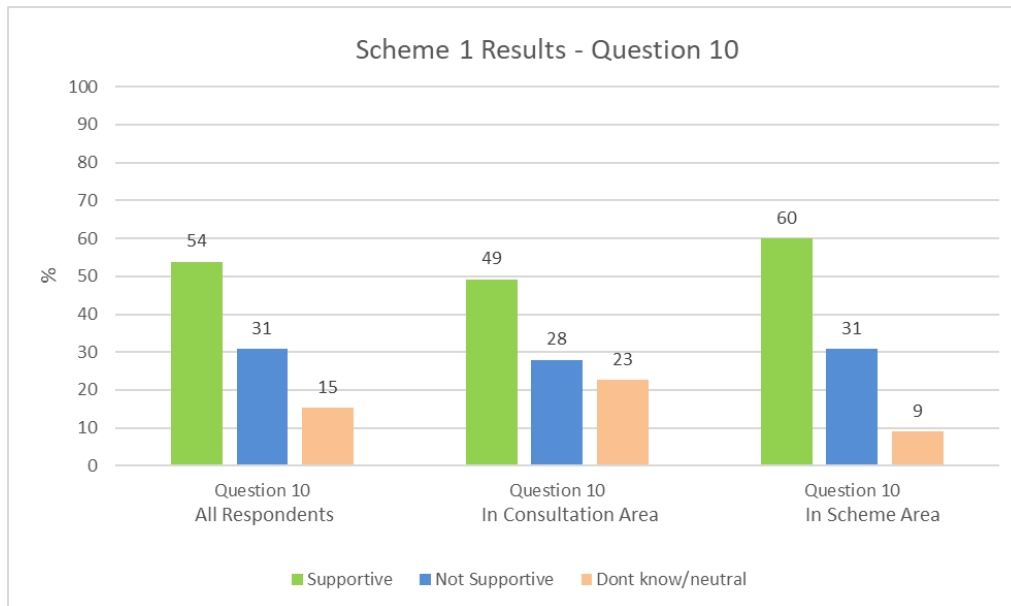
How supportive are you of the group of proposals above?



The total number of respondents were 680 and the total number of respondents within the consultation area were 322. There was a total of 54 respondents from within the scheme area.

Question 10

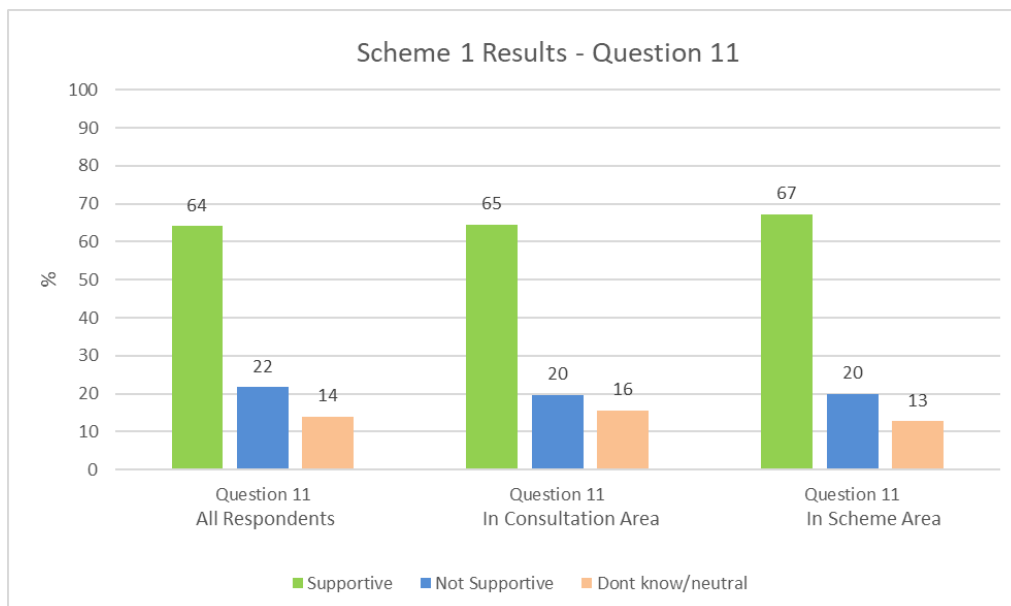
How supportive are you of a road closure on Vyner Street, west of the junction with Lark Row?



The total number of respondents were 678, with 325 respondents from within the consultation area and 55 respondents within the scheme area.

Question 11

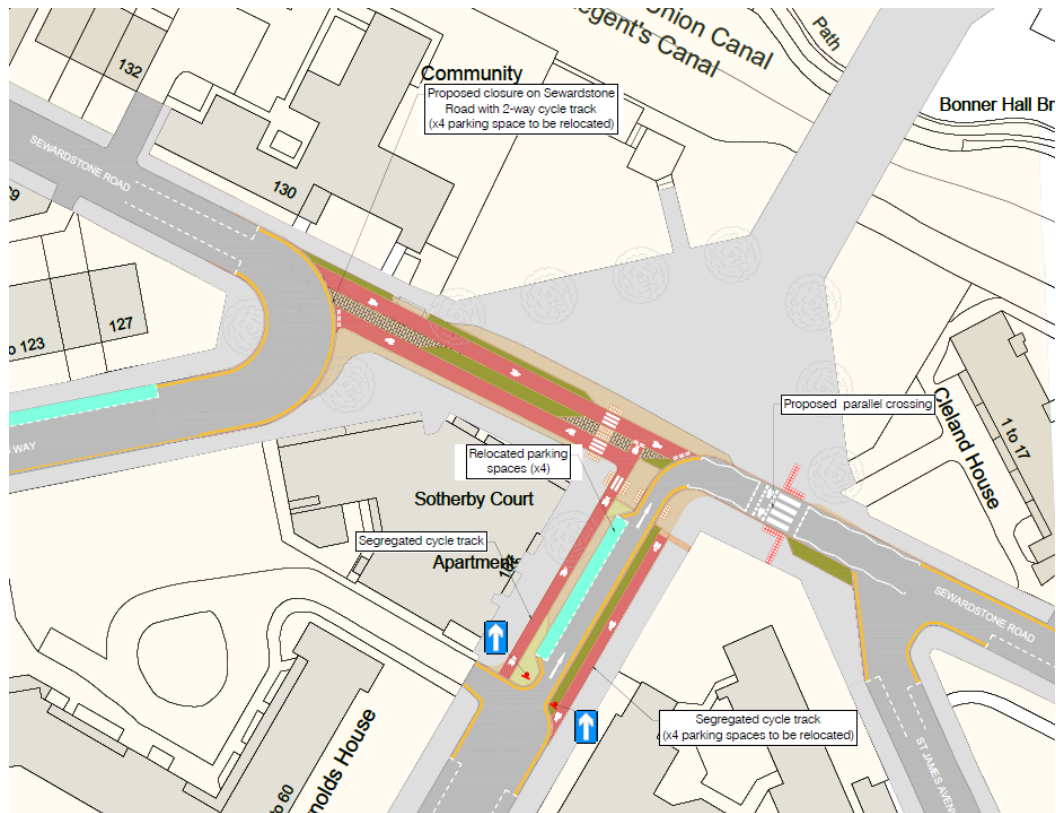
How supportive are you of speed humps on Sewardstone Road, between Waterloo Gardens and Bishops Way?



The total number of respondents were 678 and the total number of respondents within the consultation area were 319. There was a total of 55 respondents.

Scheme 2

Scheme 2 proposes walking and cycling improvements on Sewardstone Road around the access into Victoria Park to provide a more pleasant experience for cyclists and pedestrians. This includes some changes to the road network.



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

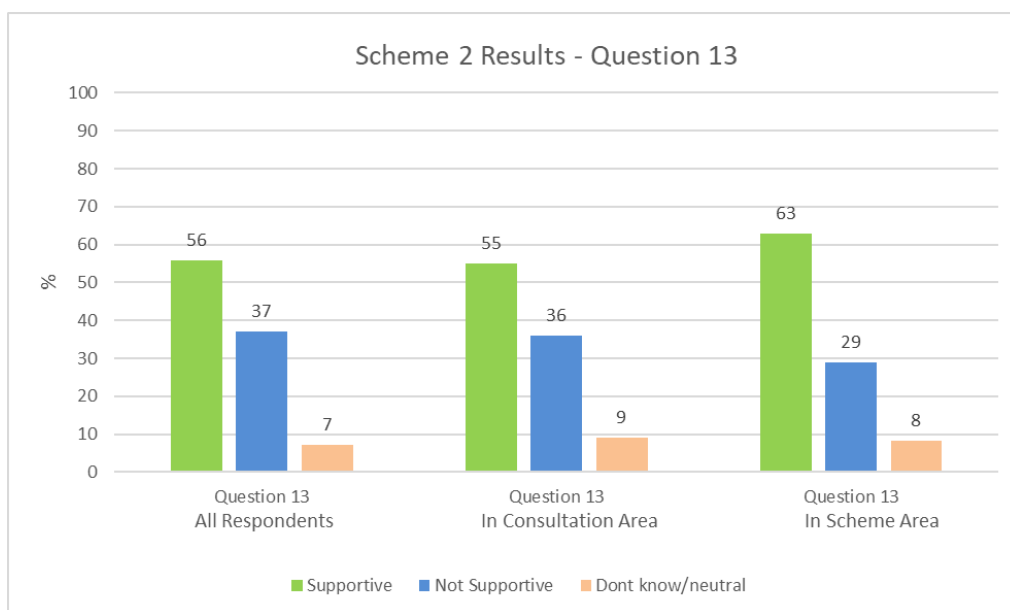
The immediate area for Scheme 2 has been defined as those who live or work on **Approach Road, Bishops Way, Bonner Road, Cambridge Heath Road** between Old Ford Road and Bishops Way, **Edinburgh Close, Huddleston Close, Parmiter Street, Patriot Square, Robinson Road, Russia Lane, Sewardstone Road** between Bishops Way and Old Ford Road, **Peel Grove, Silk Weaver Way and St Jame's Avenue**.

Question 13

The following road closures must be implemented as a group for Scheme 2:

- Bonner Road outside St Elizabeth Catholic Primary School
- Sewardstone Road, between Bishops Way and Approach Road
- Robinson Road, at the junction with Russia Lane
- Converting Bonner Road into a two-way road between the proposed closure and Approach Road
- Crossing improvements at the junction of Bonner Road and Approach Road

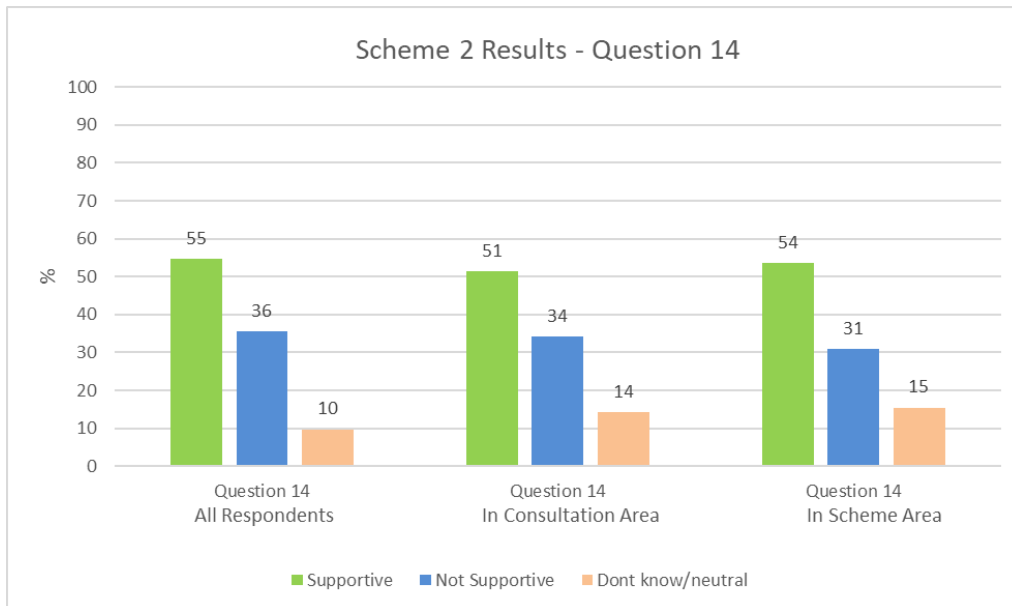
How supportive are you of the group of proposals above?



The total number of respondents were 680 and the total number of respondents within the consultation area were 322. There were a total of 97 respondents from within the scheme area.

Question 14

How supportive are you of the closure on Russia Lane, at the junction with Bishops Way including new planting?

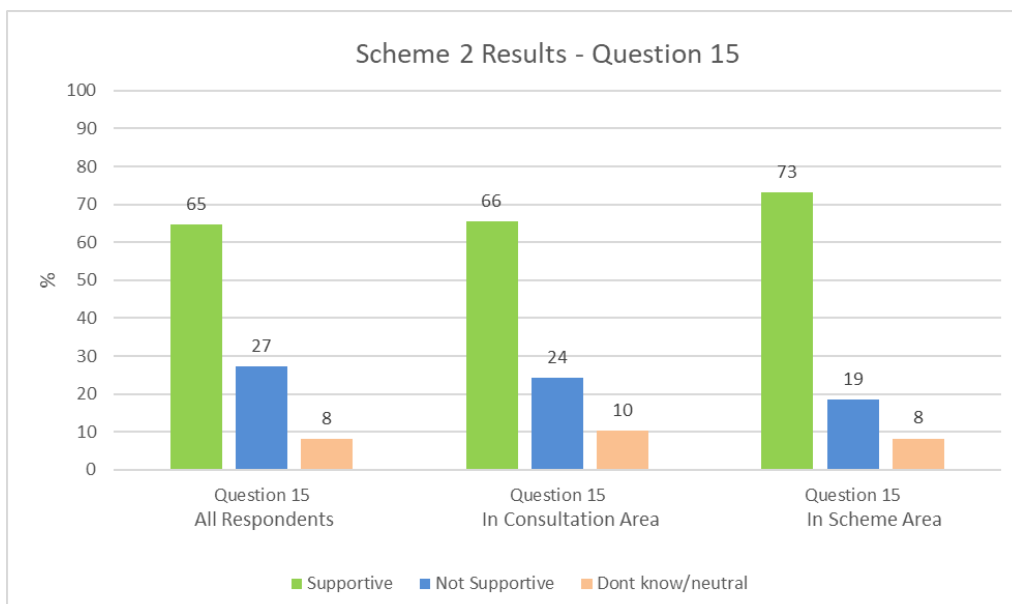


The total number of respondents were 677 and the total number of respondents within the consultation area were 321. There were 97 respondents from within the scheme area.

Question 15

How supportive are you of the following group of proposals?

- Improvements to North Globe Town Square, including improved lighting and CCTV
- Converting St James's Avenue to a northbound one-way road, with new street parking and cycle parking

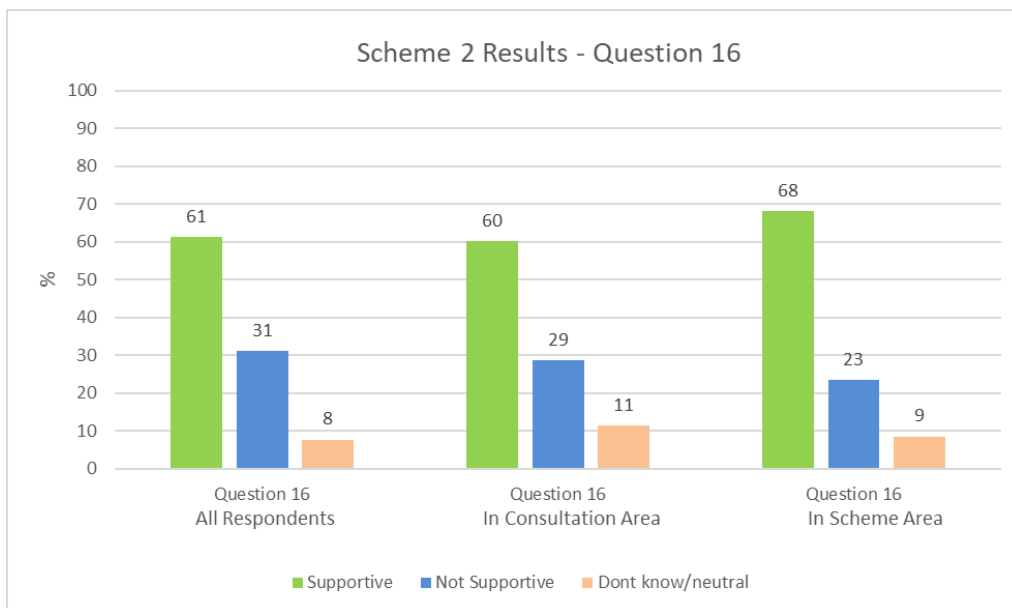


The total number of respondents were 679 and the total number of respondents within the consultation area were 322. There were 97 respondents from within the scheme area.

Question 16

How supportive are you of the following group of proposals?

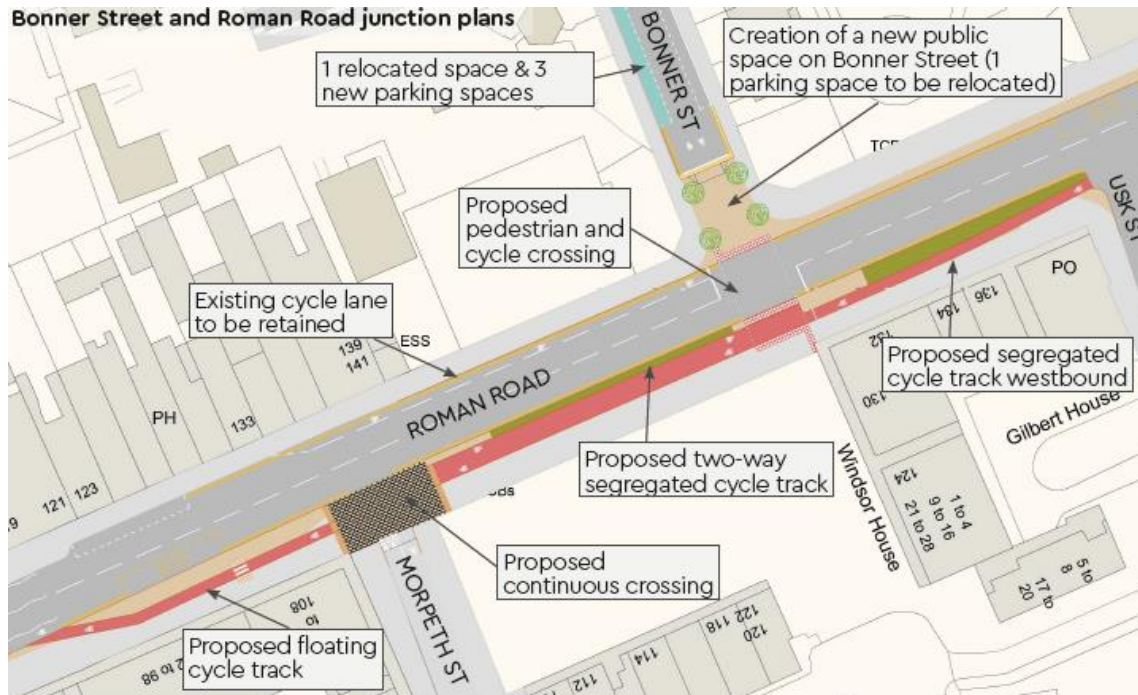
- Contraflow cycle lane on Bonner Road
- Permitted contraflow cycling and speed humps on Sewardstone Road, between Approach Road and Old Ford Road?



The total number of respondents were 676 and the total number of respondents within the consultation area were 318. There were 94 respondents from within the scheme area.

Scheme 3

The proposals in Scheme 3 relate to improvements along Bonner Street to reduce cut-through traffic. In particular a road closure is proposed at the junction with Roman Road. The proposals also include public realm improvements on St James Avenue, Globe Road and Victoria Park Square, as well as street lighting improvements on Cyprus Street and Peary Place to improve to create a more pleasant and safer walking and cycling environment.



Question 18

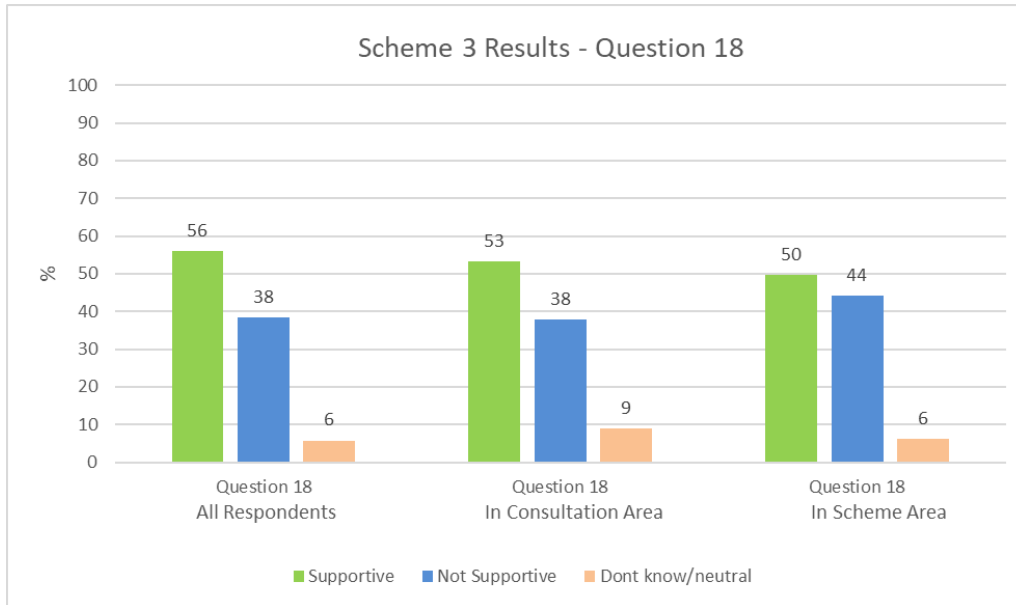
How supportive are you of the following group of proposals?

- Bonner Street road closure at the junction with Roman Road
- Cycle improvements to Roman Road between Bonner Street and Morpeth Street, including new cycle lanes and a signalised crossing for pedestrians and cyclists.
- New planting and greenery at the road closure.

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

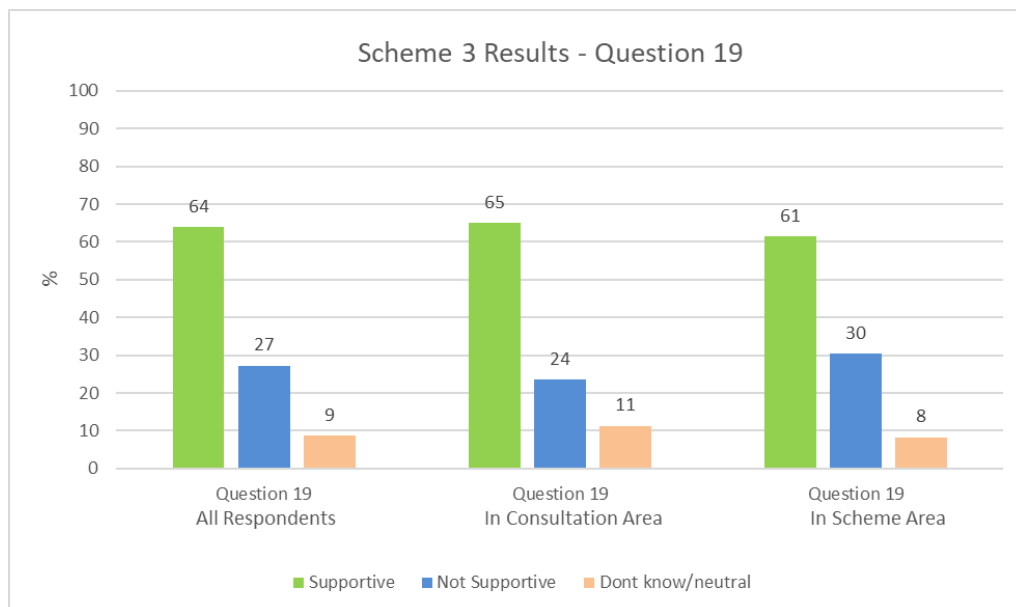
Bonner Street, Brierly Gardens, Burnham Street, Cranbrook Street, Cyprus Place, Cyprus Street, Gathorne Street, Gawber Street, Globe Road, Hartley Street, Helen's Place, Hunslett Street, Kirkwall Place, Mace Street, Moravian Street, Old Ford Road between Cambridge Heath Road and the canal, Peary Place, Roman Road between Cambridge Heath Road and the canal, Royston Street, Stainsbury Street, Twig Folly Close, Victoria Park Square and Welwyn Street.



The total number of respondents were 674 and the total number of respondents within the consultation area were 317. There were a total of 145 respondents from within the scheme area.

Question 19

How supportive are you of improvements to the crossings on Old Ford Road, including removal of the mini-roundabout at the Bonner Street junction, new parallel crossing and new traffic calming on Old Ford Road?

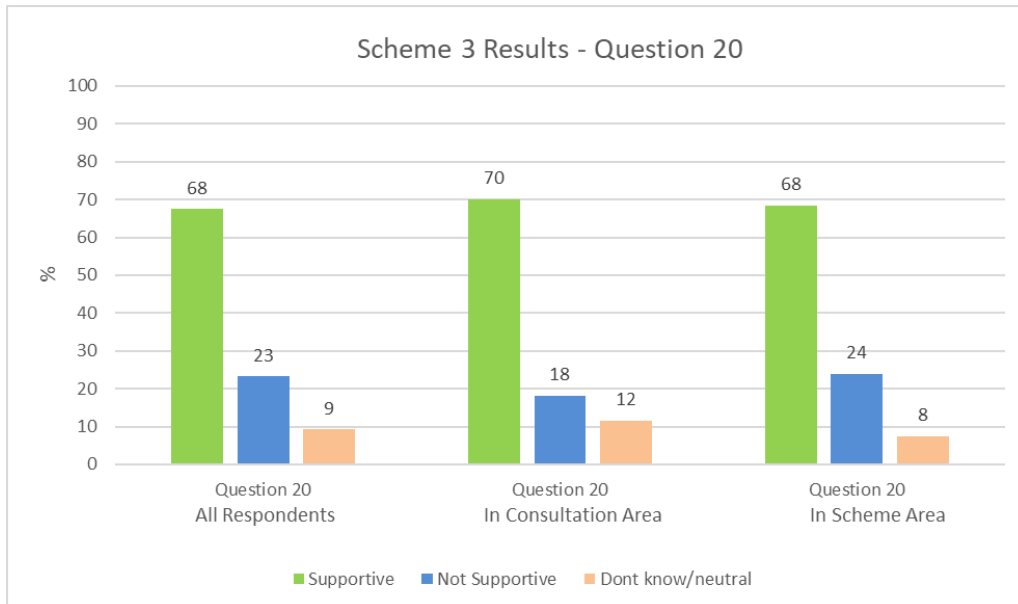


The total number of respondents were 672 and the total number of respondents within the consultation area were 318. There were 145 respondents from within the scheme area.

Question 20

How supportive are you of the following group of proposals?

- Public realm improvements at south end of Globe Road
- Public realm improvements at Victoria Park Square near Sugarloaf Walk
- Improvements to lighting around Cyprus Street and Peary Place?

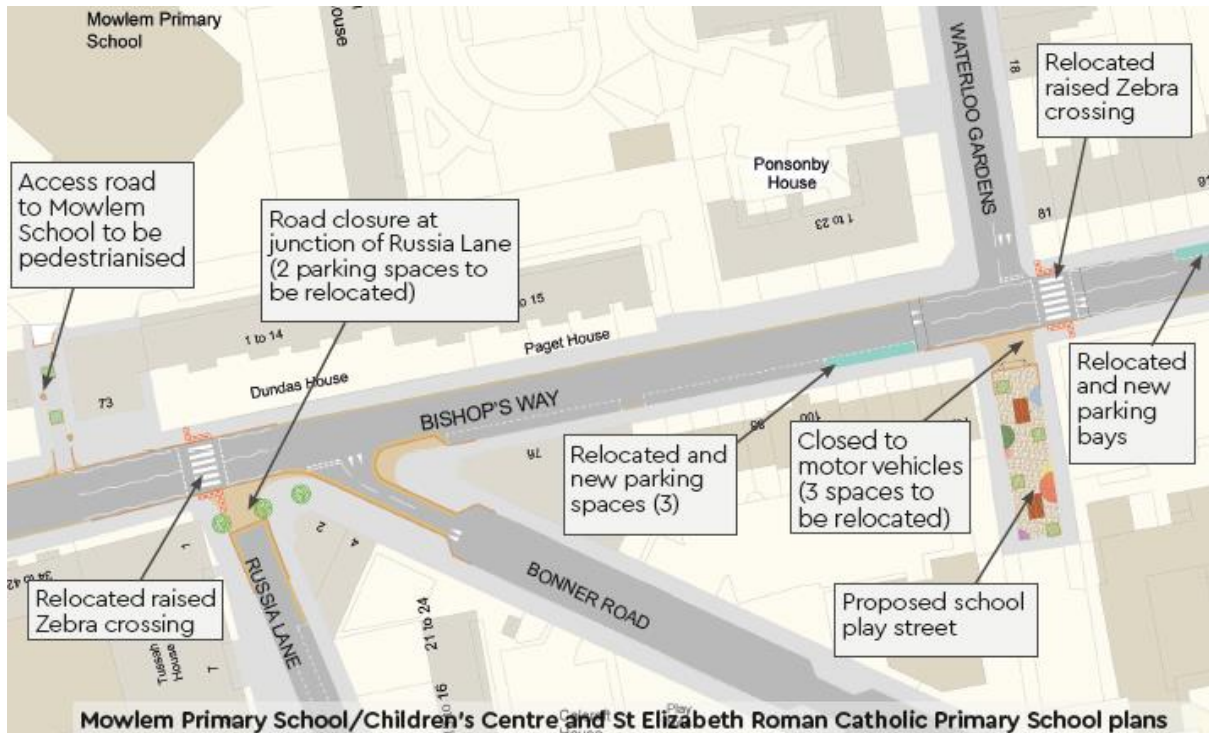


The total number of respondents were 671 and the total number of respondents within the consultation area were 318. There were 146 respondents from within the scheme area.

Scheme 4

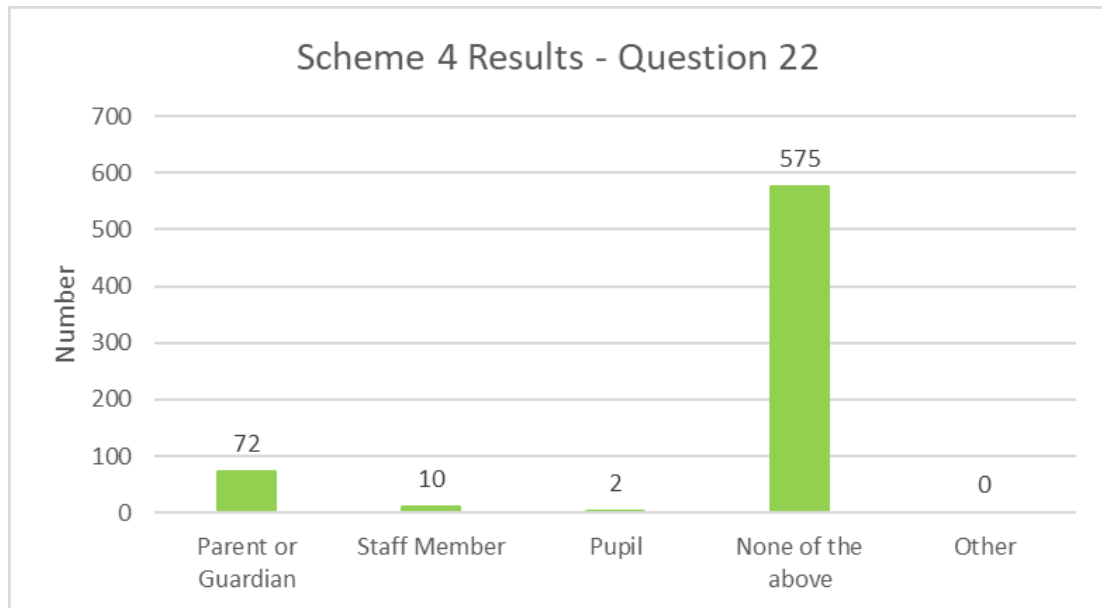
The proposals in Scheme 4 relate to proposed school street initiatives in the area. These relate to the following schools:

- St Elizabeth Catholic Primary School
- Mowlem Primary School and Children's Centre
- St John's Church of England Primary School
- Bonner Primary School



Question 22

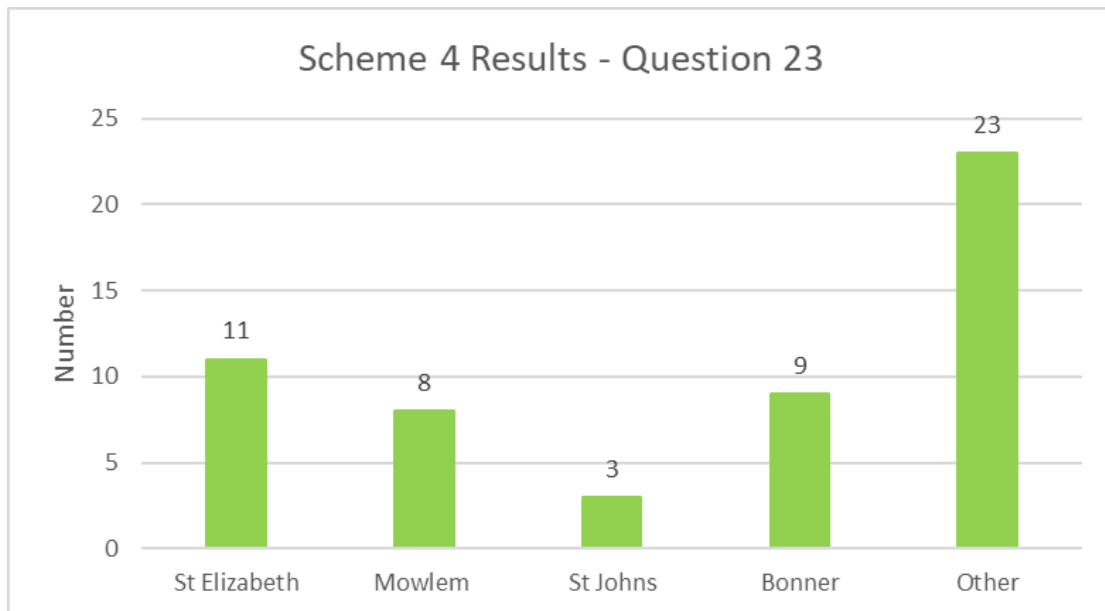
Are you responding as a parent / guardian or staff member of a school student?



There was a total of 659 respondents.

Question 23

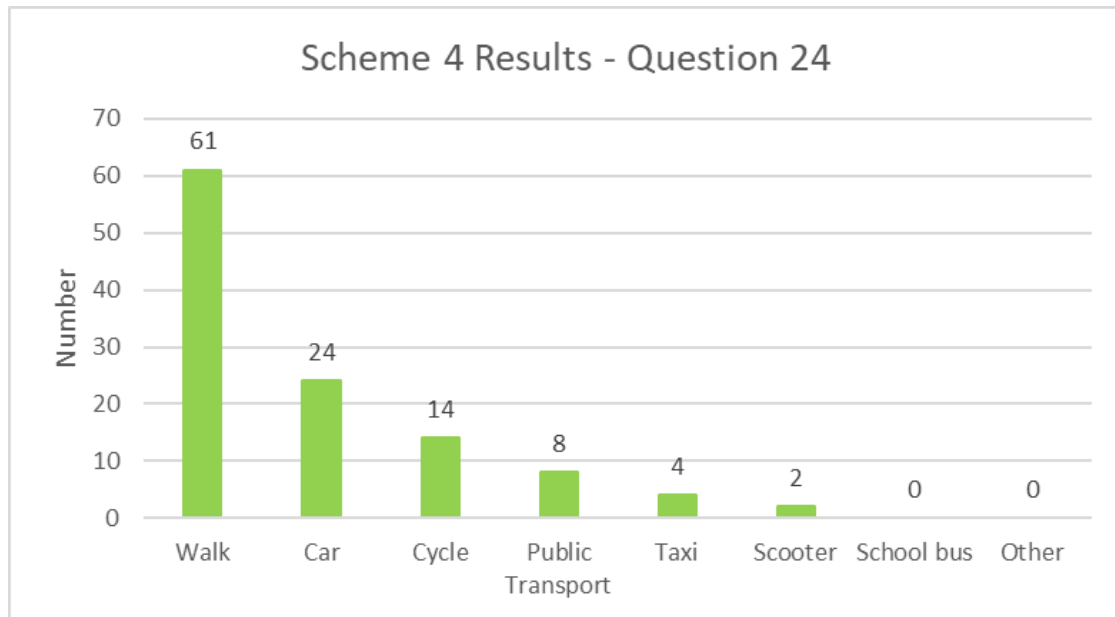
If you are a parent or guardian, which school does your child / children attend?



There was a total of 54 respondents, who identified as a parent /guardian, staff member or pupil.

Question 24

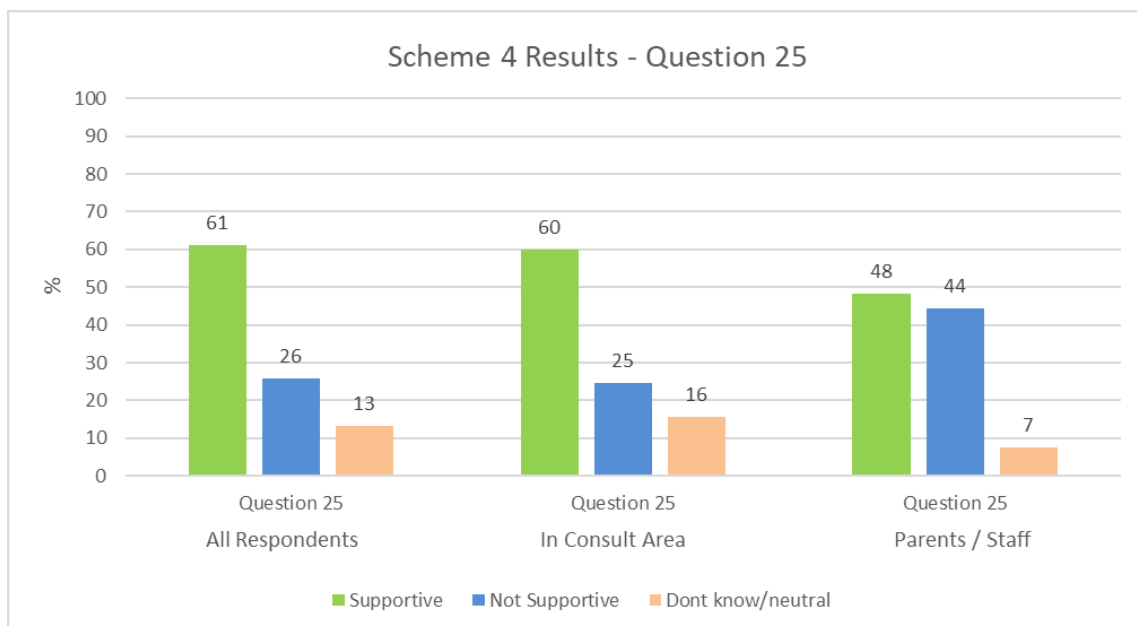
If you are a parent, pupil, or staff, how do you predominately travel to school?



There was a total of 80 respondents, who identified as a parent /guardian, staff member or pupil.

Question 25

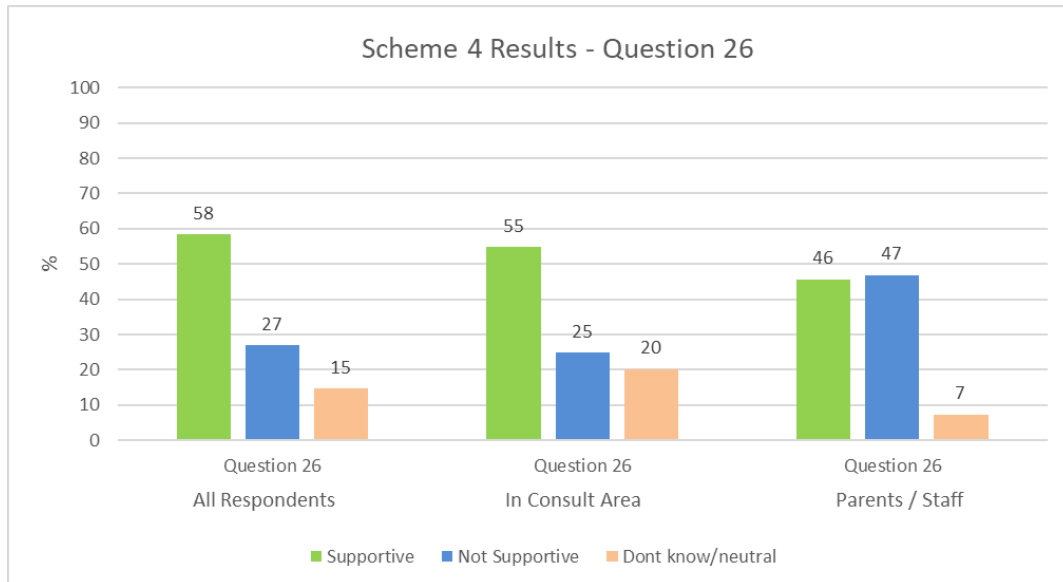
How supportive are you of the School Street proposal outside St Elizabeth Catholic Primary School, to make Bonner Road a pedestrian and cycle zone between 8.30am-9.15am and 3.00pm-3.45pm on school days?



The total number of respondents were 636 and the total number of respondents within the consultation area were 302. There were 81 respondents, who identified as a parent /guardian, staff member or pupil.

Question 26

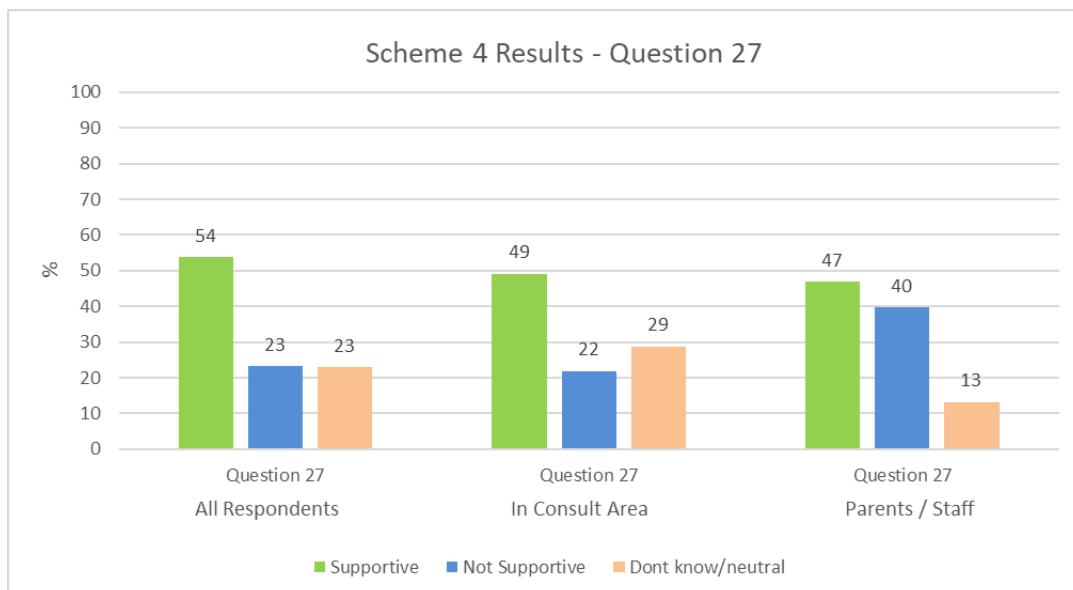
How supportive are you of the closure of Waterloo Gardens, south of Bishops Way, outside St Elizabeth Catholic Primary School with a playful streetscape and relocation of parking spaces to allow for the installation of new secure cycle parking?



The total number of respondents were 643 and the total number of respondents within the consultation area were 306. There were 81 respondents, who identified as a parent /guardian, staff member or pupil.

Question 27

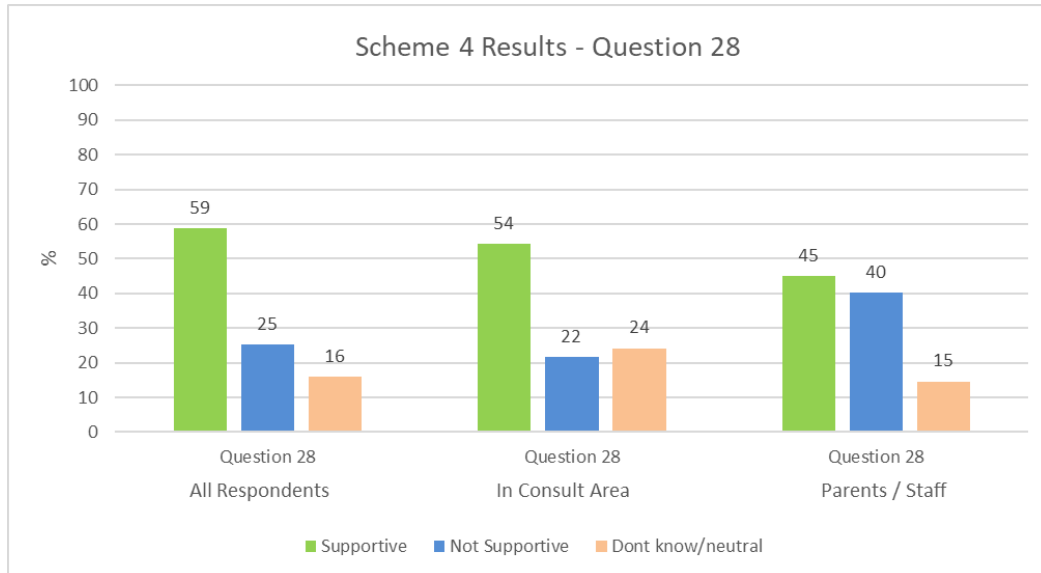
How supportive are you of the proposed School initiative outside of Mowlem Primary School, adjacent to the Islamic Centre?



The total number of respondents were 644 and the total number of respondents within the consultation area were 305. There were 83 respondents, who identified as a parent /guardian, staff member or pupil.

Question 28

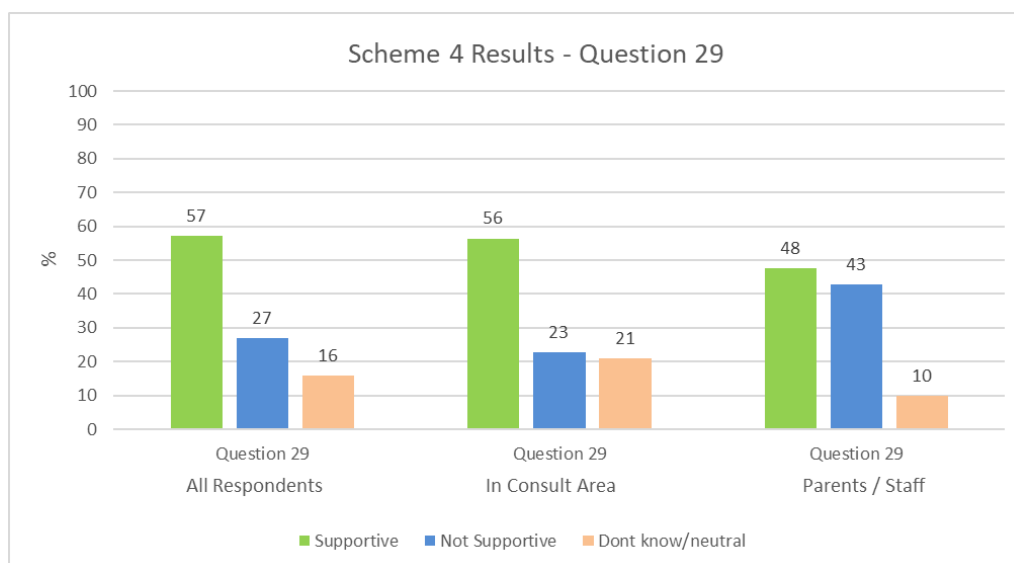
How supportive are you of the proposed School Street outside of St John’s Church of England Primary School, including closure of Peel Grove with public realm improvements, new cycle parking and relocation of disabled bays?



The total number of respondents were 643 and the total number of respondents within the consultation area were 306. There were 82 respondents, who identified as a parent /guardian, staff member or pupil.

Question 29

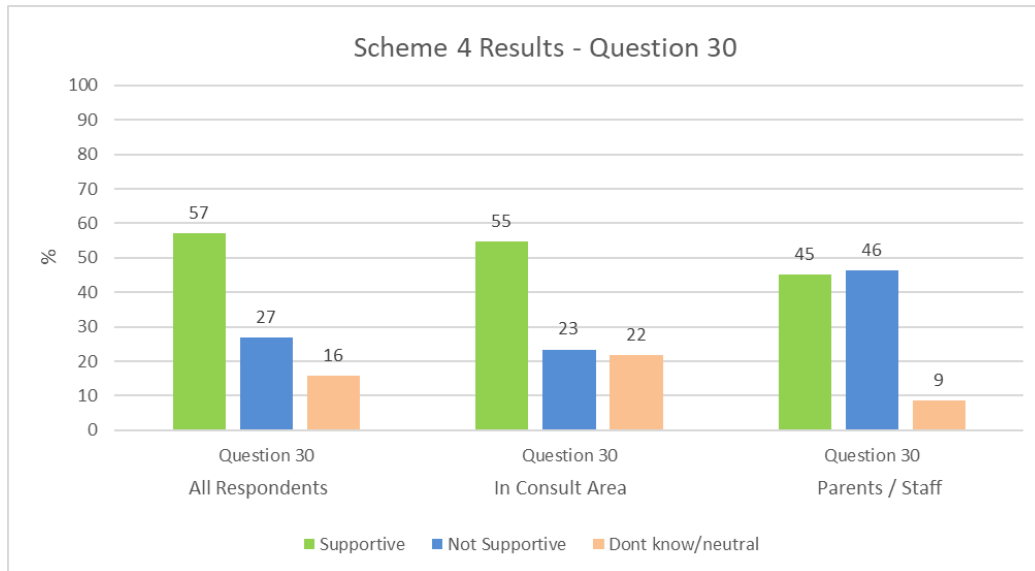
How supportive are you of the School Street proposal outside Bonner Primary School to make Hunslett Street, Hartley Street and Stainsbury Street pedestrian and cycle zones between 8.30am-9.15am and 3.00pm-3.45pm on school days?



The total number of respondents were 636 and the total number of respondents within the consultation area were 305. There were 82 respondents, who identified as a parent /guardian, staff member or pupil.

Question 30

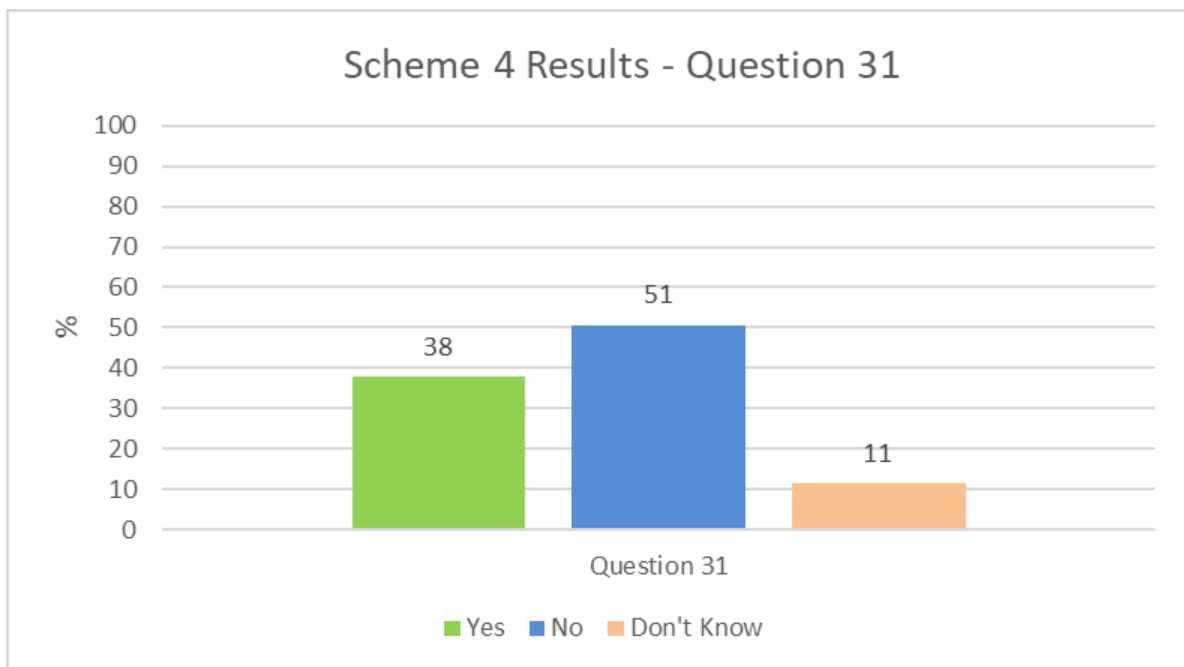
How supportive are you of making Hartley Street and Stainsbury Street one-way northbound with contraflow cycling, raised continuous footway, new planting, trees and clear air garden?



The total number of respondents were 636 and the total number of respondents within the consultation area were 303. There was a total of 82 respondents, who identified as a parent /guardian, staff member or pupil.

Question 31

If this proposal is implemented, would it encourage you to walk or cycle to school more?

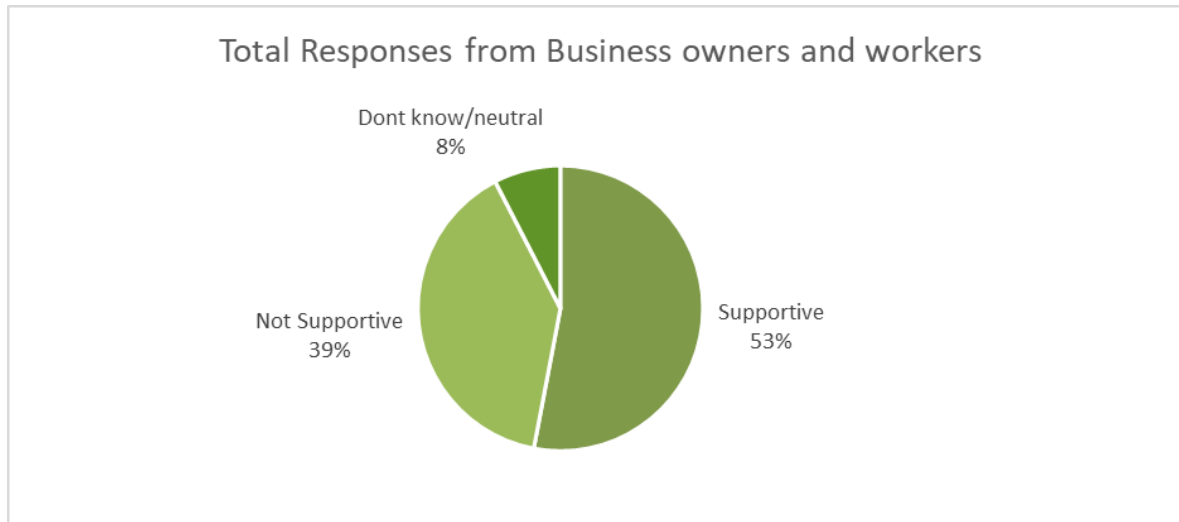


There were 79 respondents, who identified as a parent /guardian, staff member or pupil.

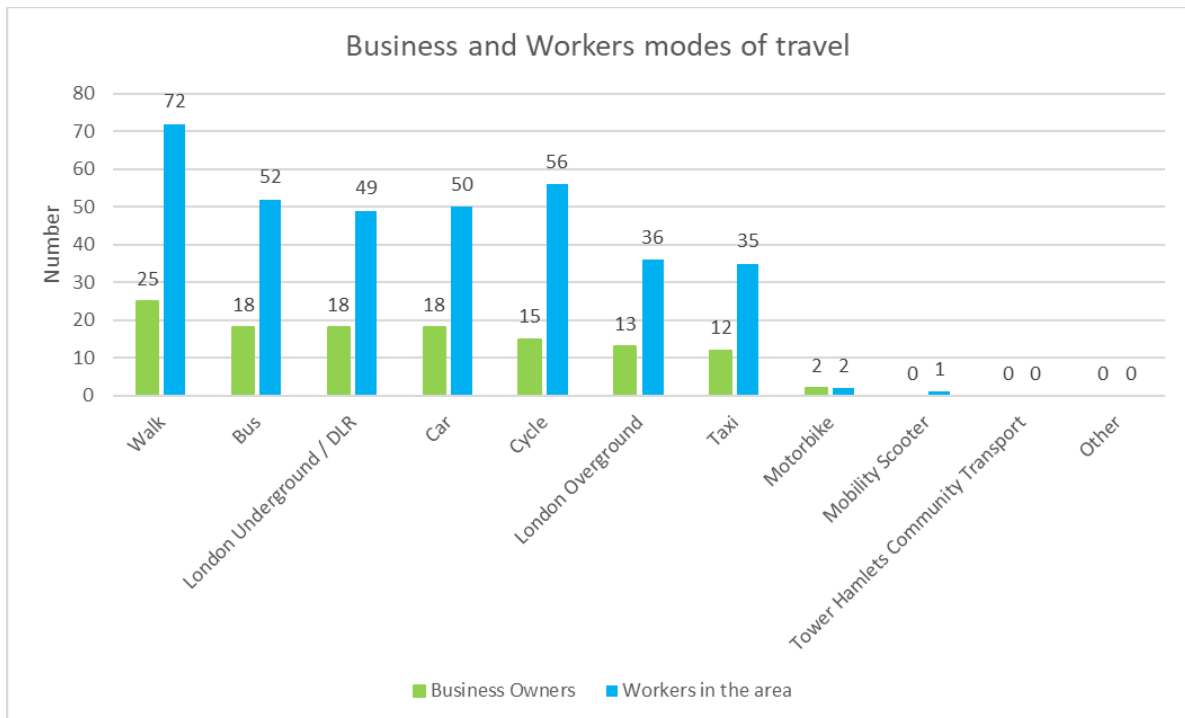
SECTION 3 – Business/Worker results

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

There were 31 responses from business owners of which 12 provided a postcode within the consultation area and 94 from people who work in the area. The worker responses have not been further broken down to account for 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. Respondents were able to select more than one mode of travel. The responses follow broadly the same pattern as the responses from all respondents.



Scheme 1

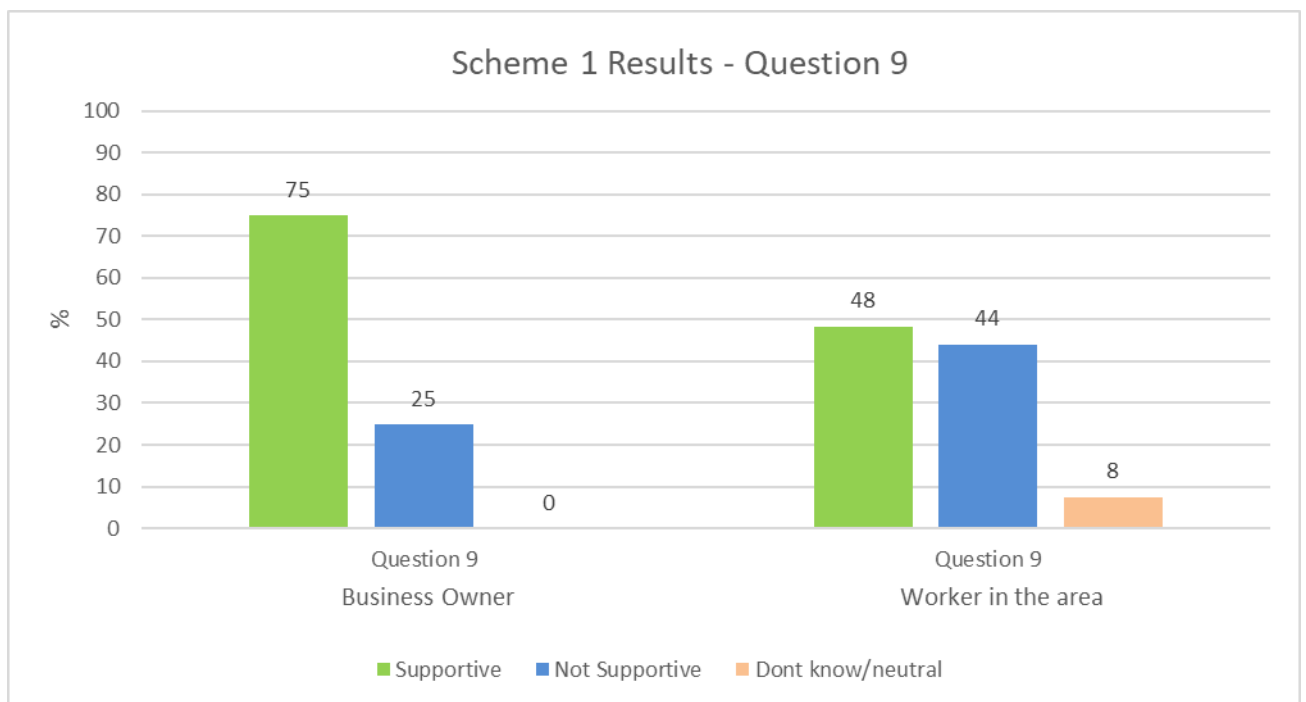
The proposals in Scheme 1 relate to improvements to Wadeson Street and Vyner Street including pedestrian improvements and changes to the road layout to improve safety.

Question 9

The proposals which require to be implemented as a group for Scheme 1 are listed below:

- Converting Vyner Street between Cambridge Heath Road and Mowlem Street to one-way
- Converting Wadeson Street between Cambridge Heath Road and Mowlem Street to one-way with pavement widening improvements
- Additional planting to Wadeson Street, Lark Row and Mowlem Street

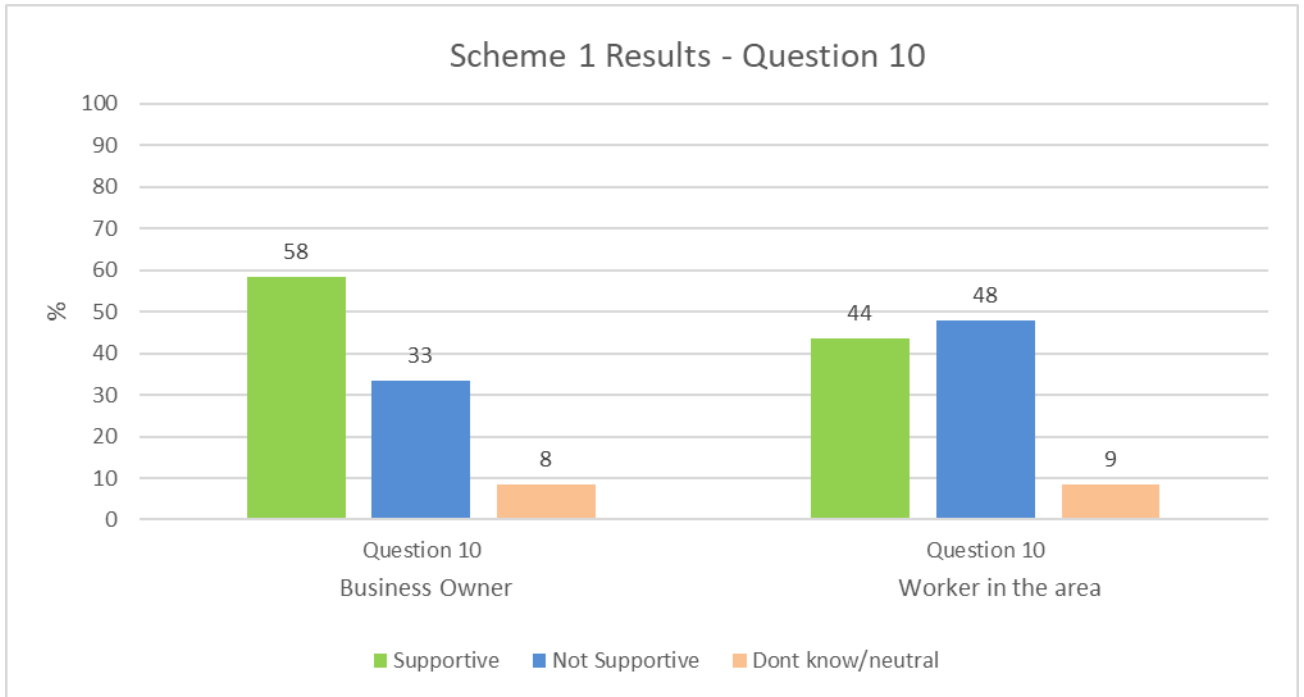
How supportive are you of the group of proposals above?



There was a total of 105 respondents of which 12 were business owners and 93 were workers.

Question 10

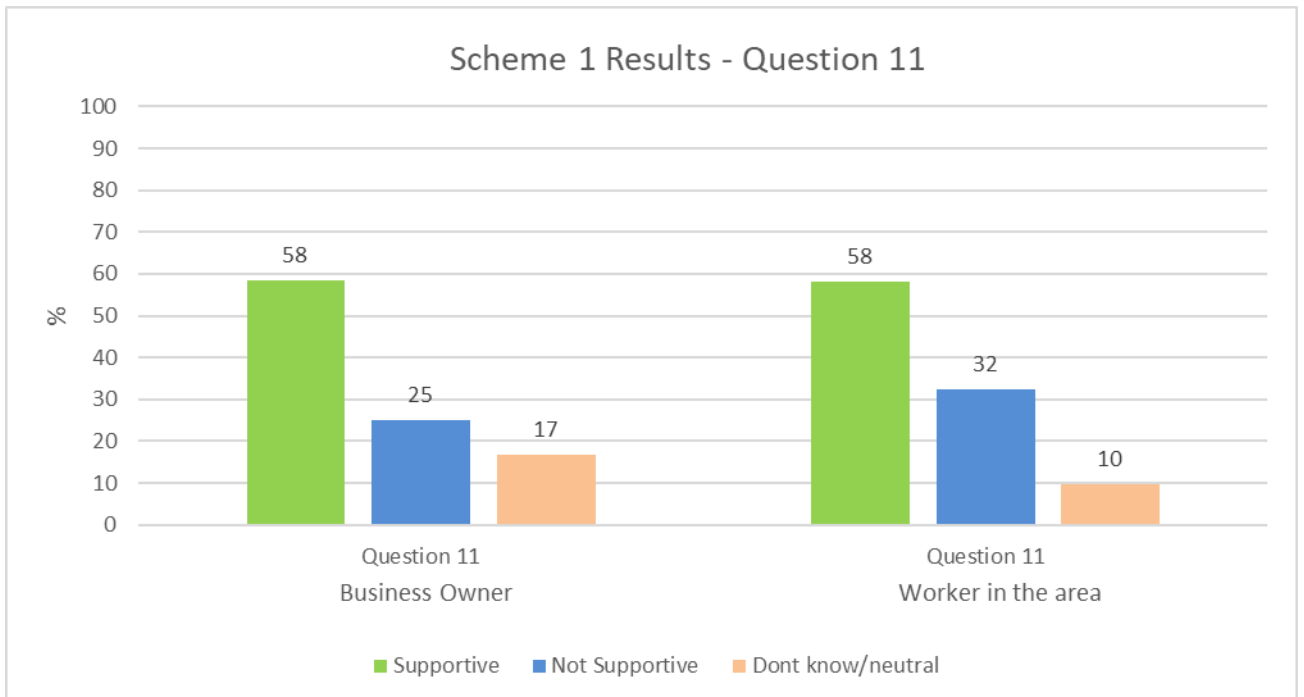
How supportive are you of a road closure on Vyner Street, west of the junction with Lark Row?



There was a total of 106 respondents of which 12 were business owners and 94 were workers. Workers in the area that were unsupportive felt that the Scheme would cause increased congestion and were not supportive of road closures. The road closure on Vyner Street was not mentioned specifically.

Question 11

How supportive are you of speed humps on Sewardstone Road, between Waterloo Gardens and Bishops Way?



There was a total of 105 respondents of which 12 were business owners and 93 were workers.

Scheme 2

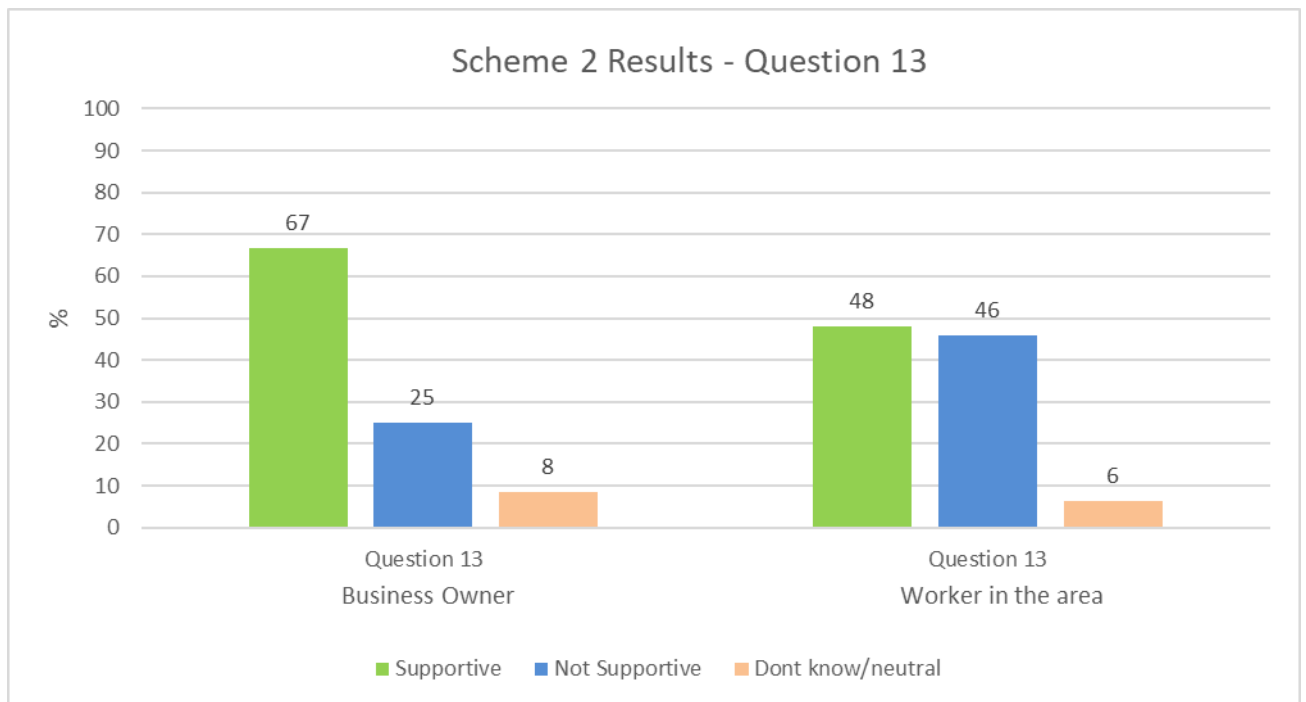
Scheme 2 relates to proposals to walking and cycling improvements to access routes into Victoria Park to provide a more pleasant experience for cyclists and pedestrians. This includes some changes to the road network.

Question 13

The following road closures must be implemented as a group for Scheme 2:

- Bonner Road outside St Elizabeth Catholic Primary School
- Sewardstone Road, between Bishops Way and Approach Road
- Robinson Road, at the junction with Russia Lane
- Converting Bonner Road into a two-way road between the proposed closure and Approach Road
- Crossing improvements at the junction of Bonner Road and Approach Road

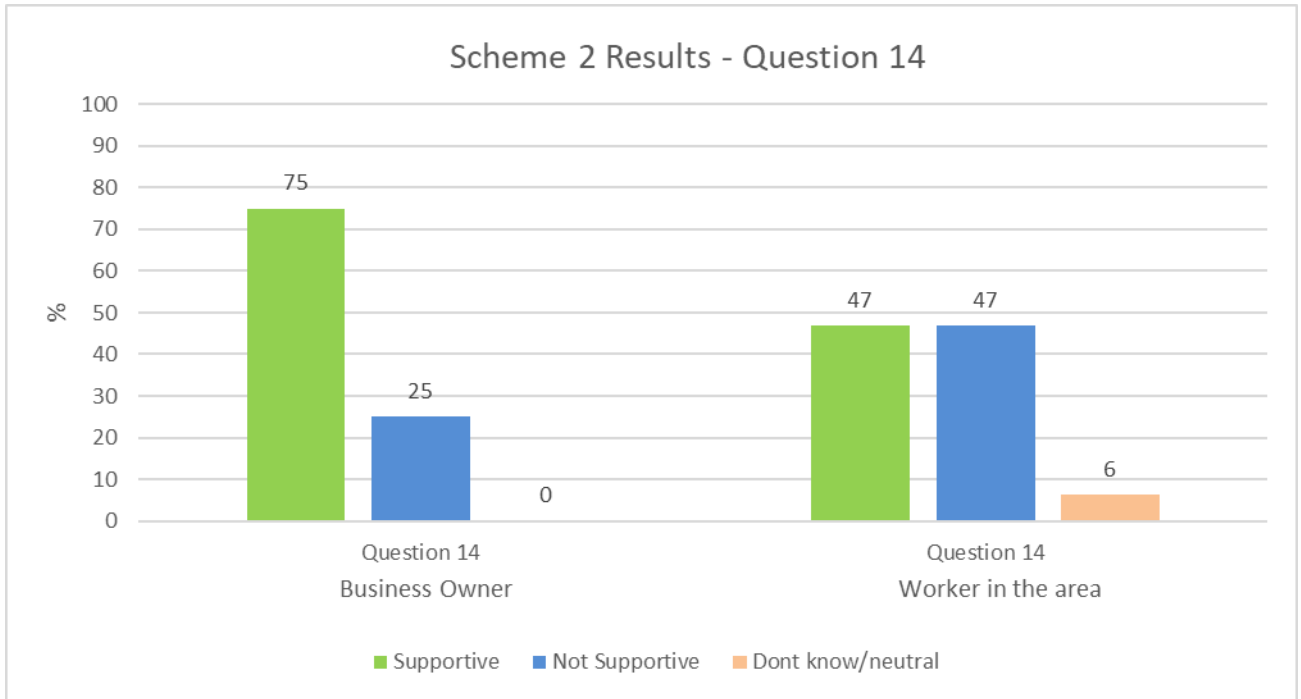
How supportive are you of the group of proposals above?



There was a total of 106 respondents of which 12 were business owners and 94 were workers.

Question 14

How supportive are you of the closure on Russia Lane, at the junction with Bishops Way including new planting?

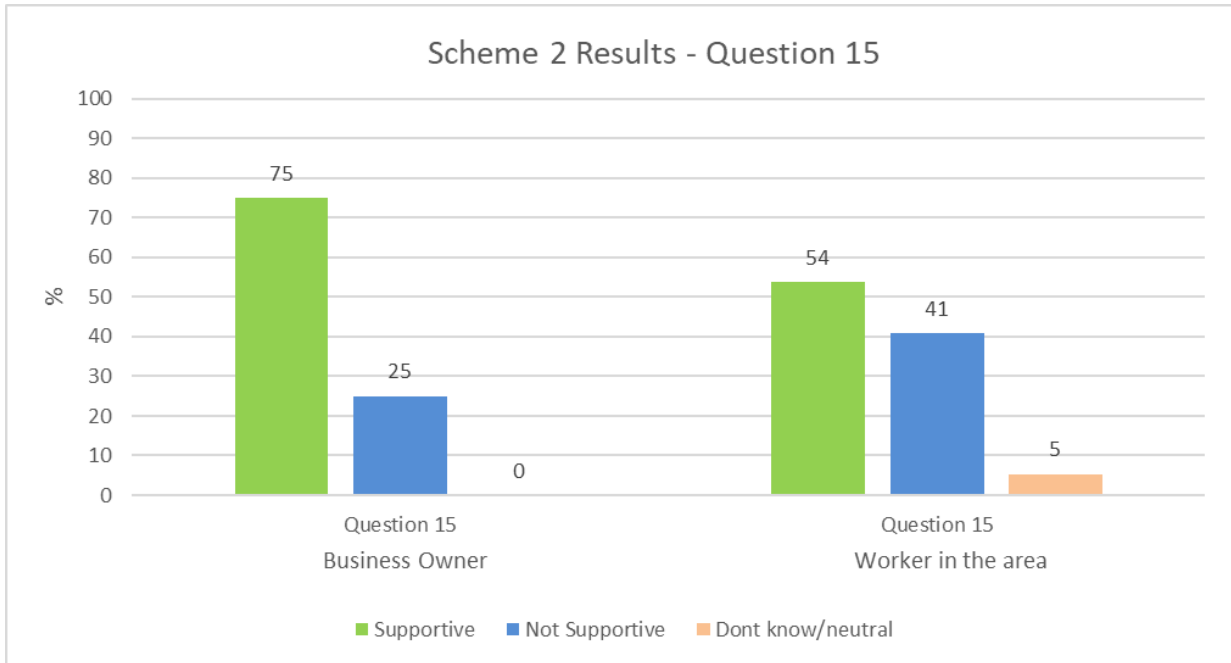


There was a total of 106 respondents of which 12 were business owners and 94 were workers. Workers in the area that were unsupportive felt that the Scheme would cause increased congestion and were not supportive of changes to the road network.

Question 15

How supportive are you of the following group of proposals:

- Improvements to North Globe Town Square, including improved lighting and CCTV
- Converting St James’s Avenue to a northbound one-way road, with new street parking and cycle parking

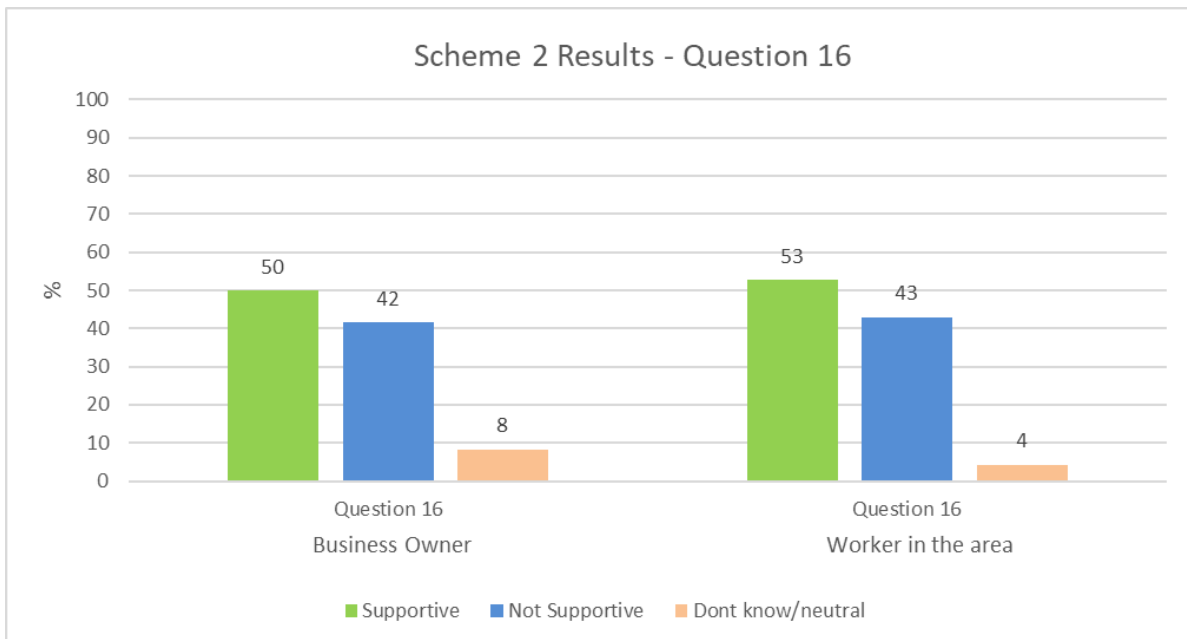


There was a total of 105 respondents of which 12 were business owners and 93 were workers.

Question 16

How supportive are you of the following group of proposals:

- Contraflow cycle lane on Bonner Road
- Permitted contraflow cycling and speed humps on Sewardstone Road, between Approach Road and Old Ford Road?



There was a total of 105 respondents of which 12 were business owners and 93 were workers.

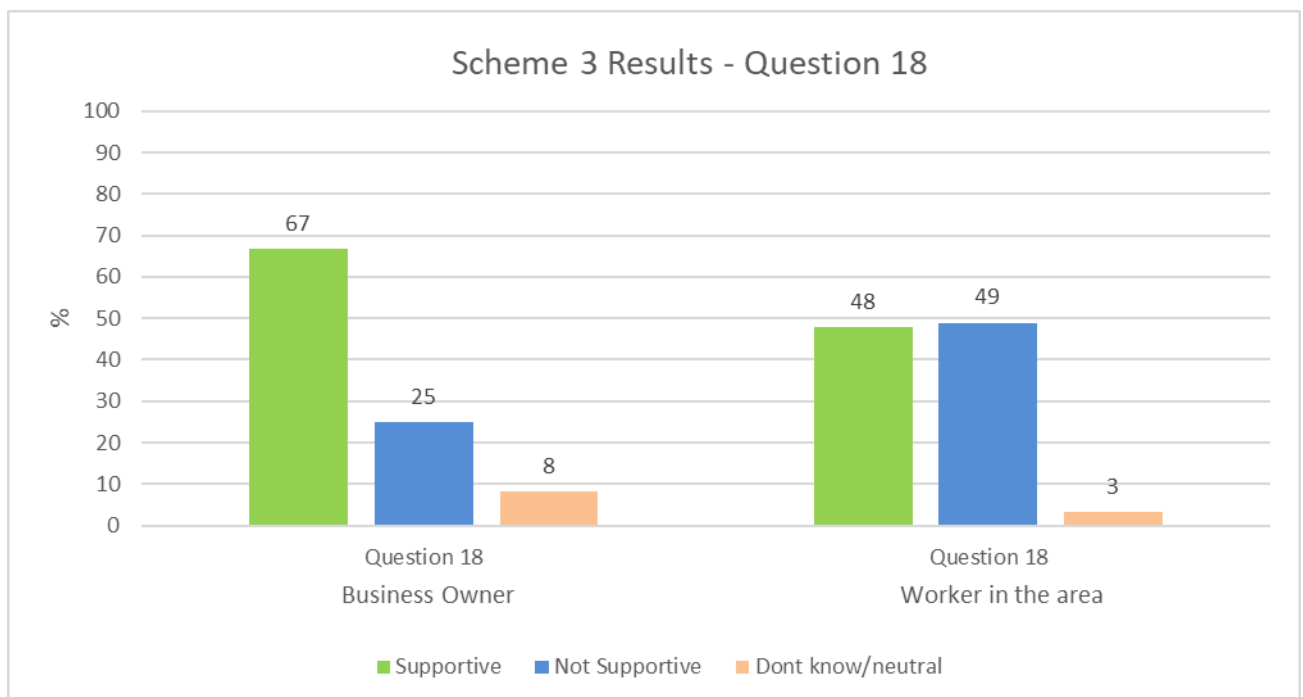
Scheme 3

The proposals in Scheme 3 relate to improvements along Bonner Street to reduce cut-through traffic. In particular a road closure is proposed at the junction with Roman Road.

Question 18

How supportive are you of the following group of proposals:

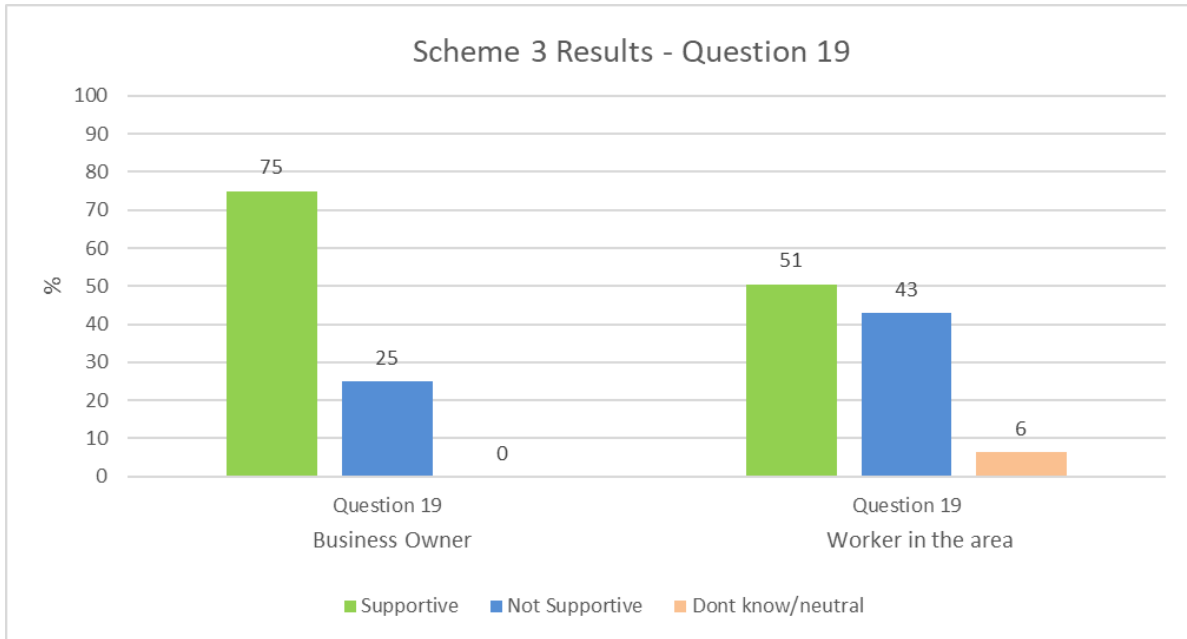
- Bonner Street road closure at the junction with Roman Road
- Cycle improvements to Roman Road between Bonner Street and Morpeth Street, including new cycle lanes and a signalised crossing for pedestrians and cyclists
- New planting and greenery at the road closure?



There was a total of 106 respondents of which 12 were business owners and 94 were workers. Workers in the area that were unsupportive felt that the Scheme would cause increased congestion and were not supportive of changes to the road network. In particular, there was concern about increased congestion on alternative routes due to the closure of Bonner Street.

Question 19

How supportive are you of improvements to the crossings on Old Ford Road, including removal of the mini-roundabout at the Bonner Street junction, new parallel crossing and new traffic calming on Old Ford Road?

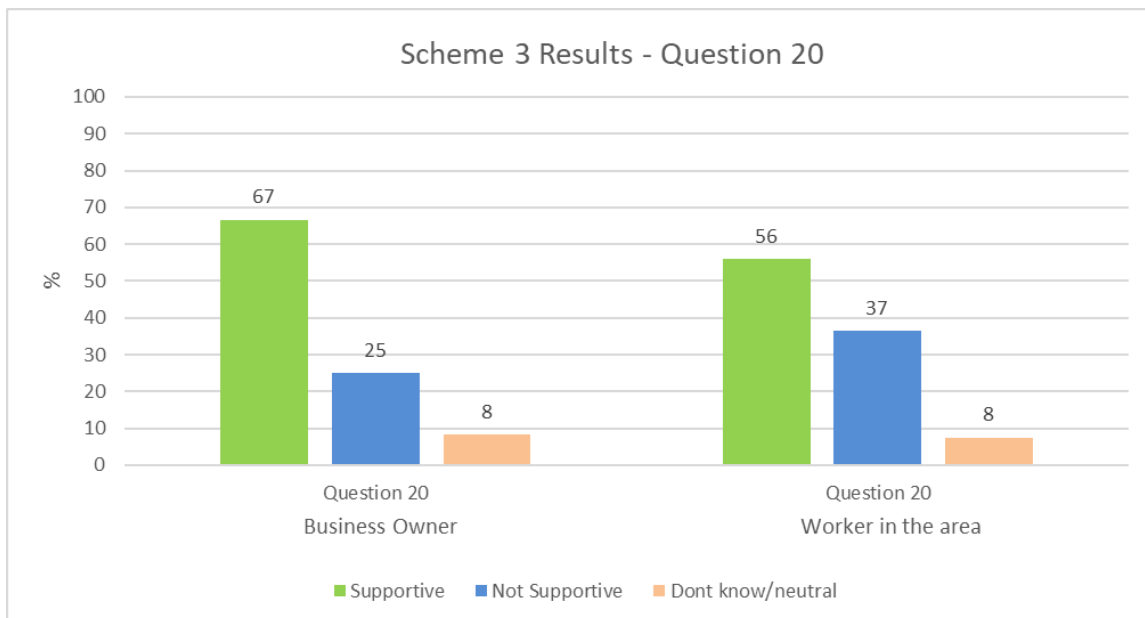


There was a total of 105 respondents of which 12 were business owners and 93 were workers.

Question 20

How supportive are you of the following group of proposals:

- Public realm improvements at south end of Globe Road
- Public realm improvements at Victoria Park Square near Sugarloaf Walk
- Improvements to lighting around Cyprus Street and Peary Place?



There was a total of 105 respondents of which 12 were business owners and 93 were workers.

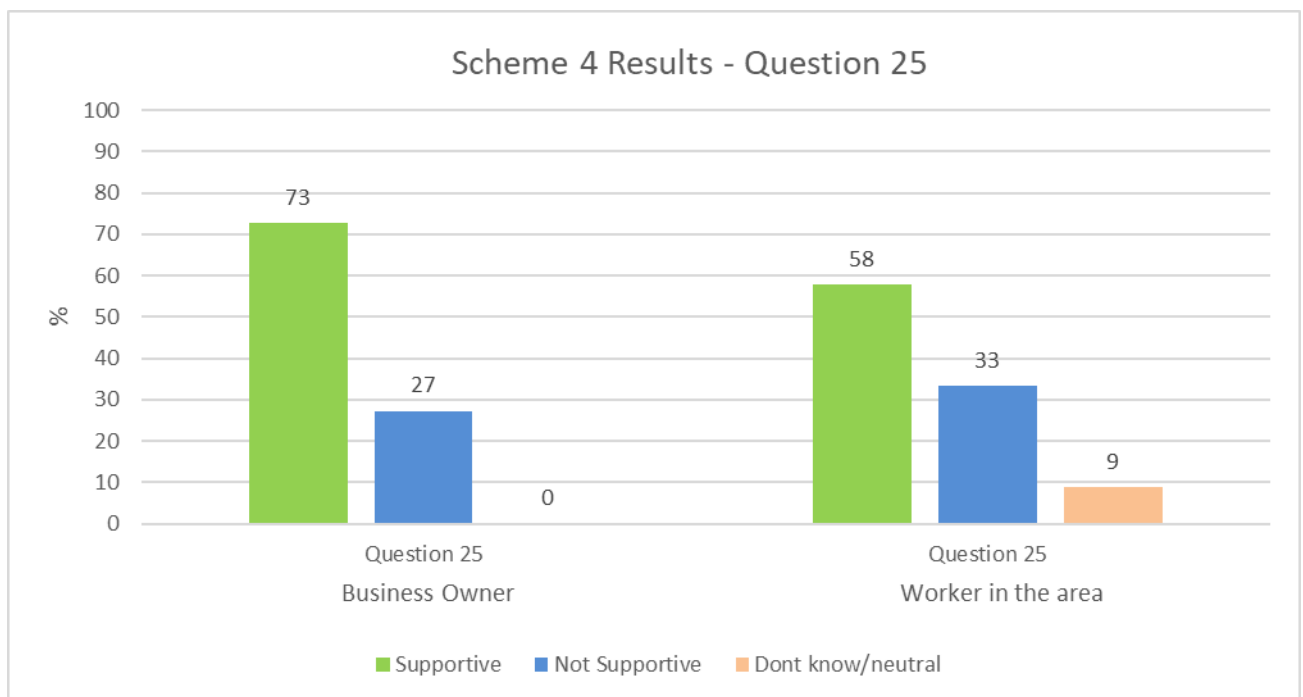
Scheme 4

The proposals in Scheme 4 relate to proposed school street initiatives in the area. These relate to the following schools:

- St Elizabeth Catholic Primary School
- Mowlem Primary School and Children's Centre
- St John's Church of England Primary School
- Bonner Primary School

Question 25

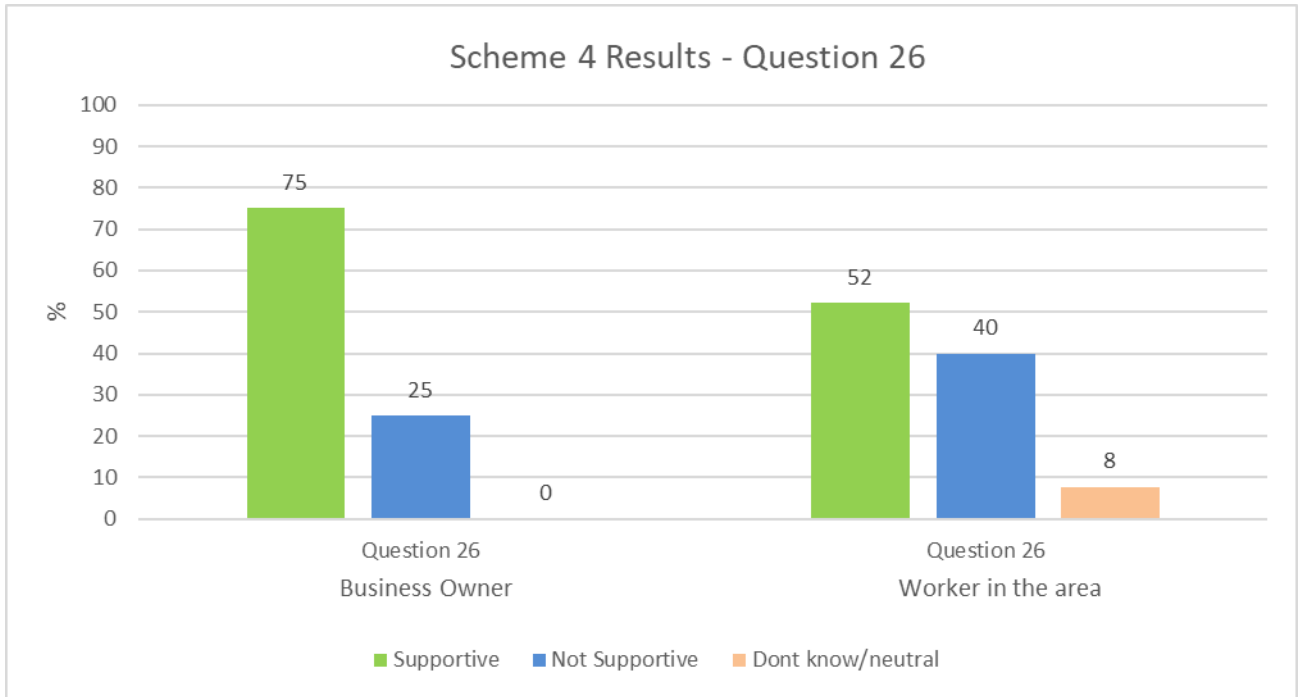
How supportive are you of the School Street proposal outside St Elizabeth Catholic Primary School to make Bonner Road a pedestrian and cycle zone between 8.30am-9.15am and 3.00pm-3.45pm on school days?



There was a total of 101 respondents of which 11 were business owners and 90 were workers.

Question 26

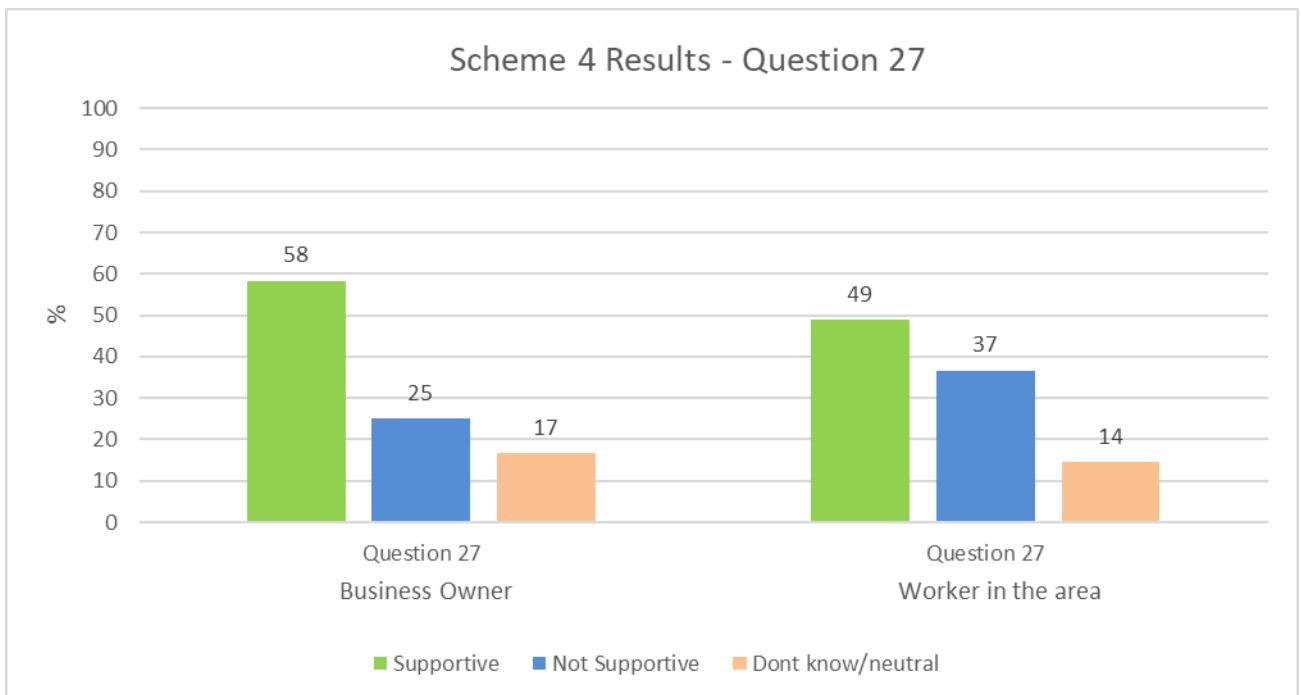
How supportive are you of the closure of Waterloo Gardens south of Bishops Way, outside St Elizabeth Catholic Primary School with a playful streetscape and relocation of parking spaces to allow for the installation of new secure cycle parking?



There was a total of 102 respondents of which 12 were business owners and 90 were workers.

Question 27

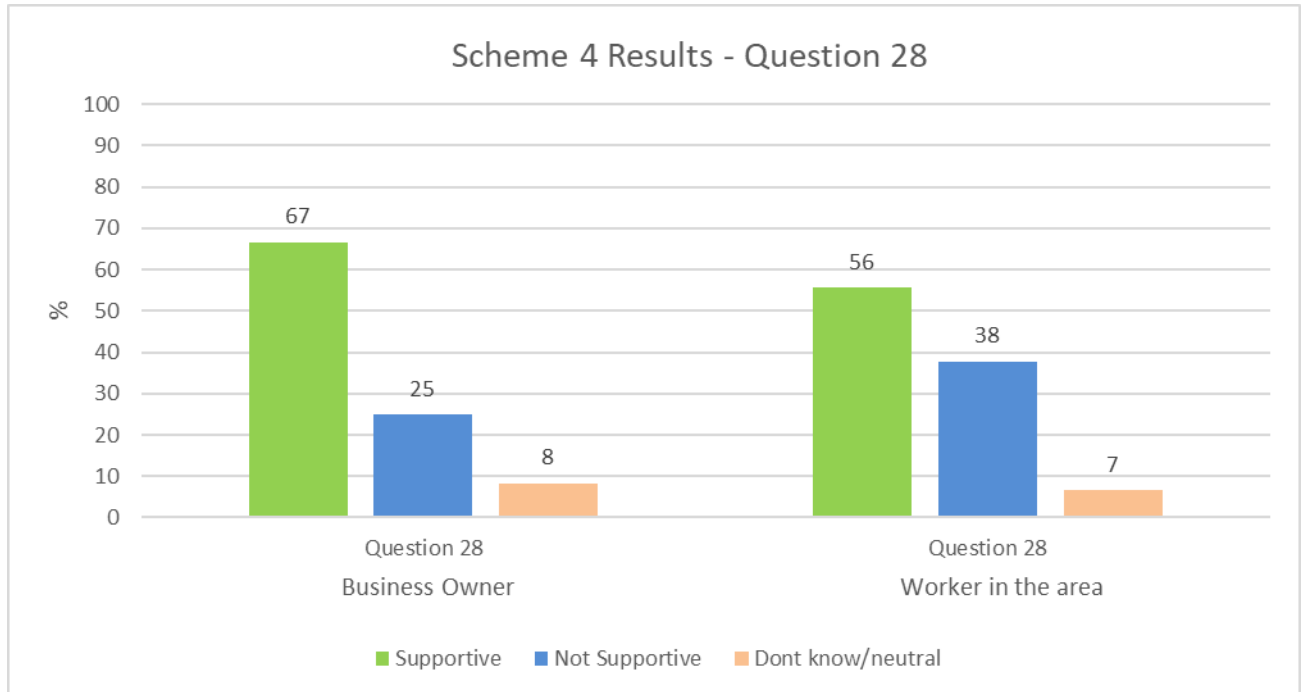
How supportive are you of the proposed School initiative outside of Mowlem Primary School, adjacent to the Islamic Centre?



There was a total of 102 respondents of which 12 were business owners and 90 were workers.

Question 28

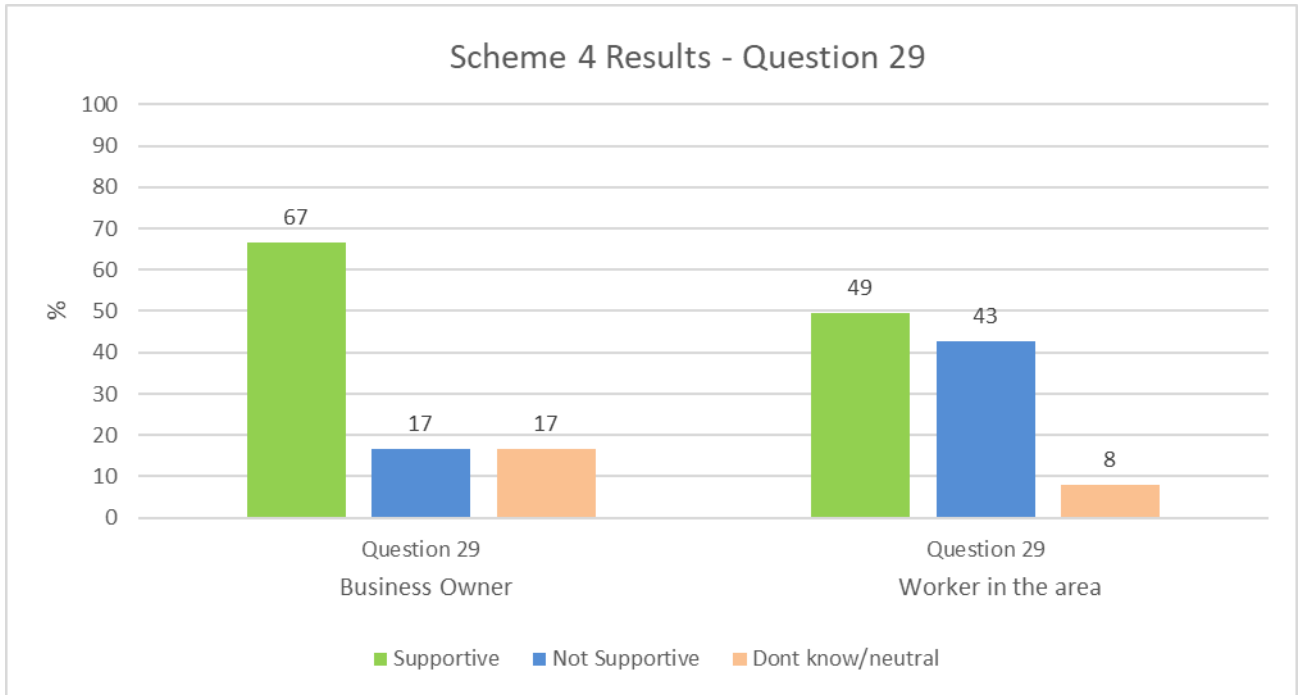
How supportive are you of the proposed School Street outside of St John’s Church of England Primary School, including closure of Peel Grove with public realm improvements, new cycle parking and relocation of disabled bays?



There was a total of 102 respondents of which 12 were business owners and 90 were workers.

Question 29

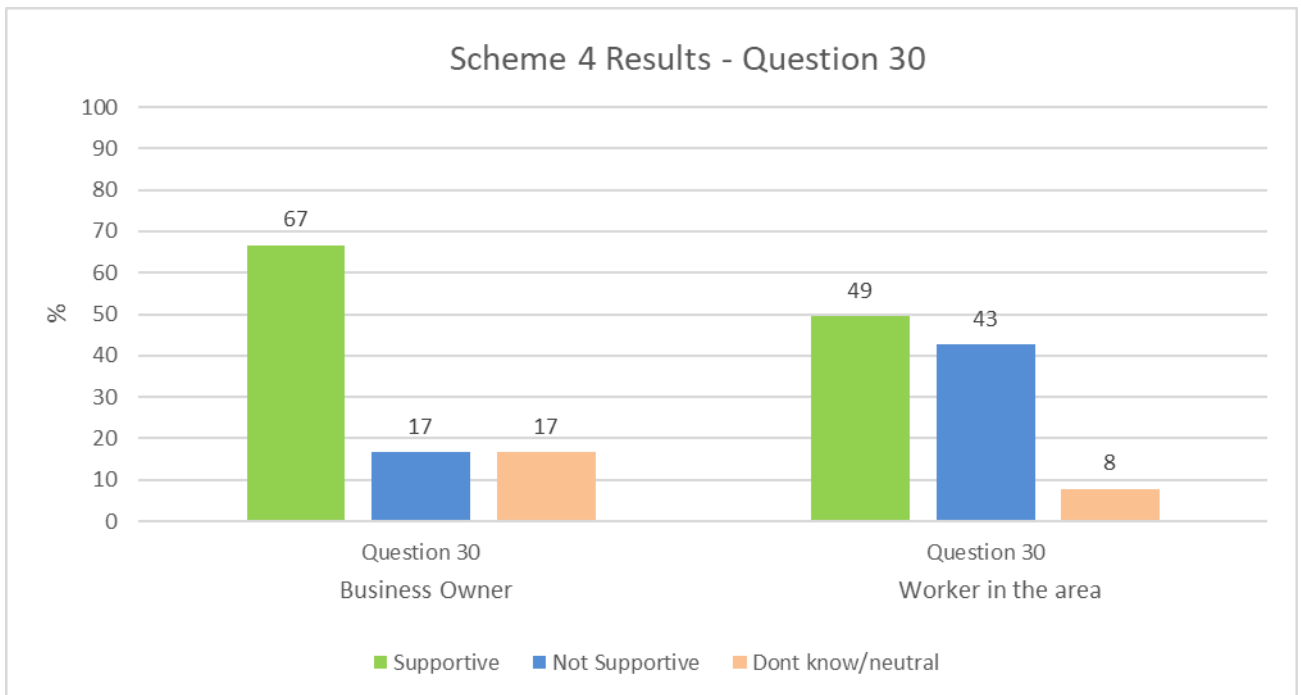
How supportive are you of the School Street proposal outside Bonner Primary School to make Hunslett Street, Hartley Street and Stainsbury Street pedestrian and cycle zones between 8.30am-9.15am and 3.00pm-3.45pm on school days?



There was a total of 101 respondents of which 12 were business owners and 89 were workers.

Question 30

How supportive are you of making Hartley Street and Stainsbury Street one-way northbound with contraflow cycling, raised continuous footway, new planting, trees and clear air garden?



There was a total of 101 respondents of which 12 were business owners and 89 were workers.

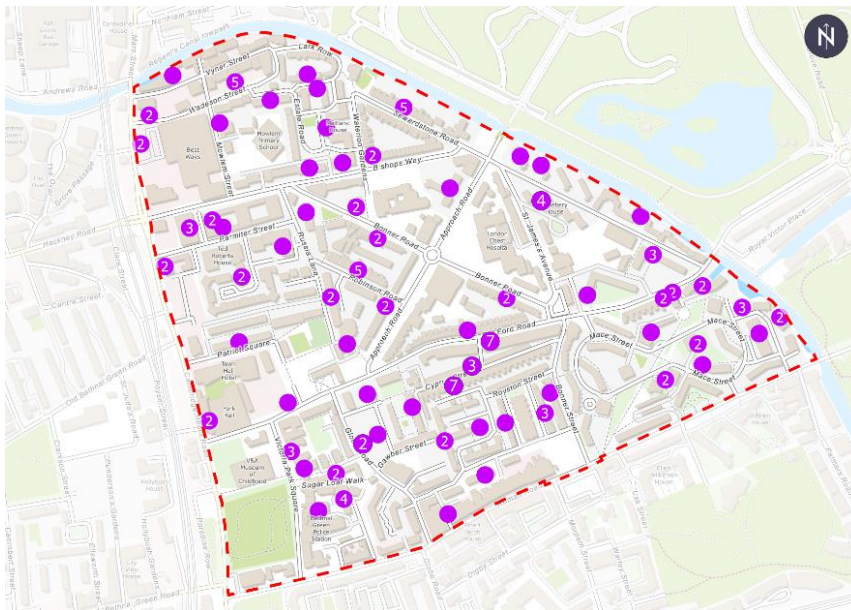
SECTION 4 – Play Streets/Cycle Hangars

A total of 120 and 196 respondents indicated they would like to be contacted about play streets and cycle hangars respectively. Additionally, 91 respondents indicated they would like to be contacted about free cycle training.

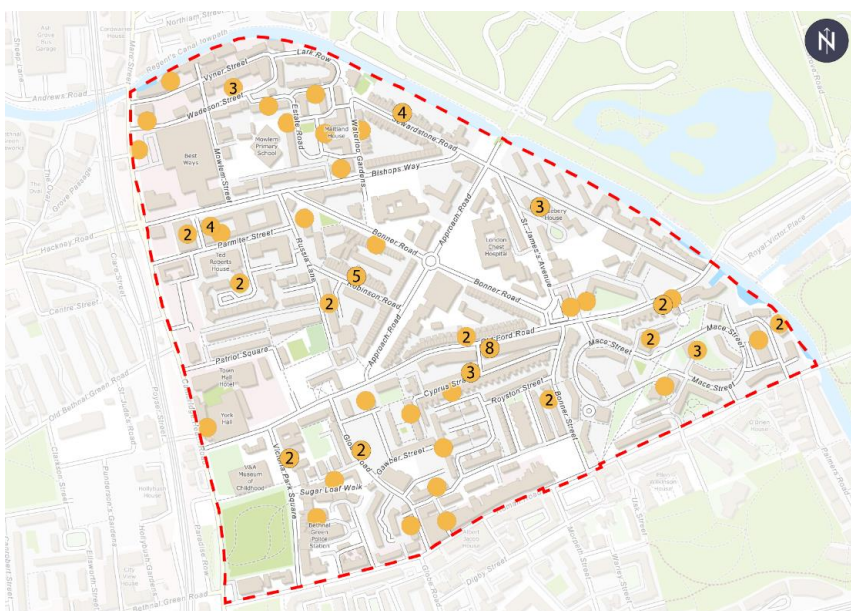
Total number of respondents:

	Play Streets	Cycle Hangars	Free Cycle Training
Question 29	120	196	91

Cycle hangars



Play streets



Old Ford Road West Liveable Streets

Appendix E – Alternatives Considered

29/03/2021

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Scheme 3	6
Scheme 4	9

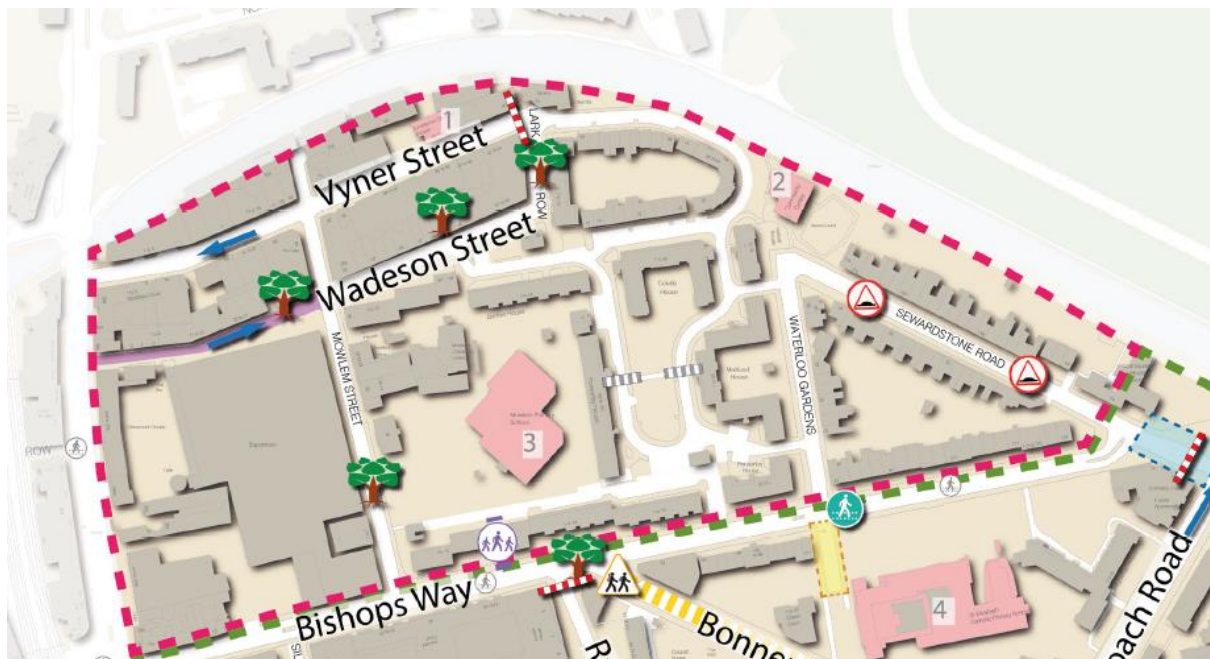
Alternatives considered

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

There was overall support for Scheme 1. Responses from those with addresses in the consultation area showed that 58% were supportive and 24% were unsupportive. However, there were a number of alternative ideas and concepts put forward during the consultation which have been reviewed below.



Cycle Crossing on Cambridge Heath Road

There were four requests for improvements to the cycle crossing facilities at the Cambridge Heath Road / Mare Street / Vyner Street junction.

It is recommended that the Vyner Road / Cambridge Heath Road junction should be considered as part of the future improvements along the length of Cambridge Heath Road and not in isolation.

Vyner Street One Way System

There were two requests to swap the direction of the one-way system on Vyner Street and Wadeson Street, and to make Wadeson Street no entry. The direction of the one-way system has been chosen due to the restricted visibility for vehicles

exiting the junction at Cambridge Heath Road. In addition, to maintain access to residents, Wadeson Street needs to be maintained as an entry point.

There was also a request to implement footway widening and more planting on Vyner Street. However, in order to maintain the existing car parking on Vyner Street, no additional footway widening, and planting is possible.

It is recommended not to take forward these alternatives because junction safety is key for this location.

Closure withing Wellington Estate

There was a request for a closure to be implemented in Wellington Estate. As Wellington Estate is not Tower Hamlets highway, changes to the internal road network are not possible but will be passed to housing association for consideration.

Traffic Calming on Sewardstone Road

There were five requests to implement chicanes or other speed control devices rather than speed humps on Sewardstone Road.

Sinusoidal speed humps allow larger vehicles to traverse the speed hump and provide a smoother ride for cyclists while still lowering speeds. Chicanes on the other hand, have been seen to offer little impact on reducing speeds. Another alternative raised was speed cameras, speed cameras are can only be installed by the Police and are done so in connection to a large number of collisions.

It is recommended that sinusoidal speed humps be provided rather than other traffic calming devices such as chicanes.

Scheme 2

There was overall support for Scheme 2. Responses from those with addresses in the consultation area showed that 58% were supportive and 31% unsupportive. However, there were a number of alternative ideas and concepts put forward during the consultation which have been reviewed below.



Sewardstone Road / Bishops Way

There were numerous requests for changes to this junction including:

- Traffic lights instead of a closure point
- A shared space with no overall priority
- A further pedestrian crossings

It is recommended a full closure to be implemented in this location as to fulfil the objective of the scheme to reduce the number of vehicle rat running in the area. A full closure will provide better public realm opportunities and safer access for vulnerable users into Victoria Park.

As part of the detailed design phases comments into the relation of this junction will be taken on board and considered. It should be noted that the design will be discussed with Emergency services.

Old Ford Road / Approach Road

There were requests to convert the Approach Road / Old Ford Road junction to a roundabout and to provide cycle lanes along the length of Approach Road.

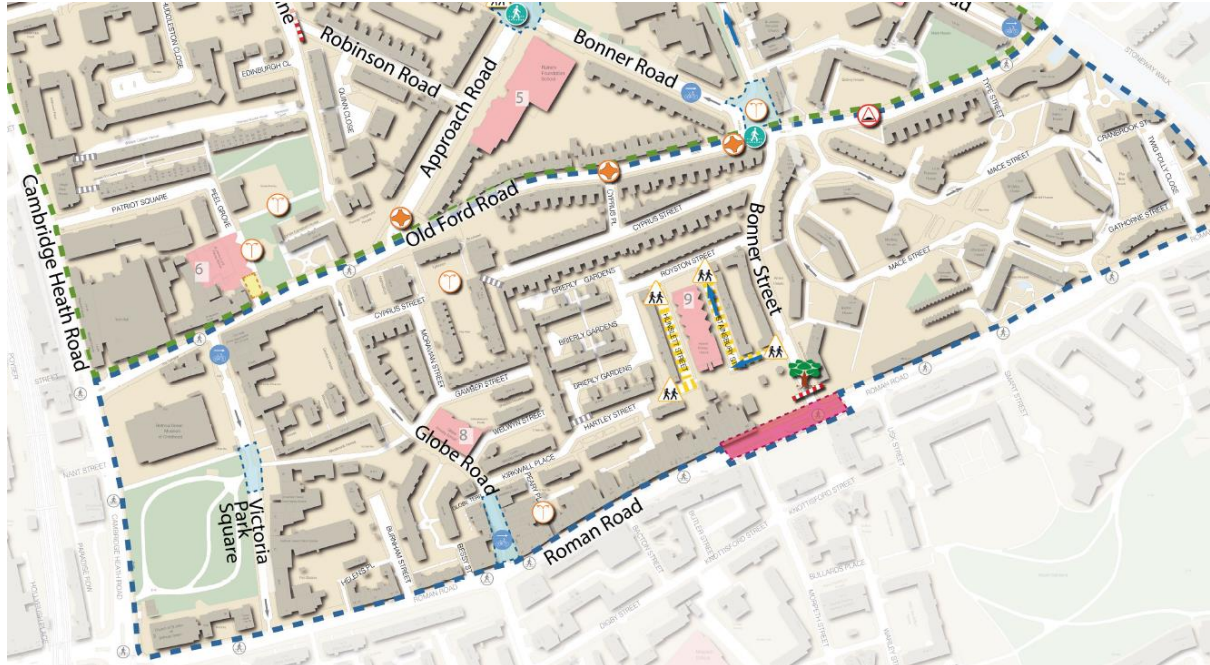
It is expected that the proposed closures, traffic volumes will decrease substantially, and cyclist will be able to cycle safely through Approach Road without cycle lanes.

It is recommended that a priority junction remains in this location as it a roundabout would reduce safety for cyclists and pedestrians using this junction.

It is recommended not to install cycle lanes on this road as the number of vehicle using this road will be reduced.

Scheme 3

There was overall support for Scheme 3. Responses from those with addresses in the consultation area showed that 63% were supportive and 27% unsupportive. However, there were a number of alternative ideas and concepts put forward during the consultation which have been reviewed below.



Old Ford Road

The main alternative proposals provided during the consultation from respondents was in relation to Old Ford Road. We had over 10 requests and a petition for further changes to be included within the scheme. The main suggestions are:

- 1) Full road closures or peak timed closure
- 2) A left turn ban during peak times from Cambridge Health Road onto Old Ford Road.
- 3) New Pedestrian/cyclist traffic light for North Town Square
- 4) New pedestrian crossing on Cricketers Bridge.
- 5) New parking restrictions surrounding Victoria Park
- 6) Re-routing of buses using OFR between Approach and Bonner Road.
- 7) Introduce a cycle lane along the length of Old Ford Road.

There are several reasons for not placing a closure on this road. The design of the low traffic neighbourhood (LTN) is to the north, and Old Ford Road is one of its boundary roads. Old Ford Road is therefore an important access point for residents and visitors to access the LTN, ensuring that every property is still accessible by car. As a boundary road we have tried to include measures that will slow vehicle speeds and improve crossing points to improve safety for those using active modes of transport.

The LTN proposed will help form a quiet and safe link for pedestrians and cyclists to and from Victoria Park. The link directly into the park is important to improve safety,

and the perception of safety, for this route. This is supported by data that shows that Bishops Way and Sewardstone Road suffers from more rat-run traffic than this stretch of Old Ford Road.

In addition to this, measures approved for construction outside of the area are likely to have a positive effect on reducing the attractiveness of Old Ford Road as a rat-run route. The Liveable Streets Programme incorporates the whole northern section of the borough. With Bow to the east and Bethnal Green to the west both having significant traffic reduction measures to be implemented through modal filtering and closures, traffic on Old Ford Road will benefit from positive knock-on effects. Traffic travelling from Bethnal Green Road is likely to continue on Roman Road, and a closure on Old Bethnal Green Road is likely to prevent vehicles using this rat-run to access Old Ford Road. Similarly, the closure at Skew Bridge and timed bus gateway on Roman Road in Bow will deter vehicles from using Old Ford Road as a cut-through to and from the A12.

Further work could be included to reduce down the attractive nature of using Old Ford Road as a rat run while also helping to improve the links across the road for all users.

It is recommended that new proposals to reduce through traffic on Old Ford Road are taken forward. These would be:

- A banned left turn on Cambridge Heath Road into Old Ford Road between 4pm and 7pm.
- A signalised pedestrian crossing at North Town Square
- A signalised pedestrian crossing on Cricketers Bridge.

It is recommended not to take forward a road closure on Old Ford Road due to the influence of outside measures, and a cycle lane is not possible due to the width of the carriageway.

Further consideration will be given to the parking restrictions with the parking team as a separate review and TfL will be approached in regard to the bus service within the area.

Globe Road

There were six requests to introduce a road closure on Globe Road.

By providing a closure at the southern end, this would significantly reduce access for those that live on Globe Road.

It is recommended that Globe Road remains open and a closure point is not considered.

Victoria Park Square

There was a request to implement a closure on Victoria Park Square. There was also a request for a pedestrian crossing on Victoria Park Square near Sugarloaf Walk.

Traffic volumes and pedestrian crossing activity will be monitored following the implementation of the scheme to observe if the new conditions will help reduce vehicles volumes which will also improve road safety for pedestrians crossing.

It is recommended to keep the existing informal crossing point as it is narrowed with good sightlines. The detailed design will include improving the informal crossing point.

Brierly Gardens

We received comments from residents around Brierly Gardens to improve the public realm for active use and the environment around existing closures. Current areas are not utilised by the community and encourages young families to travel to other play areas. It has been requested to improve these areas to encourage active use of the space, create local play areas to reduce unnecessary travel and improve stronger communities.

It is recommended that this is added to the scheme and work is undertaken with Tower Hamlets homes and residents of the area on the detail design.

Road Closure on Bonner Street

There were two requests to provide resident access through the Bonner Street closure.

A key objective of the project is to improve accessibility to all, and this needs to be considered on balance for those that would like to walk or cycle but cannot or do not because high traffic volumes present a barrier to travel, making it feel unsafe. It is therefore critical in order to encourage trips by walking, cycling and public transport that we make the streets people-friendly by reducing vehicle traffic as much as possible. In addition to rat-running traffic, this also includes the many short trips that are taken under 1.2 miles that can be undertaken by other modes. 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. 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 not recommended that local residents are given an exemption to the closure on Bonner Street.

There were also two requests to convert Bonner Street to a one-way street rather than implementing a closure. Converting Bonner Street to a one-way street would only restrict rat running traffic in one direction whereas a closure fully restricts rat running traffic. Therefore, a full closure is a more beneficial approach.

Cycle Parking

There was a request for more bicycle parking on Victoria Park Square and on Old Ford Road. It is recommended that a review of existing bicycle parking along Old Ford Road and Victoria Park Square is undertaken and additional bicycle parking be provided where possible.

Scheme 4

There was overall support for Scheme 4. Responses from those with addresses in the consultation area showed that 55% were supportive and 23% unsupportive. However, there were a number of alternative ideas and concepts put forward during the consultation which have been reviewed below.

Mowlem Primary School

There was a request to close Mowlem Street or convert it to one-way to deter rat runners and anti-social behaviour. It is recommended that a closure point on Mowlem Street is considered. Traffic surveys should be undertaken following the completion of the scheme to observe if there has been a reduction in traffic volumes on Mowlem Street.

Gatehouse School

There were two requests for a school street at the Gatehouse School. It was suggested that this should include Sewardstone Road between St James's Avenue and Old Ford Road or alternatively, it could be extended to include St James's Avenue. The implementation of a school street in this area has been considered. However, as it is not supported by the school, it has not been recommended.

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Equality Impact Analysis: (EqIA)

See Appendix A



Current decision rating

Section 1: Introduction

Name of Proposal **Liveable Streets Old Ford Road West**

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

Service area & Directorate responsible **Place, Highways**

Name of completing officer **Chris Harrison and Mehmet Mazhar**

Approved by Director/Head of Service **Dan Jones**

Date of approval **27/03/2021**

Conclusion

When considering these proposals for the Old Ford Road West area, the aims of the Liveable Streets programme and final scheme proposals have been taken into consideration. The programme aims are 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 walking, cycling and public transport. The proposal includes traffic changes, calming measures and public realm improvements to make local streets safer and more pleasant for everyone.

This EQIA assessment has highlighted the potential for positive impacts on the protected characteristics. The final proposals for the Old Ford Road West area provide overall improvements for the environment. A key component of the measures are the full road closures which help in reducing through-traffic to offer improved safety and environments (air quality and noise) to vulnerable road users, pedestrians and cyclists. The associated benefits of these measures relate to the opportunity it creates for further measures in the area to be implemented which would not otherwise be possible. This includes improvements such as continuous crossings, dropped kerbs, public spaces, additional planting and trees, and parking provision for those who are mobility impaired or disabled in key locations. Overall, these measures provide greater accessibility for pedestrians, cyclists and public transport users across the area as well as improving the look, feel and safety of the area. Furthermore, this is likely to provide health benefits in relation to an increase in physical activity.

These proposals are also in line with the Transport Strategy, Climate Emergency declaration, Air Quality Action Plan as well Public Health campaigns within the borough.

This EqIA assessment did highlight some potential negative impacts on the protected groups, although mitigations and monitoring goals have been listed in sections 4 and 5 of this report in order to minimise the impact. Evidence has been drawn upon through existing studies, data sets, as well as data and evidence collected as part of this programme through engagement, consultation, and surveys.



The negative impacts are related to the requirement for those using a motor vehicle to use alternative routes to reach their destination in the area. The negative impact is associated with the increased time, distance and cost for those using a motor vehicle to access the area. This has been estimated to be 1.1 miles and 5-10 mins.

It should be noted that all properties remain accessible by motor vehicle and there are other travel methods such as public transport, walking and cycling. The main negative impact therefore lies with those that must use a vehicle, particularly those with mobility issues, who are disabled or pregnant women, to travel by motor vehicle across the area.

A Health Impact Assessment is being undertaken as part of the Liveable Streets programme and will assist in the development of schemes.

The team are continuing to engage with stakeholders, in order continue to inform the understanding and assessment of any potential disproportionate or differential impacts on groups with protected characteristics. This will include meetings with stakeholders, and this feedback will be used to inform further opportunities for mitigation.

The ongoing review of detailed designs and subsequent engagement sessions, where applicable, will continue to understand and mitigate any additional adverse impacts. Actions to mitigate and monitor these impacts have been outlined in section 5 of this assessment. A key part of this will be to monitor post implementation to identify where changes can be made to balance impacts.

Overall, the benefits of the scheme which relate to improved accessibility, air quality, noise reduction, cycle routes, safety outside schools and greening are seen to provide benefits for everyone living, working or visiting the area.

The EqlA is a developing process and document and so the findings presented in this document are subject to change, the EqlA is a 'live' document and versions will be created through the lifecycle of this project.



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

COVID-19:

At the time of writing (March 2021), England is in the third national lockdown 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.

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.

Climate Emergency:

As mentioned above, the programme’s aims also benefit the measures in place as a result of reducing the spread of Covid-19 and the climate emergency declared in March 2019.

Tower Hamlets Transport Strategy:

The Transport Strategy, 2019-2041, outlines a number of key issues within the borough, data and future steps to improve transport and the environment for all who live, work and study.

Liveable Streets programme:

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. These are some key priorities outlined in the Tower Hamlets Transport Strategy which the Liveable Streets programme will address across 17 different neighbourhoods in the borough which have been selected for interventions. Further council campaigns such as Breathe Clean, anti-idling, school streets also align with this programme and where possible measures are included as part of the overall project.

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 programme⁴). 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 health².

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 to improve air quality and road safety.

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, shown in figure 1.

The Liveable Streets project in Old Ford Road West 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 (complementary 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.

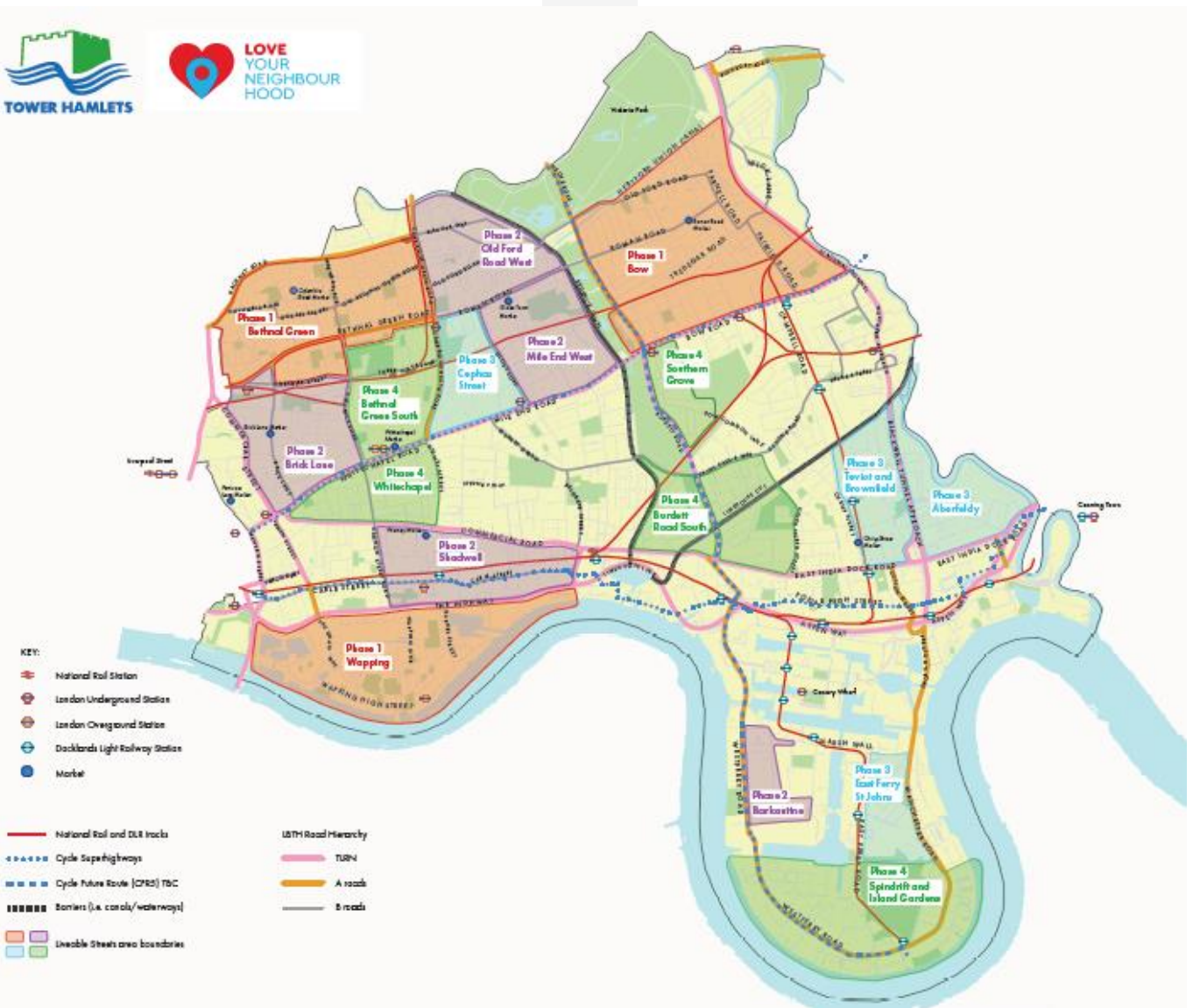


Figure 1: Liveable Streets programme map

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. Throughout all Liveable Streets programmes, the emergency services are kept up to date, involved and input into the proposals.

Project to date:

The Old Ford Road West project started in March 2020 and since then has undergone rigorous engagement and consultation with residents, businesses and other local stakeholders.

The scheme is expected to run for approximately 18-36 months depending on the approved measures and associated volume of works required to achieve the scheme outcomes. The timescale has been updated due to the impact of Covid on the construction timetable.

Engagement process and steps

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



Figure 2: Liveable Streets design process

Engagement and consultation

A three-stage engagement process is followed which broadly involves an early engagement period, co-design workshops, and a formal public consultation, shown in figure 2. Throughout these stages the team engages with a number of stakeholders such as community groups, schools, businesses, tenants and residents' associations, local organisations, market traders, places of worship. Hard-copy information has been delivered to every property in the project area and to key stakeholders throughout the project, at each engagement stage (on request these were made available to those outside the area).

During the Covid-19 pandemic it has also been possible to contact the team on the phone, or by writing to us. Where sessions were not able to take place face-to-face they have been held online, these relate to co-design workshops and drop-in sessions following consultation.

Project outset

Prior to the early engagement phase of the project, background data is gathered for the project, including key venues, organisations and stakeholders.



Early engagement

A perception survey was carried out from Monday 2 March to Sunday 29 March 2020. This was using an online survey, interactive map and feedback gathered from meetings and drop-in sessions.

There were 184 respondents to the survey. 184 people answered this question 'are you responding as...', and 153 of these respondents identified as residents.

Respondents gave answers as to what would encourage them to walk, cycle or use public transport more, the top five answers were (note respondents could pick more than one option):

- Less traffic – 61% selected this answer
- Cycle lanes – 57% selected this answer
- Better driver behaviour – 48% selected this answer
- More trees and planting – 48% selected this answer

Feedback, suggestions and issues could also be plotted on an interactive map. 351 suggestions/comments were plotted.

The top suggestions were:

- Cycle improvements – 102 respondents selected this option
- Streetscape/lighting upgrades – 85 respondents selected this option
- Traffic operations – 75 respondents selected this option
- Pedestrian improvements – 69 respondents selected this option
- Traffic speeds and air quality levels – 30 respondents selected these options respectively

*other included a variety of comments

Of those who provided optional equalities information (this was not mandatory so not everyone provided an answer):

- 15 were 65 years or older
- 11 have a health problem or disability which limit their day-to-day activities.

Of those who state they has a health problem or disability:

(Respondents could select more than one health problem or disability)

- 5 have a physical impairment
- 2 had a sensory impairment
- 1 had a mental health condition
- 8 had a long-standing illness or health condition
- 89 were male
- 81 female
- 7 were pregnant
- 65 stated they have caring or parenting responsibilities

A report detailing the findings of the early engagement stage can be found at <https://talk.towerhamlets.gov.uk/Isoldfordroadwest>.



Co-design workshops

Co-design workshops were held on 23rd July, 25th July and 29th July and 8th September 2020. The results from the early engagement and the data analysis were presented to attendees in an online workshop format due to COVID-19 government restrictions. The presentation was followed by two exercises in which suggestions for improvements were presented and residents and businesses were able to provide their thoughts in a smaller group workshop. 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 4 - Preliminary Design.

Two exercises were carried out:

- Exercise 1 - The first exercise concentrated on traffic management and possible measures to improve the area for pedestrians and cyclists.
- Exercise 2 - The second exercise looked at improving the pedestrian environment.

Overall, there was high levels of support for ideas to reduce traffic cutting through the area, improving safety, and creating more space for pedestrians and cyclists.

There were some recurring themes and points of discussion that came up throughout the workshops which will be a point of focus during the next stage of design. These included the following:

- A reduction in traffic on Old Ford Road was generally supported by local residents due to concerns regarding noise, pedestrian safety and air pollution.
 - Pedestrian and cycling improvements throughout the area as it is a main access to reach Victoria Park
 - Concerns regarding where rat-run traffic will be pushed, and how this will affect current traffic conditions on Roman Road
 - General support for the closure of a major rat-run on Bishops Way/Sewardstone Road
 - General support for school streets/school initiatives
 - Footway improvements on Approach Road
 - Pedestrian safety improvements required at this junction such as public realm improvements, greenery and street lighting to deter ASB around Bishops Way and Bonner Road

A report detailing the findings of the workshop stage can be found at <https://talk.towerhamlets.gov.uk/soldfordroadwest>

Public consultation

Designs developed using resident and stakeholder suggestions and were put out to formal public consultation from Thursday 19 Nov 2020 to Sunday 20 Dec 2020. The proposals presented at public consultation were based on solving ongoing issues, suggestions and feedback received throughout the project, with the majority being received at the engagement phases.



Respondents were able to ask queries or make their views on the proposals via a number of ways:

- Completing the online survey at <https://talk.towerhamlets.gov.uk/soldfordroadwest>
- Completing the paper survey provided to all properties in the project area (over 5,000), or made available upon request. A freepost envelope was also included in these packs.
- Attending the drop-in sessions
- Writing to the team at Liveable Streets, 6th Floor Mulberry Place, PO Box 55739, 5 Clove Crescent, E14 2BG
- Emailing the team at LiveableStreets@towerhamlets.gov.uk
- Calling the team on 0203 092 0401

A number of channels were used to raise awareness and encourage people to respond:

- Social media posts
- Emails from the Liveable Streets team
- Through ward councillors
- Discussions with local stakeholders, schools, TRAs

The proposals presented during the consultation can be found at <https://talk.towerhamlets.gov.uk/soldfordroadwest>

Liveable Streets – Old Ford Road West Proposals

These proposals per scheme, being put forward to the Mayor and Cabinet for approval are as follows:

Scheme 1

- Proposed closure on Vyner Street west of Lark Row
- Convert Wadeson Street to one-way from Mowlem Street to Cambridge Health Road
- Footway widening and improvements on Wadeson Street and Vyner Streets
- Planting and trees on Wadeson Street and Mowlem Street
- Closure on Russia Lane at the junction with Bishops Way
- Proposed cycle route improvements on Bishops Way including new two-way protected cycle track
- New zebra pedestrian crossings

Scheme 2

- Closure at junction of Approach Road/ Sewardstone Road
- Convert St James Ave to one-way northbound
- Closure at junction of Bonner Road/ Approach Road
- Closure at junction of Robinson Road/ Approach Road
- Public realm improvements at St James Square

Scheme 3

- Closure on Bonner Street
- Remove signals from Bonner Street/ Roman Road junction and replace with a cycle/pedestrian crossing across Roman Road
- Protected cycle lanes between Bonner Road and Morpeth Street
- Public realm improvements on Victoria Park Square, near Museum Gardens
- Lighting improvements on Peary Place
- Lighting improvements in walkway between Cyprus Street



Scheme 4

- Mowlem Children's Centre – introduction of school street next to Islamic Centre
- Saint Elizabeth Roman Catholic Primary School - permanent closure of Waterloo Garden's south of Bishops Way and playful streetscape

Complementary measures

Alongside the physical infrastructure changes in the Old Ford Road West 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
- The provision of disability cycle training
- Promotion of walking and cycling events in the area
- Free Dr. Bike and bike marking events
- Workshops with the schools in the area 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

Construction and engagement

Prior to the construction works starting, an updated results booklet will be sent to all properties in the area. This detailed the results of the consultation and can be found at

<https://talk.towerhamlets.gov.uk/lsoldfordroadwest>

Guidance due to COVID-19 was and continues to be adhered to during delivery of update documents and notification letters.

Where applicable, localised meetings with the community and/or stakeholder will be held in order to gain specific feedback regarding detailed designs within the constraints of the site once proposals have been approved, during the detailed design and construction phases of the project.

Throughout the construction period, letters will be sent to each property in the vicinity of the works with information regarding start date, possible disruption including noise, working hours, access implications. Information will also be sent to the mailing list and key stakeholders in the area such as schools, for those accessing the area. A construction communications strategy has been developed to ensure information is circulated in good time. A copy of the notification letters sent to date can be found at <https://talk.towerhamlets.gov.uk/lsoldfordroadwest>

At times during the construction, alternative routes will be in place for drivers, cyclists and pedestrians. Where such measures are required, management of all road users will be put in place such as temporary ramps. Signage will be erected prior to works starting.

During the construction period, it is acknowledged there may be localised disruption which is expected to resolve as the scheme finishes construction and settles in. Throughout this period, people are able to contact the team via email, phone, or writing to team with their concerns which will be addressed and resolved in a timely manner.



Once construction is complete each individual scheme within the project will be monitored in their effectiveness of meeting the aims of the programme. 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.

If proposals are approved to progress by Cabinet in May 2021, the schemes will progress to detailed design and then implementation. Following implementation of the scheme, additional surveys will be undertaken to monitor and assess its operation within 18 months. These will be compared to the baseline collected at the start of the project.

Schemes will be implemented under an experimental temporary basis, further details can be found in the Cabinet report.



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?

The data used in this section is from the ward profile (corporate research unit), general population (Census 2011), it should be noted that the project area is not the entirety of these two wards. The information obtained from the engagement and consultation phases (outlined in section 2) or surveys undertaken as part of the project (data outlined below) is also where possible. However further information and data collection will continue as part of the project, this is detailed under monitoring and section 5.

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 <https://talk.towerhamlets.gov.uk/soldfordroadwest> and the interactive map of comments and suggestions can be found at <https://www.pclconsult.co.uk/liveablestreetsoldfordroadwest>

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
- Network Management Team
- Planning Team
- Green Team
- Parking Team
- Passenger Services

Additional data was obtained including:

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

Information was shared with a number of stakeholder and responses and comments were invited as well as meetings offered:

- Meetings with key stakeholder groups, including, but not limited to, Emergency services, Schools, local businesses, , places of worship and others.
- Consultation and engagement exercises and events including drop-ins, virtual co-design workshops, Accessibility Transport Forum, 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.

- **School Streets** - The Mayor of Tower Hamlets has committed to delivering 50 School Streets by 2022. This aims to create areas where children can safely walk or wheel to and from school. For streets with timed closures, residents and businesses can apply for a school street permit to retain access at all times.
- **Electric Vehicle Charge Points** – facilitated by the TfL, the Mayor of London and Local Authorities, EV charging points are being rapidly rolled out in order to increase capacity for electric vehicles and shift to zero emission technologies. Electric Vehicle Charging Point Delivery Plan detailed the strategy and delivery for these works. Tower Hamlets Electric Vehicle Charging Point Delivery details the borough's strategy for installation.
- **Air Quality Action Plan 2017-2022** – produced as part of the duty to London Local Air Quality Management. It outlines the action the council will take to improve air quality in Tower Hamlets between 2017-2022.
- **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.
- **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.
- **Tower Hamlets Green Grid Strategy 2017** – creation of a cohesive network of appealing walking routes and associated green infrastructure across Tower Hamlets, to secure a healthy and attractive environment for residents, workers and visitors.

The project area spans the Bethnal Green and St Peters wards within the borough of Tower Hamlets.

Demographic data used in the following section will reflect this. This data will be used in order to contextualise the project area and proposals. The Old Ford Road West area represents a northern section of the borough, bordering a section of Victoria Park and Regents Canal. The project area therefore represents the easternmost section of the St Peter's ward and the northernmost section of the Bethnal Green ward.

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

Tower Hamlets has the 5th lowest car ownership amongst the London boroughs³. In the project area, car ownership is 34% in Bethnal Green ward and 29.3% in St Peter's wards of residents have access to one or more cars or vans. At the time of the 2011 census, 56% of residents in Tower Hamlets did not have access to a car or van⁶. This was the 5th highest proportion of persons without access to a car in the country (after City of London, Islington, Hackney and Westminster)¹⁴, and 1/3 of car trips in the borough are less than 1.2 miles long. These proposals will have simultaneous benefits to health within the borough.

Schools

The team have met with the schools within the project area throughout the project. As detailed design progresses, they will continue to be involved in the shaping of their school street or school initiative.

Emergency services

Engagement with emergency services has been carried out throughout the project and will continue after implementation.

Engagement

Extensive efforts have been made to contact accessibility groups however formal feedback has not been obtained. We will continue to engage and obtain feedback during the next stages of the project.

Age (all age groups)

Older persons

People's ability to use sustainable modes of travel can be reduced because of age-related health conditions. According to the borough profile, only 6% of the borough's population are aged 65+ compared to 12% in London and 18% in England. Bethnal Green and St Peter's wards are home to 6.4% and 6.4% respectively, of residents over the age of 65 respectively, marginally higher than the borough average⁶.

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 bus stop accessibility programme, over 90% of all bus stops in Tower Hamlets are fully accessible⁵.

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 4.1:1⁹. 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 find it difficult undertaking short distances on foot or using public transport due to impaired mobility and/or poorly maintained footways. Schemes that reduce vehicle speeds, improve the footways and crossings can increase feelings of personal safety and are



likely to lead to an increased uptake in walking. These proposals in this respect are positive to all those in the area within this group.

Older people may in some cases have difficulty accessing online material. The majority of engagement activities have taken place during the coronavirus pandemic and therefore a lot of sessions for the project have taken place online, although, all households within the area received a hard-copy consultation leaflet and survey to return with a freepost envelope during the public consultation.

1. 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. 19.7% of the borough are aged under 16, which is roughly representative of the Old Ford Road West area (19.3% in Bethnal Green and 17.8% in St Peters wards are aged under 16)⁶. According to the borough profile, Tower Hamlets has equal fifth youngest median age in the country (31.6), with 79,625 people aged 0-19²¹. That's 25% of its population, on par with England and London (24% and 25% respectively)⁶.

This is a group that can be particularly affected by changes to transport. To a large extent, parents determine the 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 unsupervised¹¹.

Children require physical activity to ensure their healthy development. A survey published by the Department for Transport (DfT) in 2013¹², 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) survey³³ 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 children³⁴. Physical activity in young people can be encouraged through the development of a safe environment which is not traffic dominated.

The proposals aim to reduce traffic volumes/speeds and improve the pedestrian environment which in turn should provide a safer environment for children to use more sustainable modes of travel with and without parental supervision. There are nine schools, children centres or nurseries located within the project area and improving conditions for children to travel actively to school is a priority.

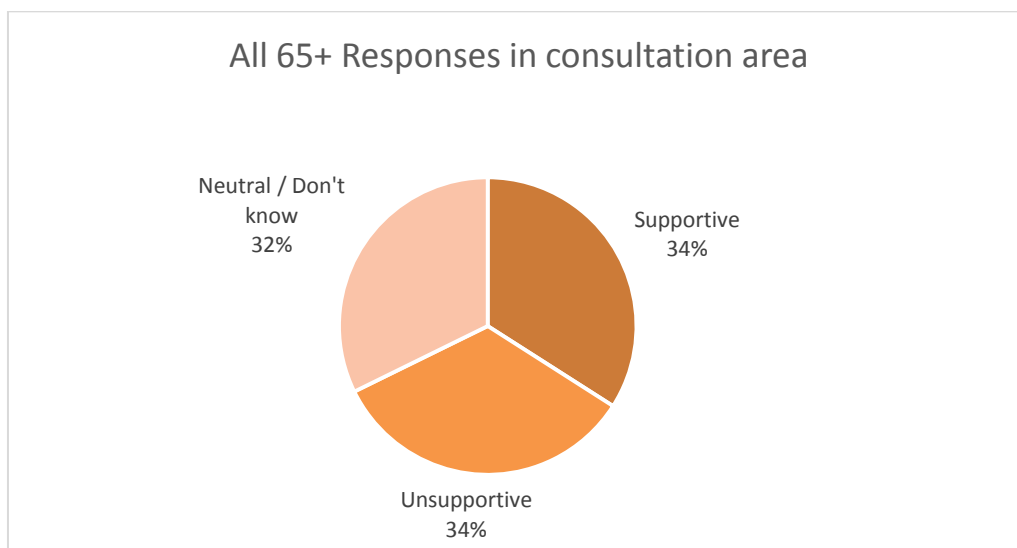
Additional improvements will be made outside schools to improve pedestrian priority, safety and encourage sustainable journeys which will further benefit users of sustainable modes in this group, including no motor vehicle access on the southern portion of Waterloo Gardens. Reductions in traffic dominance will improve conditions for children walking/cycling/scooting to

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

The lung condition, asthma is the most common long-term medical condition affecting children and young people¹⁵. Therefore, a reduction in through-traffic, and therefore congestion and air pollution are likely to improve conditions for young asthma sufferers, as it has been acknowledged that air pollution from road transport is linked to tens of thousands of early deaths every year¹⁶.

Discussion, conclusion and provisions:

Proposed continuous and widened footways in the area will provide significant accessibility gains for all users but particularly disabled users, who may be hindered by uneven or narrow footways, a lack of dropped kerbs/continuous crossings, and street clutter. Improvements to footways 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.



11% of public consultation respondents stated they were over 65, and of these, 34% were supportive of the proposals.

It is acknowledged that as a result of the schemes provisions, some journeys for those who need to use a vehicle will be longer with the added implication of additional cost and time. These journeys may be longer in time and distance, but all destinations will still be accessible by private vehicle, taxis, private hire vehicles and passenger transport services.

Proposals will still allow those who need to book a taxi or PHVs to do so, these vehicles will still be able to access their pick-up location or destination. It also means vehicles 'plying for hire' can do as all areas are accessible, but it does mean taxis 'plying for hire' will be required to enter and exit an area via the same main road and not exit onto other main roads travelling through the area. Those who need this accessible form of transport, will have to use alternative routes,



which is likely to add to distance, time and cost, depending on their location. Ongoing review of trips taken in the area, using taxicards will be undertaken.

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 such as the need for wider footways and dropped kerbs. These measures have been included in key locations as part of the proposals with the reason of assisting this protected characteristic participate in a more active lifestyle and improve road safety and will provide greater accessibility for those who may have difficulty walking long distances or use a mobility aid. This will provide a more accessible area for those who currently find it challenging to navigate the streets due to lack of dropped kerbs and uneven surfaces. Additionally an assessment will be carried out with key members of disability organisations, groups within the area to determine any further areas which still require work and weren't noted in previous engagement or studies. This is scheduled to take place on site and due to covid has been pushed back until it is a safe time to be carried out. This status has been shared at Accessibility Transport Forums over the last year.

The impact of longer journey times is deemed to be offset by the improvements for independent travel provided by the proposed improvements and the expected air quality, safety, noise and wellbeing benefits to this group. 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. Therefore, those in the area are likely to experience less traffic build up on their street and the associated noise and air pollution.

There will be some impact on the journey's times and experience within the area, as the volume and type of vehicle within the area will be for access only, or sustainable travel methods such as walking and cycling. Where possible, one-ways have been used to improve the existing conflict of vehicles travelling in both directions on narrow residential streets, this will further improve the provision for drivers for those who need to as well as the environment for vulnerable road users, walking and cycling.

Community transport and school buses will also be able to reach their destinations, however alternative routes will be required. Discussions with the passenger transport services in the borough will continue to take place, should any unforeseen impacts arise these will be shared with the team and action will be taken to reduce the impact.

We will continue to review the impacts of the proposals, particularly the full road closures and one-ways which have been identified as having the most impact on older and younger persons. Further feedback will be obtained through resident panels and stakeholder engagement sessions, including schools, throughout the construction and review period.

2. Disability (Physical, learning difficulties, mental health and medical conditions)

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.

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%¹⁷.

The data in the table below is sourced from the 2011 census and provides information persons living with health limiting illness or disability. ⁶

Area	Day-to-day activities limited a lot	Day-to-day activities limited a little	Day-to-day activities not limited
Bethnal Green	1,336	13,62	16,610
Bethnal Green %	6.9%	7.1%	86.0%
St Peter's	1,424	1,316	15636,
St Peter's %	7.7%	7.2%	85.1%
London %	6.7%	7.4%	85.8%
England	8.3%	9.3%	82.4%

According to a 2007-2014 study¹², for those whose health problems make it hard to use buses, the most common problem is getting to the bus stop. 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 the proposals incorporate dropped kerbs, controlled pedestrian crossings and tactile paving, within a well-maintained, clutter-free public highway that avoids excessive gradients and crossfalls ¹⁹.

It is acknowledged, that those 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 all properties will still be available in the Old Ford Road West area. Although residents, businesses and visitors travelling by motor vehicle may be required to take a longer alternative route.

According to Department for Transport data from 2019, the number of licensed taxi and private hire vehicles and licensed drivers has reached record highs in England. While those without car access make around 4 times as many taxi/PHV trips and travel twice as far as those with access to a car. Taxi and PHV usage makes up 3% of all trips for those with mobility difficulties



compared to 1% for those without mobility difficulties' per the data shared by DfT, taxis (including hackney carriages) can 'ply for hire' or be pre-booked, whereas PHVs must be pre-booked. The proposals therefore still enable those who need to book a taxi or PHVs to do so, it also means vehicles 'plying for hire' can do as all areas are accessible, but it does mean taxis 'plying for hire' will be required to enter and exit an area via the same main road and not exit onto other main roads travelling through the area. It is recognised that taxis and private hire vehicles are a key accessible transport for persons with a disability, with the number of trips being taken having increased from 16 per person per year to 21 per person per year made by adults (16 or over) with mobility difficulties.

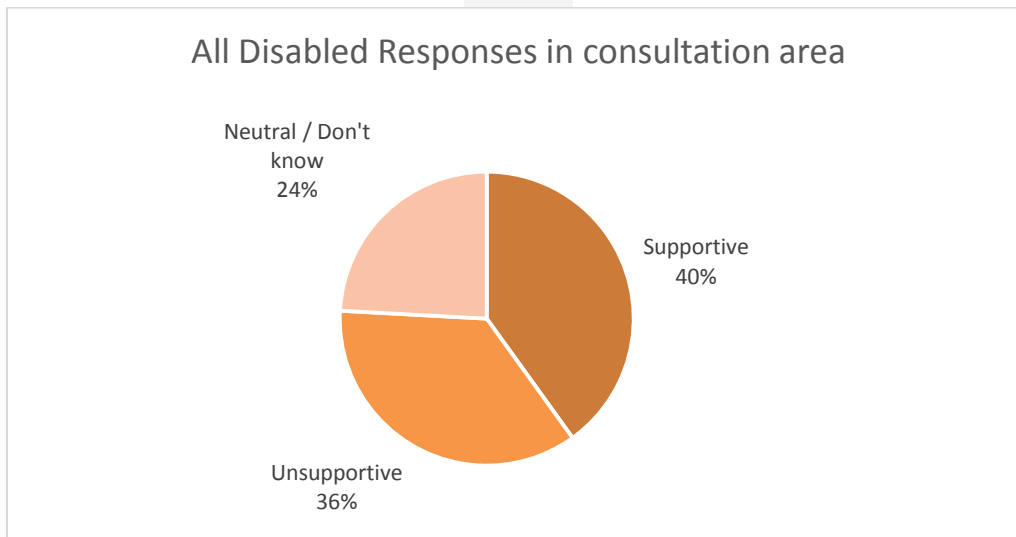
Disabled people and people with learning disabilities can benefit from community transport services including Shopmobility, taxicards, dial-a-ride and the provision of door-to-door transport services. These services will also still be able to access properties via alternative routes. It is important to note that those who require a vehicle due to a disability to get to school, will still be able to travel either by alternative routes.

It is suggested that interventions to improve accessibility/enable cycling by disabled people are also likely to support a growth in cycling by all. Installation of segregated cycle facilities and removal of through traffic on residential streets amongst other measures mentioned in the above paragraph provide an integrated, less hostile environment in which vulnerable users can travel actively. Additionally, research suggests that there is little awareness amongst transport professionals, including within local authorities, of the fact that Disabled people can and do cycle²⁰. Traffic calming schemes that reduce vehicle speed can increase feelings of personal safety and may lead to an increased uptake in both walking and cycling. It will also improve conditions for those using mobility scooters²⁰.

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.

Discussion, conclusion and provisions:

Proposed continuous and widened footways in the area will provide significant accessibility gains for all users but particularly disabled users, who may be hindered by uneven or narrow footways, a lack of dropped kerbs/continuous crossings, and street clutter. Improvements to footways 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.



12% of public consultation respondents stated that they were disabled, and of these, 40% of these supported the proposals, 36% were unsupportive, whilst 24% were neutral or didn't know.

In the public consultation respondents were able to provide free-text comments. Of the 40% of disabled respondents that were generally unsupportive of the proposals, some of the key themes of their comments included:

- Will cause more congestion on the main roads
- As a disabled person it is hard enough to get around without shutting streets off
- Scheme is a waste of money
- Closure of roads/traffic changes are stress inducing
- The elderly cannot cycle or walk very far or use London transport
- These suggestions aren't appropriate for the area
- This will make local journeys longer
- Difficult for friends/visitors/carers to come and help
- Scheme will cause traffic to be displaced

It is acknowledged that journeys for those who need to use a vehicle will be longer with the added implication of additional cost and time. Some 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 by private vehicle, taxis, private hire vehicles and passenger transport services.

The proposals will still allow those who need to book a taxi or PHVs to do so, these vehicles will still be able to access their pick-up location or destination. It also means vehicles 'plying for hire' can do as all areas are accessible, but it does mean taxis 'plying for hire' will be required to enter and exit an area via the same main road and not exit onto other main roads travelling through the area. Those who need to this accessible form of transport, will have to use alternative routes, which is likely to add to distance, time and cost, depending on their location. Ongoing review of trips taken in the area, using taxicards will be undertaken.

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 such as the need for wider footways and dropped kerbs. These measures have been included in key locations as part of the proposals. Additionally, an assessment will be



carried out with key members of disability organisations, groups within the area to determine any areas which still require work and weren't noted in previous engagement or studies. This is scheduled to take place on site and due to covid has been pushed back until it is a safe time to be carried out. This status has been shared at Accessibility Transport Forums over the last year.

Access to some areas of the highway, where no motor vehicle access applies with the creation of a new public space or pedestrianised areas is proposed to be removed. However vehicular access is possible up to the junction or access points at the end of the public space, it has also been reviewed and confirmed that accesses are improved, level or with sufficient dropped kerbs for those who may have difficulty walking long distances or use a mobility aid. This will provide a more accessible area for those who currently find it challenging to navigate the streets due to lack of dropped kerbs and uneven surfaces.

The impact of longer journey times is deemed to be offset by the improvements for independent travel provided by the proposed improvements and the expected air quality, safety, noise and wellbeing benefits to this group. 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. Therefore, those in the area are likely to experience less traffic build up on their street and the associated noise and air pollution.

There will be some offset on the journey's times and experience within the area, as the volume and type of vehicle within the area will be for access only, or sustainable travel methods such as walking and cycling. Where possible, one-ways have been used to improve the existing conflict of vehicles travelling in both directions on narrow residential streets, this will further improve the provision for drivers for those who need to as well as the environment for vulnerable road users, walking and cycling.

Community transport and school buses will also be able to reach their destinations, however alternative routes will be required. Discussions with the passenger transport services in the borough will continue to take place, should any unforeseen impacts arise these will be shared with the team and action will be taken to reduce the impact. It is important to note that younger people who require a vehicle due to a disability to get to school, will still be able to travel either via alternative routes by a car, school bus or taxi.

Ongoing discussions will continue to take place with the emergency services in regards to their access to the area and any issues which arise will be addressed immediately with the emergency services to mitigate any impact to the community, health and safety.

We will continue to review the impacts of the proposals, particularly the full road closures and one-ways which have been identified as having the most impact on disabled persons. Further feedback will be obtained through resident panels and stakeholder engagement sessions throughout the construction and review period.

3. Sex



According to the 2011 Census, the gender split in Bethnal Green ward is 49.8% and 50.2% and St Peters 50.7% and 49.3% (male to female). The borough's gender split is 52.1% male and 47.9% female. Therefore it is similar in proportion of genders across the borough⁶

In London data published by TfL, shows women are less likely to drive (35% compared to 45% of men drive once a week) and are less likely to cycle or travel by train, Tube or motorbike²¹. They are also more likely to travel with buggies which can impact their travel choices.

TfL data also shows cyclists are more likely to be male. The study also found that 87% of women never use cycling as a mode of transport around London²¹.

According to the Tower Hamlets Annual Residents Survey, 2018¹⁰, women are less likely to cycle in London due to road safety concerns, the safer cycle routes are likely to positively benefit women for this purpose. Similarly, this is reflected across all adults in London, the NTS showed that the barrier to cycling is predominately due to safety concerns on the road²¹.

These proposals improve the infrastructure for cycling, thus removing the barriers and are likely to positively impact both males and females.

There are perceived concerns relating the removal of traffic and reduced 'passive surveillance'. A recent study of Waltham Forest's Mini Holland programme suggests that LTNs are likely to reduce crime levels, particularly violent crime³⁵.

The Safer Neighbourhood Teams have been engaged as part of the programme, Designing Out Crime Officers. Ongoing discussions and engagement will take place throughout and be monitored.

On average in 2018, women made more journeys via taxi or PHVs compared to men (11 trips per person per year to 10 trips per person per year respectively). However men travel further distances than women. Those who need or want to use a taxi will be able to do however alternative routes may be required, depending on the direction the taxi is coming from and going to¹⁹. The majority drivers of taxis and PHVs are male (98%) compared the women (2%)¹⁹.

Discussion, conclusion and provisions:

These proposals improve the infrastructure for cycling, thus removing the barriers and are likely to positively impact both males and females.

The proposals will still allow those who need to book a taxi or PHVs to do so, these vehicles will still be able to access their pick-up location or destination. It also means drivers 'plying for hire' can do as all areas are accessible, but it does mean taxis 'plying for hire' will be required to enter and exit an area via the same main road and not exit onto other main roads travelling through the area. Those who need to this accessible form of transport, will have to use alternative routes, which is likely to add to distance, time and cost, depending on their location. Ongoing review of feedback in relation to person using taxis and PHVs will be undertaken, including a review survey.

We will continue to review the impacts of the proposals and further feedback will be obtained through resident panels and stakeholder engagement sessions, including schools, throughout the construction and review period.

Additionally, the programme looks to work with partners in the creation of women’s cycling groups, to address the gender imbalance observed at present.

4. Gender reassignment

We do not believe the changes have any measurable impact on people in the process of transitioning from one gender to another or that have transitioned from one gender to another. Public realm improvement measures are designed for the benefit of all.

Traffic management and public realm improvement measures are designed to benefit all, including people in the process of transitioning from one gender to another or that have transitioned from one gender to another. Engagement and information sharing on forums will continue to ensure any potential impacts are captured and mitigated.

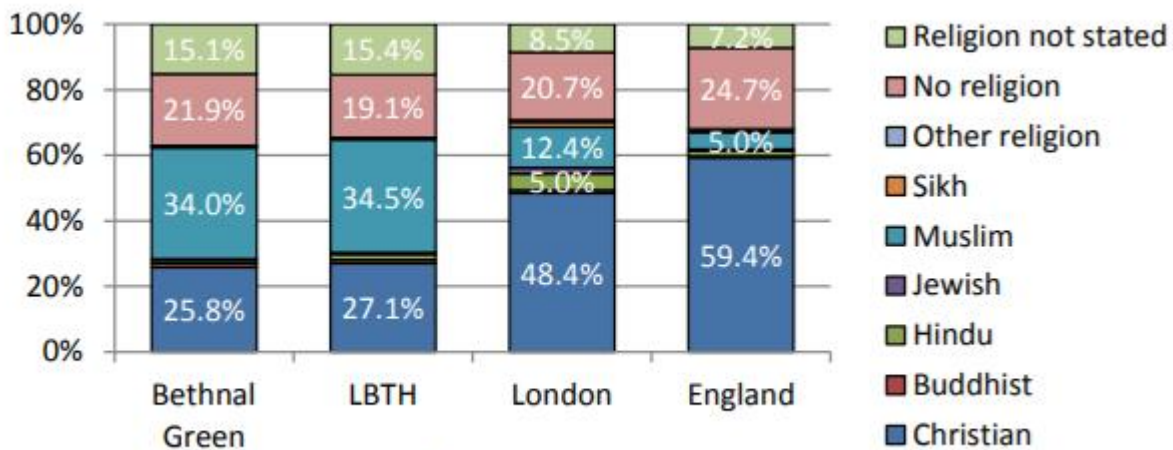
5. Marriage and civil partnerships

We do not believe the changes have any measurable impact on people in a marriage, civil partnership or none. Public realm improvement measures are designed for the benefit of all. All properties remain accessible for marriage or civil partnerships to take place.

Traffic management and public realm improvement measures are designed to benefit all, including people in a marriage, civil partnership or none. Engagement and information sharing on forums will continue to ensure any potential impacts are captured and mitigated.

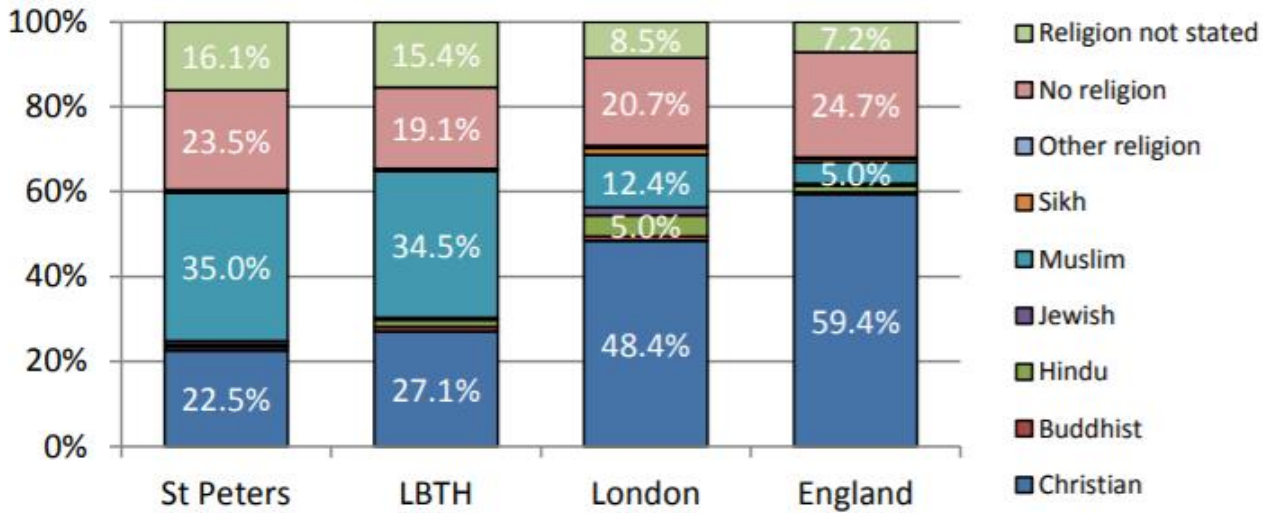
6. Religion or philosophical belief

Bethnal Green:



(Source: Census 2011 QS208EW – Religion)

St Peters:



The tables above show the variety of religions or philosophical beliefs within both wards⁶.

Discussion, conclusion and provisions:

Local places of worship will still be accessible by motor vehicle, but those visiting these establishments by vehicle may need to take an alternative routes.

As part of the programme cycle training with groups from places of worship are being organised, some sessions are on hold due to covid-19 measures. The improved environment should help encourage people who can and want to travel via alternative modes.

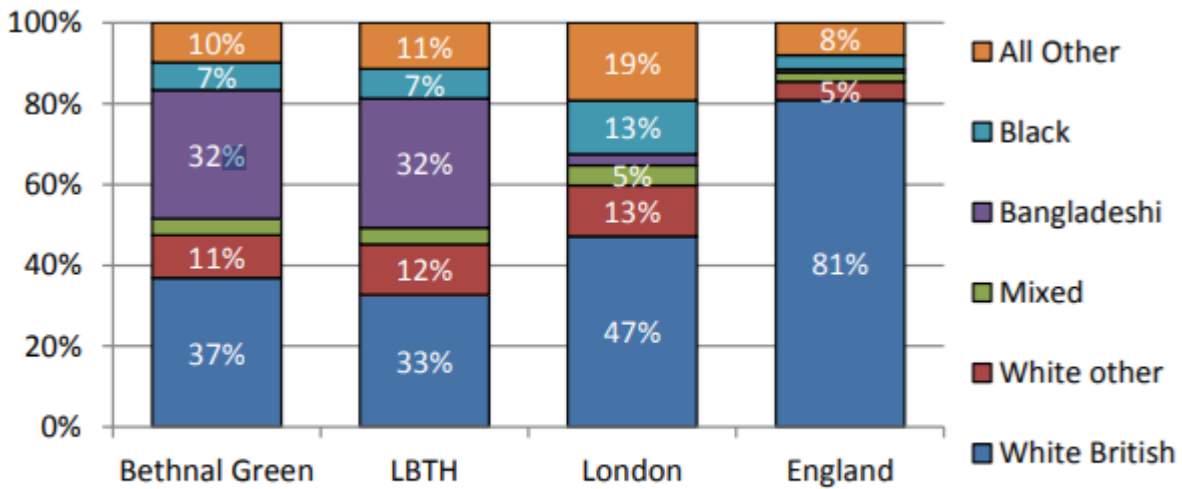
The proposals will still allow those who need to book a taxi or PHVs to do so, these vehicles will still be able to access their pick-up location or destination.

Engagement and information sharing on forums will continue to ensure any potential impacts are captured and mitigated.

7. Race

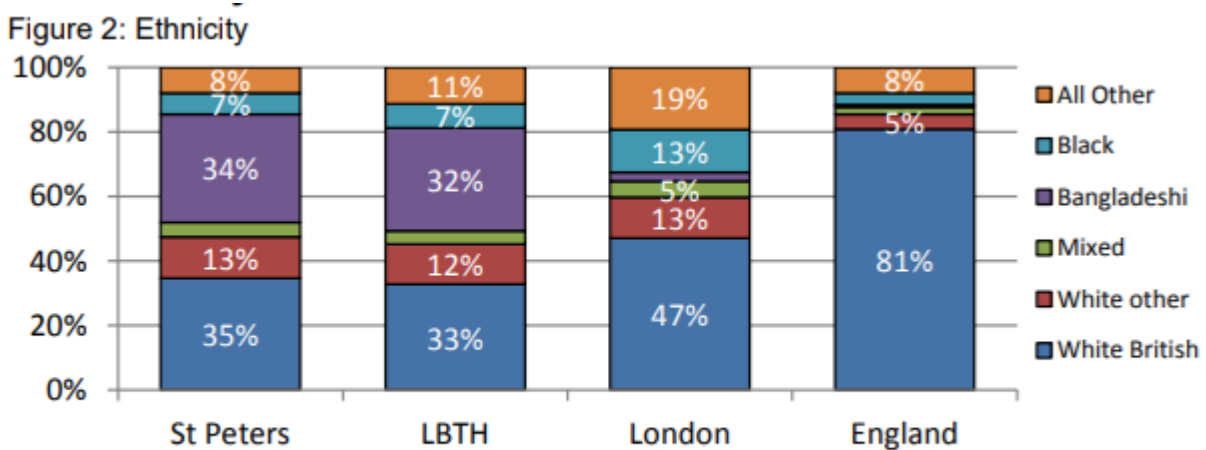
The below graphs indicate ethnicity data from the Bethnal Green and St Peter’s wards ⁶.

Bethnal Green:



(Source: Census 2011 QS201EW - Ethnic group)

St Peter's:



(Source: Census 2011 QS201EW - Ethnic group)

Tower Hamlets is a vibrant and diverse borough. The 2011 Census indicated that Black Asian and Minority Ethnic (BAME) communities make up 55% of the borough's population, compared to the London average of 40%⁶. 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 community²².

BAME Londoners, both adults and children are almost twice as likely as white Londoners to be injured on the roads in a car accident²² 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 group²². The project seeks to improve walking routes in the area which would have a positive benefit for this group. Providing safe and affordable travel options

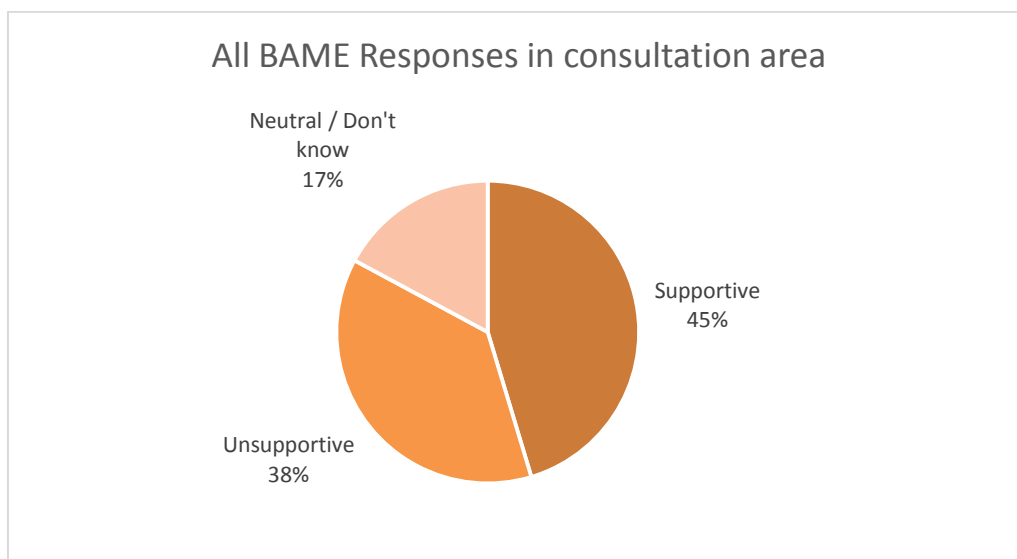


to people from all demographic and socio-economic backgrounds, particularly those on lower income and without access to a car, is essential to improving equity in access to transport as well as reducing infection risk. The proposals will help, locally, address these imbalances and over representation associated with BAME groups, encouraging and supporting increased walking and cycling participation and active lifestyles, reducing road danger and exposure to poor air quality, and providing alternatives to public transport use and the associated risks.

Use of cars among BAME Londoners is lower than for white Londoners, with 32% and 43% respectively driving a car at least once a week²². The use of cars is higher amongst Asian Londoners compared to other minority ethnic groups (38% of Asian Londoners drive a car at least once a week compared to 25% of black Londoners)²². In contrast, higher proportions of white Londoners travel by bike, car, black cab, National Rail and motorbike than BAME Londoners²².

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 asthma²³.

A higher proportion of BAME Londoners have access to the internet (92%) compared to 87% of white Londoners²²**Discussion, conclusion and provisions:**



16% of respondents in the public consultation disclosed their ethnicity as BAME. Of these respondents, 45% were supportive of proposals, 38% were unsupportive, and 17% felt neutral, or didn't know.

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.

Materials during the consultation were also created in other languages and discussion sessions were held in community venues to obtain feedback.

Additionally, the programme looks to work with partners in the creation groups through existing communities such as cycle training which will likely improve health and wellbeing and may reduce individuals likelihood of being affected by certain conditions.

We will continue to review the impacts of the proposals and further feedback will be obtained through resident panels and stakeholder engagement sessions, including schools, throughout the construction and review period.

8. Sexual orientation

The proposals are generally positive to all, including people from the LGBT group that are expected to be passively impacted by an increase of perceive security. All properties remain accessible for LGBT groups to meet.

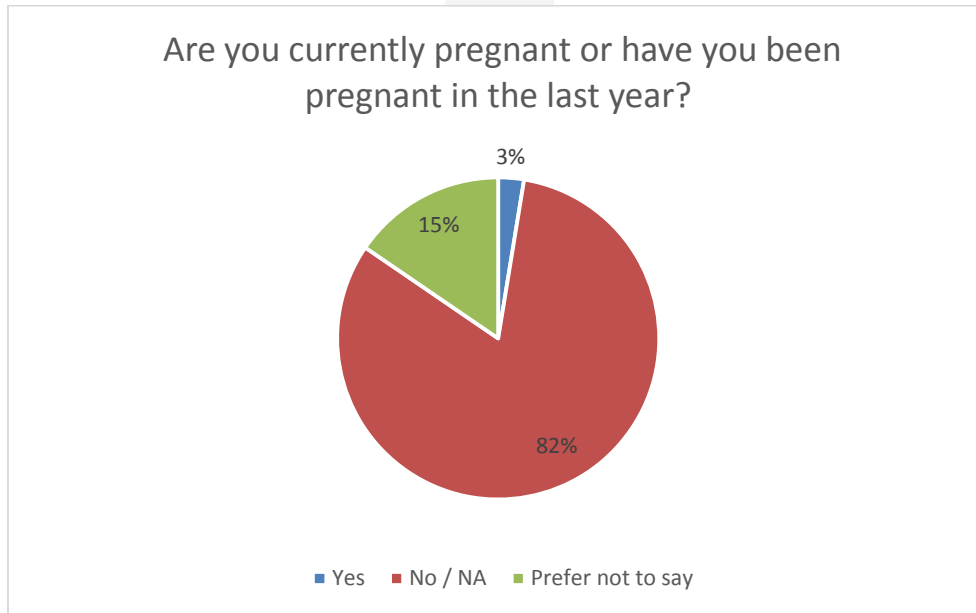
Increased perceived safety and security expected thanks to better lighting, public realm improvements and expected higher natural surveillance on timed pedestrianised zones will be positive to people of all sexual orientations, including the LGBT population that can sometimes be target of anti-social behaviour. It has been reported that up to a third of LGBT people avoid particular streets because they do not feel safe there as a LGBT person. Engagement and information sharing on forums will continue to ensure any potential impacts are captured and mitigated.

9. Pregnancy and Maternity

The vehicular access within the area will be improved by removing non-essential traffic. Those who want or need to drive within the area may be required to use alternative routes.

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 children²⁴.

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 which especially benefits parents using pushchairs or walking with multiple children.



The above graph illustrates the number of responses received by pregnant persons in the public consultation. A total of 16 respondents from within the consultation area stated they were pregnant or , 3% of the respondents.

It is acknowledged that journeys for those who need to use a vehicle will be longer with the added implication of additional cost and time. Some 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 by private vehicle, taxis, private hire vehicles and passenger transport services.

The proposals will still allow those who need to book a taxi or PHVs to do so, these vehicles will still be able to access their pick-up location or destination.

Discussion, conclusion and provisions:

The impacts of the proposals will continue to be reviewed, particularly the full road closures and one-ways which have been identified as having the most impact. Further feedback will be obtained through partnerships boards and stakeholder engagement sessions, throughout the construction and review period. Engagement and information sharing on forums will continue to ensure any potential impacts are captured and mitigated.

10. Parents/Carers

Information from the council has been obtained to suggest that carers, where possible, are generally given localities to work within reducing the distance between clients and encouraging active travel.



Area	Provides no unpaid care	Provides 1 to 19 hours unpaid care a week	Provides 20 to 49 hours unpaid care a week	Provides 50 or more hours unpaid care a week
Bethnal Green	17,836	831	247	394
Bethnal Green (%)	92.4%	4.3%	1.3%	2.0%
St Peter's	17,023	740	277	336
St Peter's (%)	92.6%	4.0%	1.5%	1.8%
Tower Hamlets (%)	92.4%	4.3%	1.4%	1.9%
London (%)	91.6%	5.3%	1.3%	1.8%
England (%)	89.8%	6.5%	1.4%	2.4%

The National Travel Survey (2019)¹² suggests one barrier preventing children walking to school is their parents not allowing them to do so. The project tackles existing road safety issues through a series of measures, eliminating through traffic outside some primary schools, general traffic reduction throughout the area through a series of road closures, additional safe crossing points, and improved walking routes. A key aim of these interventions is to enhance opportunities for independent travel for school children by providing safer routes to travel actively. In turn this benefits parents who may decide that their children will be safe travelling alone.

A study suggests parents might be less likely cycle with their children due to perceived road safety risks²⁵ and as a result may opt to drive short journeys, that could otherwise be travelled actively. The measures outlined above will benefit parents who want to travel actively with their families but currently struggle to do so due to busy, congested roads and bad driver behaviour, addressing their concerns with dramatic decrease in traffic levels and reallocation of space on residential streets for cycling and walking.

Some parents have or choose to take journeys by motor vehicle. Vehicle access to every property will be maintained, but we acknowledge that with road closures the potential for longer alternative journeys which can include additional time and cost. Longer car journey times for those who need or want to use a vehicle, are deemed to be offset by an improved environment for all, including better provision and infrastructure for those who wish to walk and cycle. Those using a vehicle for the school run would need to use an alternative route, and the proposals will provide a better environment for those parents (and their children) to walk and cycle through a safer area.

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. Therefore, those in the area are likely to experience less traffic build up on their street and the associated noise and air pollution.

Within the E2 area there are 80 people who have assistance with health and care needs (this covers Bethnal Green, Old Ford Road/Roman Road area through the council). This is not representative of those who receive care from a relative or friend who often have other day to day commitments.

Discussion, conclusion and provisions:

The impacts of the proposals will continue to be reviewed, particularly the full road closures and one-ways which have been identified as having the most impact. Engagement and information sharing on forums will continue to ensure any potential impacts are captured and mitigated.



11. People with different Gender Identities e.g. Gender fluid, Non-Binary etc

There are no identified impacts to the characteristic of this group. Engagement and information sharing on forums will continue to ensure any potential impacts are captured and mitigated.

Discussion, conclusion and provisions:

Engagement and information sharing on forums will continue to ensure any potential impacts are captured and mitigated.

12. Socio-economic

At the time of the last Census (2011) 55% of working age residents in St Peters and 50% of residents in Bethnal Green wards were employed. This is similar with the borough overall (57%), and less than London overall (62%) and England overall (62%)⁶.

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 households²⁶. According to a report, low-income households are often found to lack resources to own and run a private car²⁸.

These proposals 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 bus²⁹. Londoners on lower incomes tend to make fewer weekday trips²⁹ an improvement in the walking environment hopes to make it easier for this group to make journeys.

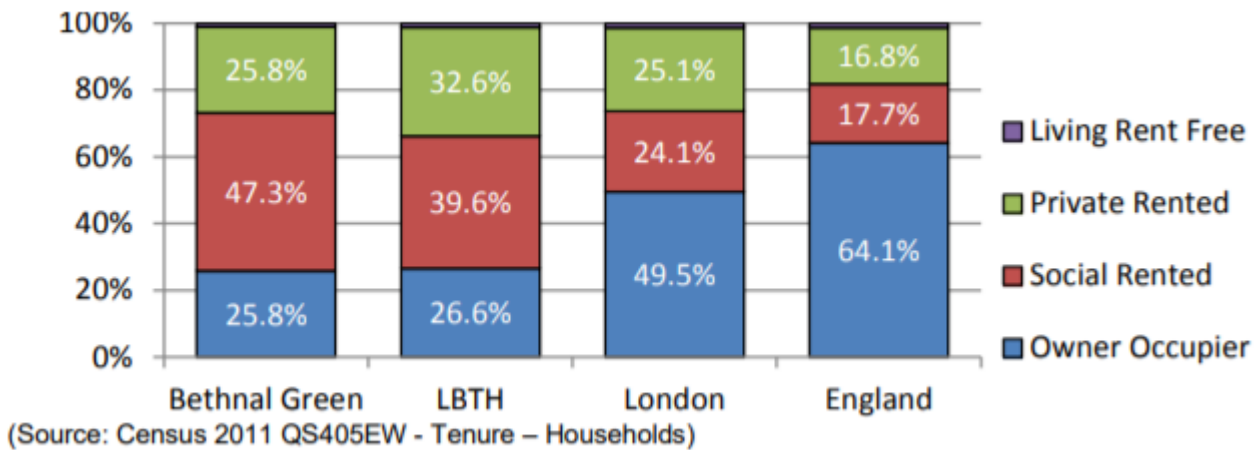
There is an established link between poor health due to air pollution and socio-economic deprivation. Respiratory disease rates are strongly influenced by social deprivation and health inequalities – in 2012, asthma rates in the UK were 36% higher in the most deprived communities than in the least deprived²⁷. 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 groups³⁰.

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 not influenced by the economic factors of specific localised areas, although, it is noted that walking routes to and from the business area to the north could be improved and encourage residents to walk to work.

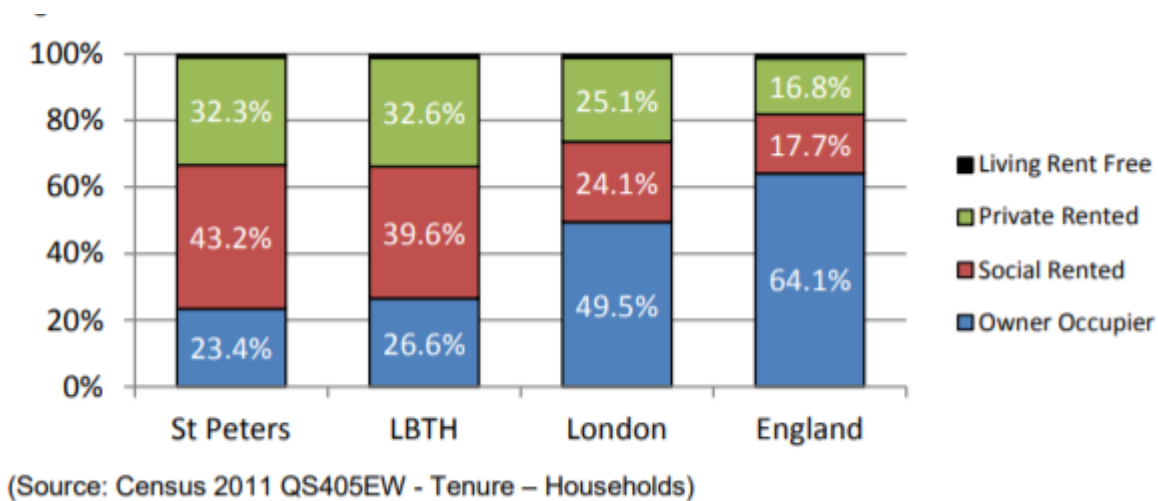
Both Bethnal Green and St Peter's wards had a slightly higher proportion of socially rented properties than the borough, and a lower than average proportion of owner occupied properties at the last Census⁶. It can be deduced that the Old Ford Road West area is comprised of mixed tenure, reflective of the borough overall.



Bethnal Green ward:



St Peter's ward:



Between the two wards, car ownership is low in comparison to the rest of the borough. In both wards only 29% of residents have access to one or more cars or vans, with the vast majority of residents in the ward not having access to a car, and using alternative methods of transport. 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 increase opportunities for physical activity, through on-street infrastructure to encourage more walking and cycling which is a low cost travel option for lower income households⁵.

Concerns have been raised through engagement and consultation that traffic may be displaced onto main roads where it is suggested that there are higher volumes of socially rented properties. However, an assessment of social housing locations throughout the borough confirms that socially rented properties are present as much in residential side streets as they are concentrated on main thoroughfares and there is therefore no disproportionate effect on social housing tenants, in fact they are likely to benefit from lower traffic volumes within their neighbourhood.



Discussion, conclusion and provisions:

There are no identified impacts to the characteristic of this group. Engagement and information sharing on forums will continue to ensure any potential impacts are captured and mitigated.

Name of officer completing the EIA: Chris Harrison and Mehmet Mazhar

Service area: Public Realm

EIA signed off by: Dan Jones

Date signed off: April 2021



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?
Page 109	<p>Improved conditions for active travel:</p> <ul style="list-style-type: none"> • continuous crossings, • dropped kerbs, • raised junctions, • tactile paving, • Creation of public spaces to stop, sit, and rest, • improved conditions for cycling. <p>Improved environment:</p> <ul style="list-style-type: none"> • reduced air pollution affecting young and elderly persons (particularly those with respiratory health problems, and children who disproportionately suffer from reduced lung capacity¹³) • reduction in noise pollution • safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds) • School streets/no motor vehicle access – ensuring safety during drop-off and pickup times and allowing children and parents (additional benefit to socially distance at school gates during the current situation). • Creation of segregated cycle lanes (good for those using this mode and also encourages cyclists to use these facilities not the footway as a result of ‘fear of traffic’/in traffic dominated environments) • Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users <p>Access:</p> <ul style="list-style-type: none"> • Travelling within the area will be easier and safer for those who need to use a vehicle, reduction of traffic volumes means less conflict particularly on the narrow residential streets • All properties remain accessible • Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely • Introduction of formalised crossings such as zebra crossings outside shops in certain locations <p>Emergency services will access routes through the area, some specific routes identified.</p> <p>Providing these routes for active travel also has the potential to address issues of obesity and well-being, improved air quality for all travelling within and around the area.</p> <p>Those persons using services such as dial-a-ride or school</p>	<p>The negatives impact relates to those who have an age-related impairment, an older person is classed as someone over 65 years old.</p> <p>This assessment recognises there are a number of old age-related conditions or diseases which will mean persons travelling through or around the area will be negatively impacted. The following list is not exclusive but considers some of the most impacted conditions or diseases:</p> <ul style="list-style-type: none"> • Mobility impairments • Visual impairments or blindness • Dementia and Alzheimer’s • Arthritis or osteoarthritis • Osteoporosis • Anxiety <p>The introduction of a road closure will mean that vehicle access is reduced to specific points, although all areas are still accessible by motor vehicles. This means depending on direction of travel those using a motor vehicle to access the area may have to use an alternative route. This route maybe longer in distance and time.</p> <p>The proposals provide improved alternatives to using a motor vehicle for those who can.</p> <p>The elderly are more likely to be reliant on a motor vehicle for essential journey due to mobility issues. Those supporting or caring for an elderly relative or friend, would also be likely to be impact by the longer diversion route.</p> <p>This assessment recognises that there are negative impacts relating to changes to the environment which can cause confusion, anxiety, and stress to those with neurodegenerative, neurodivergent conditions, poor mental, those with sensory impairments or similar conditions/diseases.</p> <p>Wayfinding will be included as part of the project as well as further engagement with the community, update communications is included throughout the project.</p> <p>Additionally, those with visual or hearing impairments may be negatively impacted by the changes. The detailed designs will include sufficient dropped kerbs, tactile paving, contract of materials and clearly defined spaces for pedestrians, cycles and vehicles.</p> <p>Those with hearing impairments may be disorientated by the changes where noise is reduced or increased on different roads.</p> <p>Elderly people or those supporting or caring for an elderly relative or friend, young persons who require a vehicle to travel will have alternative routes, which will take more time to reach their destination, increase their journey distance and overall journey cost when using a private or hired (taxi)</p>		<p>Older People</p> <p>According to the NHS³³, ‘Physical activity and exercise can help you stay healthy, energetic and independent as you get older. Many adults aged 65 and over spend, on average, 10 hours or more each day sitting or lying down, making them the most sedentary age group. Recent evidence suggests that regular exercise can reduce the risk of falling in older adults..’ They’re paying a high price for their inactivity, with higher rates of falls, obesity, heart disease and early death compared with the general population. As you get older, it becomes even more important to remain active if you want to stay healthy and maintain your independence’.</p> <p>Reduced vehicle numbers, improved footways and crossings will provide positive outcomes for this group. The age at which residents are most likely to be injured as pedestrians in Tower Hamlets is 10-15 years and 80-84 years as measured in five year age bands based on 2017 population against the number of average annual casualties per 1,000 population⁷.</p> <p>All the measures noted under ‘positives’ will create a more pleasant environment which is less polluted, safer, and quieter for all but particularly benefit those in the most likely to be injured category.</p> <p>According to the borough profile 2018/2019, 19% of over 65year olds⁵ were in receipt of social care for physical support access and mobility or physical support personal care.</p> <p>Within the E2 area there are 80 people who have assistance with health and care needs (this covers Bethnal Green, Old Ford Road/Roman Road area through the council). This is not representative of those who receive care from a relative or friend who often have other day to day commitments.</p> <p>Vehicle access to every property will be maintained, but we acknowledge that with road closures comes additional time and cost for the journey. We will monitor effects closely.</p> <p>The impact of longer journey times is deemed to be reduced by the improvements for independent travel provided by the proposed improvements and the expected air quality, safety, noise and wellbeing benefits to this group. Those who must use a vehicle to travel will need to use alternative routes on the surrounding road network. The alternative routes are mainly A roads and these roads are designed to carry more vehicles and often with wider footways reducing the impact of air pollution as studies have shown. It is recognised that more vehicles may therefore be using these roads but some will also find routes outside of this area. The scheme is likely to encourage a change of behaviour too and journeys by motor vehicle journeys will reduce.</p> <p>Furthermore, the estimated distances are based on travelling from one side of the closure to the other however it is expected that this is unlikely for many as they travel to and from other destinations rather than either side of a closure.</p> <p>Parking bays may be added or removed in places but parking will be neutral across the project area to ensure those who need to drive and park can do so.</p> <p>As part of the scheme improvements to key junction will be considered. This will help improve the flow of traffic into and out of the area.</p> <p>Additionally, community transport services such as Dial-a-Ride will continue to be able to access properties within the area, however they will be required to take alternative routes, as will PHVs, Taxis and private vehicles. Where it is currently difficult for some to access public transport services because of poor accessibility provisions, including dropped kerbs and wide footways within the area, the walking route and lighting improvements are likely to reduce barriers to these modes and may result in persons feeling they are able to travel more.</p>

	<p>buses will still be able to provide door to door as all properties.</p>	<p>vehicle to travel.</p> <p>Sections which are pedestrianised or have no motor vehicle access will mean longer travel distances to their vehicle or destination, this may be more demanding or difficult for those with mobility impairments. Access to all properties.</p> <p>This will impose a particular disadvantage on those who need to use a vehicle.</p>	<p>Younger People and Children</p> <p>Younger people will significantly benefit from the measures introduced, which will provide cleaner air, more opportunities for independent travel and safer streets near schools, and therefore the impact is positive. According to the borough profile, Tower Hamlets has equal fifth youngest median age in the country (31.6), with 79,625 people aged 0-19⁵.</p> <p>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. "School Street initiatives" will also give a benefit to pupils in terms of safety and better air quality at school.</p> <p>The consultation did not collect data from those younger than 16. However, feedback will be collected through road safety workshops, cycle training, walkabouts, hands-up travel surveys, in partnership with the healthy schools survey run by of Public Health</p> <p>It is acknowledged that some pupils may require the use of a vehicle at certain times, or for school trips. Access to the schools via a vehicle is still possible, though some restriction such as school keep clear markings are in place to protect children entering or leaving school.</p> <p>During construction, ramps and sufficient footways widths are included in the traffic management plan.</p> <p>The scheme will be installed under an experimental, temporary basis for 6-18 months. During this time, the delivery team will continue to monitor the impact of scheme through a robust, ongoing quantitative and qualitative monitoring and assessment process. This will allow issues, including a potential adverse impact on protected characteristics groups, to be identified and additional mitigation measures considered. Additional targeted engagement with protected groups will also be considered.</p> <p>The team are continuing to engage with stakeholders, in order continue to inform the understanding and assessment of any potential disproportionate or differential impacts on groups with protected characteristics. This will include meetings with stakeholders, and this feedback will be used to inform further opportunities for mitigation. This will include a walkabout with local groups, (once government guidance allows), to further engage and make amendments to the scheme where required.</p>
<p>Disability (Physical, learning difficulties, mental health and medical conditions)</p>	<p>Improved conditions for active travel:</p> <ul style="list-style-type: none"> • continuous crossings, • dropped kerbs, • raised junctions, • tactile paving, • Creation of public spaces to stop, sit, and rest, • improved conditions for cycling. <p>Improved environment:</p> <ul style="list-style-type: none"> • reduced air pollution affecting those with other medical conditions • reduction in noise pollution • safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds) • School streets/no motor vehicle access – ensuring safety during drop-off and pickup times and allowing children and parents (additional benefit to socially distance at school gates during the current situation). • Creation of segregated cycle lanes (good for those using this mode and also encourages cyclists to use these facilities not the footway as 	<p>Persons who need to use a vehicle will have alternative routes, which may lead to an increased in time, distance and cost when using a private or hired (taxi) vehicle to travel. The greatest distance has been estimated to be 9-18 minutes.</p> <p>Sections which are pedestrianised or have no motor vehicle access will mean longer travel distances to their vehicle or destination, this may be more demanding or difficult for those with mobility impairments.</p> <p>This will impose a particular disadvantage on those who need to use a vehicle.</p>	<p>Studies show that disabled people experience worse effects of road danger, noise and air pollution²⁶, the proposals look to address this, by improving the environment through the reduction of through traffic, improved crossing facilities and better accessibility which will provide a more pleasant environment for this group.</p> <p>A study based on the National Travel Survey showed that nationally, for every mile walked, a disabled people are five times more likely to be injured than non-disabled people³⁴. 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>The proposals will improve footways and pedestrian priority provision, and continuous footways in retail areas will provide significant accessibility gains for all users but particularly disabled users. Improved walking and cycling routes, street lighting and improved public spaces will deliver accessibility advantages to people from this group using sustainable modes.</p> <p>Some disabled people have or choose to take journeys by motor vehicle. Vehicle access to every property will be maintained, but we acknowledge that there may be potential for longer alternative journeys which can include additional time and cost.</p> <p>The impact of longer journey times is deemed to be reduced by the improvements for independent travel provided by the proposed improvements and the expected air quality, safety, noise and wellbeing benefits to this group. Those who must use a vehicle to travel will need to use alternative routes on the surrounding road network. The alternative routes are</p>

	<p>a result of 'fear of traffic'/in traffic dominated environments)</p> <ul style="list-style-type: none"> Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users <p>Access:</p> <ul style="list-style-type: none"> Travelling within the area will be easier and safer for those who need to use a vehicle, reduction of traffic volumes means less conflict particularly on the narrow residential streets All properties remain accessible Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely Introduction of formalised crossings such as zebra crossings outside shops in certain locations <p>Providing these routes for active travel also has the potential to address issues of obesity and well-being, improved air quality for all travelling within and around the area.</p> <p>Research and guidance produced by the disabled cycling charity "Wheels for Wellbeing" has shown that promoting and encouraging cycling amongst people with certain disabilities can have a significant number of benefits including:</p> <ul style="list-style-type: none"> Increased physical fitness and strength Stabilised blood sugar levels Helps older people to stay active in life for longer (especially with the use of e-cycles) Delays onset of many conditions and reduces reliance on NHS and social care services With Disabled people more likely to be physically inactive and socially isolated than non-disabled people, and older people, the range of benefits that cycling has to offer is significant. <p>With Disabled people more likely to be physically inactive and socially isolated than non-disabled people, and older people, the range of benefits that cycling has to offer is significant.</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>Those persons using services such as dial-a-ride or school buses will not be impacted, as all properties remain accessible.</p>			<p>mainly A roads and these roads are designed to carry more vehicles and often with wider footways reducing the impact of air pollution as studies have shown. It is recognised that more vehicles may therefore be using these roads but some will also find routes outside of this area. The scheme is likely to encourage a change of behaviour too and journeys by motor vehicle journeys will reduce.</p> <p>Furthermore, the estimated distances are based on travelling from one side of the closure to the other however it is expected that this is unlikely for many as they travel to and from other destinations rather than either side of a closure.</p> <p>As part of the scheme improvements to key junction will be considered. This will help improve the flow of traffic into and out of the area. Consideration will be given to the main junctions and if there are gained efficiency at signals from a change in levels of traffic movements or if further traffic management such as yellow box junctions will improve traffic flow.</p> <p>There is minimal impact to the public transport network, the accessibility routes to the transport hubs and some bus stops will be also improved.</p> <p>Additionally, community transport services such as Dial-a-Ride will continue to be able to access properties within the area, however they will be required to take alternative routes, as will PHVs, Taxis and private vehicles. Where it is currently difficult for some to access public transport services because of poor accessibility provisions, including dropped kerbs and wide footways within the area, the walking route and lighting improvements are likely to reduce barriers to these modes and may result in persons feeling they are able to travel more.</p> <p>Overall, measures will bring benefits for people who experience disability. Improvements to street and footway infrastructure will make it far easier for those who can travel actively, and access public transport/buses. The consultation results shows that the proposals are supported by a majority of those who declared they have a disability however it is recognised that some disabled residents cannot travel actively, and therefore require a vehicle in order to travel. The impact is deemed to be reduced because of the improved accessibility and environment of the area, but the impacts will be monitored and continued engagement with these groups will take place.</p> <p>The scheme will be installed under an experimental, temporary basis for 6-18 months. During this time, the delivery team will continue to monitor the impact of scheme through a robust, ongoing quantitative and qualitative monitoring and assessment process. This will allow issues, including a potential adverse impact on protected characteristics groups, to be identified and additional mitigation measures considered. Additional targeted engagement with protected groups will also be considered. This will include a walkabout with local groups, (once government guidance allows), to further engage and make amendments to the scheme where required.</p> <p>During construction, ramps and sufficient footways widths are included in the traffic management plan.</p>
<p>Sex</p>	<p>Improved environment:</p> <ul style="list-style-type: none"> reduced air pollution affecting those with other medical conditions reduction in noise pollution safer environment for older and younger people travelling through and around the area (reduced traffic 	<p>Persons who need to use a vehicle will have alternative routes, which may lead to an increased in time, distance and cost when using a private or hired (taxi) vehicle to travel. The greatest distance has been estimated to be 9-18 minutes.</p>		<p>Women are more likely to be carers and may use a vehicle to travel to their relative or friend who they are for which may impact them disproportionately, however the impact is reduced by the other proposals to improve the environment.</p> <p>The Met Police, Safer Neighbourhood Team and community safety team have been involved</p>



	<ul style="list-style-type: none"> volumes, speeds) School streets/no motor vehicle access – ensuring safety during drop-off and pickup times and allowing children and parents (additional benefit to socially distance at school gates during the current situation). Creation of segregated cycle lanes (good for those using this mode and also encourages cyclists to use these facilities not the footway as a result of ‘fear of traffic’/in traffic dominated environments) Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users <p>Access:</p> <ul style="list-style-type: none"> Travelling within the area will be easier and safer for those who need to use a vehicle, reduction of traffic volumes means less conflict particularly on the narrow residential streets All properties remain accessible Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely Introduction of formalised crossings such as zebra crossings outside shops in certain locations <p>Proposals are likely to work to improve the gender imbalance of women not cycling.</p> <p>The programme also includes work with women’s groups to support cycle training.</p> <p>Emergency services will access routes through the area, some specific routes identified. Services will be exempt to ANPR closures and have key through routes accessible by other measures.</p>	<p>Sections which are pedestrianised or have no motor vehicle access will mean longer travel distances to their vehicle or destination, this may be more demanding or difficult for those with mobility impairments.</p> <p>This will impose a particular disadvantage on those who need to use a vehicle.</p> <p>There are perceived concerns relating the removal of traffic and reduced ‘passive surveillance’.</p> <p>Women who are more likely to be carers (unpaid supporting a family member or friend) are likely to be disproportionately impacted by the proposals, if they use a vehicle to travel.</p>	<p>in this project. Discussions and involvement will continue should any concerns be raised during of following construction.</p> <p>Fewer women than men cycle, and women tend to be less confident cycling on the road²¹. National research shows that road safety issues are the main concern and barrier in relation to cycling uptake amongst women, and that reducing traffic volumes and providing protected space for cycling are two of the key ways in which actual and perceived safety can be improved, allowing a greater uptake amongst women.</p> <p>According to the Tower Hamlets Annual Residents Survey, 2018¹⁰, women are less likely to cycle in London due to road safety concerns, the safer cycle routes are likely to positively benefit women for this purpose. Similarly, this is reflected across all adults in London, the NTS showed that the barrier to cycling is predominately due to safety concerns on the road. These proposals will help balance and importantly provide the safe environment and opportunity for women to cycle.</p> <p>Additionally, further London-based TfL research²¹ has shown that cyclists in London are more likely to be male, indicating that females experience or perceive greater barriers to cycling, or lack interest and propensity to cycle.</p> <p>As with national level research²¹, TfL’s work has shown women have greater concerns for road safety than men when deciding to cycle and are consequently more likely to be discouraged from taking up cycling by perceptions of poor safety. Improvements to cycling infrastructure to enhance the safety and usability of the network will therefore positively impact both males and females, although it is likely to benefit females the most.</p> <p>The scheme will therefore enhance gender equality by widening and enhancing the availability of safe and appropriate transport options.</p> <p>There are perceived concerns relating the removal of traffic and reduced ‘passive surveillance’. At the time of writing data is not available to corroborate this, however this will be monitored as it has been raised through engagement with the community.</p> <p>The complementary measures as part of the scheme, will help reduce the barriers to cycling for all adults, but particular bridging for women who are underrepresented in the cycling community.</p> <p>The team are continuing to engage with stakeholders, in order continue to inform the understanding and assessment of any potential disproportionate or differential impacts on groups with protected characteristics. This will include meetings with stakeholders, and this feedback will be used to inform further opportunities for mitigation.</p>
<p>Gender reassignment</p>	<p>Though not direct to the characteristic:</p> <p>Improved environment:</p> <ul style="list-style-type: none"> reduced air pollution affecting those with other medical conditions reduction in noise pollution safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds) School streets/no motor vehicle access – ensuring safety during drop-off and pickup times and allowing children and parents (additional benefit to socially distance at school gates during the current situation). Creation of segregated cycle lanes (good for those using this mode and also encourages cyclists to use these facilities not the footway as a result of ‘fear of traffic’/in traffic dominated environments) Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users 		<p>We do not believe the changes have any measurable impact on people in the process of transitioning from one gender to another or that have transitioned from one gender to another. Public realm improvement measures are designed for the benefit of all. Traffic management and public realm improvement measures are designed to benefit all, including people in the process of transitioning from one gender to another or that have transitioned from one gender to another. There are no identified impacts to the characteristic of this group in relation to the proposals.</p> <p>The proposals are not considered to have any particular impact on this group as scheme negatives do not disproportionately impact the group based on their protected characteristic therefore the impact is neutral.</p> <p>The team are continuing to engage with stakeholders, in order continue to inform the understanding and assessment of any potential disproportionate or differential impacts on groups with protected characteristics. This will include meetings with stakeholders, and this feedback will be used to inform further opportunities for mitigation.</p>

	<p>Access:</p> <ul style="list-style-type: none"> • Travelling within the area will be easier and safer for those who need to use a vehicle, reduction of traffic volumes means less conflict particularly on the narrow residential streets • All properties remain accessible • Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely • Introduction of formalised crossings such as zebra crossings outside shops in certain locations 			
<p>Marriage and civil partnership</p>	<p>Though not direct to the characteristic:</p> <p>Improved environment:</p> <ul style="list-style-type: none"> • reduced air pollution affecting those with other medical conditions • reduction in noise pollution • safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds) • School streets/no motor vehicle access – ensuring safety during drop-off and pickup times and allowing children and parents (additional benefit to socially distance at school gates during the current situation). • Creation of segregated cycle lanes (good for those using this mode and also encourages cyclists to use these facilities not the footway as a result of 'fear of traffic'/in traffic dominated environments) • Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users <p>Access:</p> <ul style="list-style-type: none"> • Travelling within the area will be easier and safer for those who need to use a vehicle, reduction of traffic volumes means less conflict particularly on the narrow residential streets • All properties remain accessible • Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely • Introduction of formalised crossings such as zebra crossings outside shops in certain locations <p>All properties are accessible for marriage or civil partnerships to take place.</p>			<p>We do not believe the changes have any measurable impact on people in a marriage, civil partnership or none. Public realm improvement measures are designed for the benefit of all. All properties remain accessible for marriage or civil partnerships to take place.</p> <p>Traffic management and public realm improvement measures are designed to benefit all, including people in a marriage, civil partnership or none. This assessment recognises that alternative routes to establishments for marriages and civil partnerships may be impacted. But all properties remain accessible.</p> <p>The proposals are not considered to have any particular impact on this group as scheme negatives do not disproportionately impact the group based on their protected characteristic therefore the impact is neutral.</p> <p>The team are continuing to engage with stakeholders, in order continue to inform the understanding and assessment of any potential disproportionate or differential impacts on groups with protected characteristics. This will include meetings with stakeholders, and this feedback will be used to inform further opportunities for mitigation.</p>
<p>Religion or philosophical belief</p>	<p>Improved environment:</p> <ul style="list-style-type: none"> • reduced air pollution affecting those with other medical conditions • reduction in noise pollution • safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds) • School streets/no motor vehicle access – ensuring safety during drop-off and pickup times and allowing children and parents (additional benefit to socially distance at school gates during the current situation). • Creation of segregated cycle lanes (good for those using this mode and also encourages cyclists to use 	<p>Persons who need to use a vehicle to travel will have alternative routes, which may lead to an increased in time, distance and cost when using a private or hired (taxi) vehicle to travel. during the hours of operation.</p>		<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. Improved walking and cycling routes and access to public transport will be improved by the proposed works this providing safety and access improvements to these users.</p> <p>The scheme does not challenge or oppose any beliefs or values, or discourage continuing practise. All religious or belief properties are still accessible by motor vehicle. The improvement of accessibility and infrastructure means those travelling have the choice of safer routes, improved air quality and overall health benefits associated.</p> <p>The programme seeks to work with faith groups to encourage active travel to places of worship.</p>



	<p>these facilities not the footway as a result of 'fear of traffic'/in traffic dominated environments)</p> <ul style="list-style-type: none"> • Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users <p>Access:</p> <ul style="list-style-type: none"> • Travelling within the area will be easier and safer for those who need to use a vehicle, reduction of traffic volumes means less conflict particularly on the narrow residential streets • All properties remain accessible • Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely • Introduction of formalised crossings such as zebra crossings outside shops in certain locations <p>All religious or philosophical belief properties are accessible.</p> <p>The programme also includes work with groups such as faith groups to support cycle training, further providing alternative modes of travel for groups to access places of worship. Additionally, all places of worship remain accessible by motor vehicle.</p>		<p>The improvement accessibility and infrastructure mean those travelling have the choice of safer routes, improved air quality and overall health benefits associated.</p> <p>The team are continuing to engage with stakeholders, in order continue to inform the understanding and assessment of any potential disproportionate or differential impacts on groups with protected characteristics. This will include meetings with stakeholders, and this feedback will be used to inform further opportunities for mitigation.</p>
<p>Race Page 114</p>	<p>Improved environment:</p> <ul style="list-style-type: none"> • reduced air pollution affecting those with other medical conditions • reduction in noise pollution • safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds) • School streets/no motor vehicle access – ensuring safety during drop-off and pickup times and allowing children and parents (additional benefit to socially distance at school gates during the current situation). • Creation of segregated cycle lanes (good for those using this mode and also encourages cyclists to use these facilities not the footway as a result of 'fear of traffic'/in traffic dominated environments) • Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users <p>Access:</p> <ul style="list-style-type: none"> • Travelling within the area will be easier and safer for those who need to use a vehicle, reduction of traffic volumes means less conflict particularly on the narrow residential streets • All properties remain accessible • Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely • Introduction of formalised crossings such as zebra crossings outside shops in certain locations <p>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 reduction in vehicular traffic is also considered to have a positive impact for this group.</p>	<p>Persons who wish to use a motor vehicle to travel will have alternative routes, which may lead to an increased in time, distance and cost when using a private or hired (taxi/PHV) vehicle to travel.</p> <p>Language could be a barrier with information materials, including cycling promotion and notification of events. Materials are translated on request and information is published in other channels such as Bengali newsletters or engaging through community groups.</p>	<p>BAME Londoners are more at risk of being killed or seriously injured in or by cars²². Some minority ethnic groups experience worse effects of road danger, noise and air pollution²², the proposals look to address this, by improving the environment through the reduction of through traffic, improved crossing facilities and better accessibility which will provide a more pleasant environment for this group.</p> <p>Car ownership is generally lower amongst BAME groups, with greater reliance on other travel modes, including a high share of public transport trips.</p> <p>Providing safe and affordable travel options to people from all demographic and socio-economic backgrounds, particularly those on lower income and without access to a car, is essential to improving equity in access to transport as well as reducing infection risk. The proposals will help, locally, address these imbalances and over representation associated with BAME groups, encouraging and supporting increased walking and cycling participation and active lifestyles, reducing road danger and exposure to poor air quality, and providing alternatives to public transport use and the associated risks.</p> <p>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.</p> <p>BAME groups are disproportionately more likely to be living in poverty and in overcrowded homes. BAME groups are over-represented in indices of deprivation and more likely to be exposed to transport related harmful impacts, such as traffic collisions and poor air quality and health inequalities related to inactive lifestyles.</p> <p>The consultation results shows that the proposals are supported by a majority of those who declared they are BAME, however engagement with those in the area and stakeholders will continue and feedback will be collated and analysed to ensure if any unforeseen adverse effects occur, further mitigation will take place through amendments to the scheme.</p> <p>The scheme will be installed under an experimental, temporary basis for 6-18 months. During this time the delivery team will continue to monitor the impact of scheme through a robust, ongoing quantitative and qualitative monitoring and assessment process. This will allow issues, including a potential adverse impact on protected characteristics groups, to be identified and additional mitigation measures considered. Additional targeted engagement with protected groups will also be considered.</p>

	<p>THARS, 2018 study shows that white residents were more likely than Bangladeshi residents to cycle (26% vs. 11%). Safer infrastructure is likely to encourage this group alongside, the programme providing cycle training and safer routes.</p>		
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 115</p> <p>Sexual orientation</p>	<p>Improved environment:</p> <ul style="list-style-type: none"> reduced air pollution affecting those with other medical conditions reduction in noise pollution safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds) School streets/no motor vehicle access – ensuring safety during drop-off and pickup times and allowing children and parents (additional benefit to socially distance at school gates during the current situation). Creation of segregated cycle lanes (good for those using this mode and also encourages cyclists to use these facilities not the footway as a result of 'fear of traffic'/in traffic dominated environments) Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users <p>Access:</p> <ul style="list-style-type: none"> Travelling within the area will be easier and safer for those who need to use a vehicle, reduction of traffic volumes means less conflict particularly on the narrow residential streets All properties remain accessible Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely Introduction of formalised crossings such as zebra crossings outside shops in certain locations 		<p>The proposals are generally positive to all, including people from the LGBT group that are expected to be passively impacted by an increase of perceived security. All properties remain accessible for LGBT groups to meet.</p> <p>Increased perceived safety and security expected thanks to better lighting, public realm improvements and expected higher natural surveillance on timed pedestrianised zones will be positive to people of all sexual orientations, including the LGBT population that can sometimes be target of anti-social behaviour. It has been reported that up to a third of LGBT people avoid particular streets because they do not feel safe there as a LGBT person. Engagement and information sharing on forums will continue to ensure any potential impacts are captured and mitigated.</p> <p>The proposals are not considered to have any particular impact on this group as scheme negatives do not disproportionately impact the group based on their protected characteristic therefore the impact is neutral.</p> <p>The team are continuing to engage with stakeholders, in order continue to inform the understanding and assessment of any potential disproportionate or differential impacts on groups with protected characteristics. This will include meetings with stakeholders, and this feedback will be used to inform further opportunities for mitigation.</p>
<p>Pregnancy and maternity</p>	<p>Improved environment:</p> <ul style="list-style-type: none"> reduced air pollution affecting those with other medical conditions reduction in noise pollution safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds) School streets/no motor vehicle access – ensuring safety during drop-off and pickup times and allowing children and parents (additional benefit to socially distance at school gates during the current situation). Creation of segregated cycle lanes (good for those using this mode and also encourages cyclists to use these facilities not the footway as a result of 'fear of traffic'/in traffic dominated environments) Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users <p>Access:</p> <ul style="list-style-type: none"> Travelling within the area will be easier and safer for those who need to use a vehicle, reduction of traffic volumes means less conflict particularly on the narrow residential streets All properties remain accessible Inclusion of sufficient tactile paving with the correct 	<p>Those attending maternity appointments and wish to travel by motor vehicle will be required to take alternative which may lead to an increased in time, distance and cost when using a private or hired (taxi/PHV) vehicle to travel.</p>	<p>The proposals are likely to have a positive impact on pregnant women by improved air quality and safer environment to walk with reduced traffic volumes. A better walking environment will benefit mothers and fathers of young children who may need to use a push chair.</p> <p>The proposals will improve accessibility for persons within this group. even footways and better crossings will improve safety as well as the reduced traffic impact. 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. Furthermore, improving air quality will reduce the chance of miscarriage in association with air pollution.</p> <p>Longer journeys by motor vehicles for those who care of a family member or friend, are deemed to be offset by an improved environment for all, including better provision and infrastructure for those who wish to walk and cycle. all properties are still accessible by motor vehicle.</p> <p>Overall, the scheme will positively benefit pregnant mothers and those on maternity/paternity.</p> <p>The team are continuing to engage with stakeholders, in order continue to inform the understanding and assessment of any potential disproportionate or differential impacts on groups with protected characteristics. This will include meetings with stakeholders, and this feedback will be used to inform further opportunities for mitigation.</p>

- slope to ensure those navigating the area can do so safely
- Introduction of formalised crossings such as zebra crossings outside shops in certain locations

Reduced risk of miscarriage due to the reduced air pollution, better provision for walking and cycling through the area while pregnant or with babies. This is also the case for paternity.

Other

Socio-economic

Improved environment:

- reduced air pollution affecting those with other medical conditions
- reduction in noise pollution
- safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds)
- School streets/no motor vehicle access – ensuring safety during drop-off and pickup times and allowing children and parents (additional benefit to socially distance at school gates during the current situation).
- Creation of segregated cycle lanes (good for those using this mode and also encourages cyclists to use these facilities not the footway as a result of ‘fear of traffic’/in traffic dominated environments)
- Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users

Access:

- Travelling within the area will be easier and safer for those who need to use a vehicle, reduction of traffic volumes means less conflict particularly on the narrow residential streets
- All properties remain accessible
- Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely
- Introduction of formalised crossings such as zebra crossings outside shops in certain locations

Significant improvements to those who are disproportionately impacted by poor air quality and more likely to be injured by a motor vehicle.

Persons who wish to use a motor vehicle to travel will have alternative routes, which may lead to an increased in time, distance and cost when using a private or hired (taxi/PHV) vehicle to travel.

The proposals are likely to have a positive impact on those from socio-economic groups due to improved air quality and the creation of pleasant public spaces free of vehicular congestion.

Longer journeys by motor vehicles for those who use a vehicle to care for a relative or friend will be impacted, however the impacts are deemed to be offset by an improved environment for all, including better provision and infrastructure for those who wish to walk and cycle and those being cared for who will benefit from the improved environment.

It is acknowledged that the increase in cost for those who wish to drive a motor vehicle will need to take alternative routes.

A study based on the National Travel Survey showed that nationally, for every mile walked, a low-income pedestrian is three times more likely to be injured by a motor vehicle than someone from a high-income household.

It is often believed that interventions increasing the attractiveness of an area feed through into higher prices and rents. The problem results from housing and land use policies that prioritise free markets and profit maximisation over tenancy rights, not public realm improvement. The solution to high house prices is not to maintain dirty and dangerous residential streets to suppress prices. Research has found that while retail rental values rose by 7.5% in some improved London streets, there was an almost negligible impact on residential values, helping to counter concerns that street improvements, by themselves, will further inflate house prices and encourage gentrification.³⁸ In areas where the public realm is improved and made more suitable to walk and cycle, it was found that retail revenues increase by around 30%³⁶, which would mitigate small increases in retail rental values and benefit all socio-economic groups through the provision of jobs.

In the contrary, in lower income areas, crowding is higher and access to green space often lower than in richer areas, and so the benefit linked to the provision of quality usable street space for dwelling, socializing, playing, sitting outside is greater.^{Error!}
Bookmark not defined.

The team are continuing to engage with stakeholders, in order continue to inform the understanding and assessment of any potential disproportionate or differential impacts on groups with protected characteristics. This will include meetings with stakeholders, and this feedback will be used to inform further opportunities for mitigation.

Parents/Carers

Improved environment:

- reduced air pollution affecting those with other medical conditions
- reduction in noise pollution
- safer environment for older and younger people travelling through and around the area (reduced

Parents who wish to use a motor vehicle to travel will have alternative routes, which may lead to an increased in time, distance and cost when using a private or hired (taxi/PHV) vehicle to travel.

Some parents have or choose to take journeys by motor vehicle. Vehicle access to every property will be maintained, but it is acknowledged that with road closures will mean longer alternative journeys which can include additional time and cost.

Longer car journey times for those who wish or need to travel by motor vehicle, are deemed to be offset by an improved environment for all, including better provision and infrastructure

	<p>traffic volumes, speeds)</p> <ul style="list-style-type: none"> • School streets/no motor vehicle access – ensuring safety during drop-off and pickup times and allowing children and parents (additional benefit to socially distance at school gates during the current situation). • Creation of segregated cycle lanes (good for those using this mode and also encourages cyclists to use these facilities not the footway as a result of 'fear of traffic'/in traffic dominated environments) • Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users <p>Access:</p> <ul style="list-style-type: none"> • Travelling within the area will be easier and safer for those who need to use a vehicle, reduction of traffic volumes means less conflict particularly on the narrow residential streets • All properties remain accessible • Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely • Introduction of formalised crossings such as zebra crossings outside shops in certain locations <p>Changes to the restrictions allowing more opportunity to park for mobility impaired and disabled persons and their carers carrying out day to day activities with the person they care for.</p> <p>Cycle and walking infrastructure improvements likely to encourage parents to accompany and allow their children to use this mode of travel as fear will be reduced as traffic and volume/speed of vehicles is also reduced.</p> <p>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 parents, carers, their children and people they care for.</p>			<p>for those who wish to walk and cycle. Those using a vehicle for the school run would need to use an alternative route, however it is deemed the impacted is reduced as the proposals will provide a better environment for those parents (and their children) to walk and cycle through a safer area.</p> <p>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. Therefore, those in the area are likely to experience less traffic build up on their street and the associated noise and air pollution.</p> <p>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. The risk of a collision is also reduced as vehicle numbers reduce. Entering and exiting the area will also be easier onto the surrounding roads as the number of vehicles which would have previously used these junctions to cut through the area. furthermore, where there are key junctions onto main roads, improvements to keep traffic moving and also protection for those entering the main road system such as yellow box junctions and signals will be reviewed and included.</p> <p>Those who must use a vehicle to travel will need to use alternative routes on the surrounding road network. These roads are designed to carry more vehicles and often with wider footways offer more protection from air pollution as studies show. It is recognised that more vehicles may therefore be using these roads but some will also find routes outside of this area. The scheme is likely to encourage a change of behaviour too and journeys by motor vehicle journeys will reduce. Furthermore, the estimated distances are based on travelling from one side of the closure to the other however it is expected that this is unlikely for many as they travel to and from other destinations rather than either side of a closure.</p> <p>There is an impact for those who wish or need to travel by motor vehicle, are deemed to be offset by an improved environment for all. The impacts will be monitored and continued engagement with these groups will take place.</p>
<p>People with different Gender Identities e.g. Gender fluid, Non-Binary etc</p>	<p>Improved environment:</p> <ul style="list-style-type: none"> • reduced air pollution affecting those with other medical conditions • reduction in noise pollution • safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds) • School streets/no motor vehicle access – ensuring safety during drop-off and pickup times and allowing children and parents (additional benefit to socially distance at school gates during the current situation). • Creation of segregated cycle lanes (good for those using this mode and also encourages cyclists to use these facilities not the footway as a result of 'fear of traffic'/in traffic dominated environments) • Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users <p>Access:</p> <ul style="list-style-type: none"> • Travelling within the area will be easier and safer for those who need to use a vehicle, reduction of traffic 			<p>The positive benefits are for all persons which is why they have been included. However, any particular impact on the characteristics of this group is not identified in the proposal.</p> <p>The proposals are not considered to have any particular impact on this group as scheme negatives do not disproportionately impact the group based on their protected characteristic therefore the impact is neutral.</p> <p>The team are continuing to engage with stakeholders, in order continue to inform the understanding and assessment of any potential disproportionate or differential impacts on groups with protected characteristics. This will include meetings with stakeholders, and this feedback will be used to inform further opportunities for mitigation.</p>

	<p>volumes means less conflict particularly on the narrow residential streets</p> <ul style="list-style-type: none">• All properties remain accessible• Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely• Introduction of formalised crossings such as zebra crossings outside shops in certain locations			
AOB				



Section 5 – Impact Analysis and Action Plan

Recommendation	Key activity	Progress milestones including target dates for either completion or progress	Officer responsible	Progress
Share information on consultation results and final proposals	Information is shared via existing channels including newsletter, web, mailing list to ensure people can share feedback on the scheme as it progresses. All feedback will be reviewed.	June 2021	Stakeholder Manager Programme Comms Officer	In progress
Engagement with local community and stakeholders to continue throughout construction period	Meetings held with heritage organisations, stakeholders, key groups regarding detailed design. Information letters delivered to properties in the vicinity of the works and posters put up in the area prior to works starting.	July 2021-March 2022	Stakeholder Manager	In progress
Implement approved proposals under an experimental traffic order	Follow traffic order process	June 2021 – December 2021	Delivery Manager	In progress
Continue to liaise with SNT, Met Police re safety in neighbourhood areas.	Issues will be raised through the SNT and raised as Emergency Service user group meetings	March 2020 - March 2022	Stakeholder Manager Programme Comms Officer	In progress
Continue engagement with emergency services	Issues will be raised through user group meetings as well as individual meetings held at each detailed design stage	March 2020 – March 2022	Stakeholder Manager Programme Comms Officer Delivery Manager	In progress
Undertake further surveys to obtain data to correlate with existing baseline data held prior to starting the scheme	Undertake surveys following completion of the scheme, air quality monitors and traffic counts.	June 2021 onwards	Delivery Manager	In progress
Implement approved proposals under an Experimental Traffic order	Ensure scheme is undertaken using experimental traffic orders to enable the team to gather data and analysis the impacts of the scheme once it is place. This should form part of the overall review.	June 2021 – December 2022	Stakeholder Manager Programme Comms Officer	In progress
Full review to take place 3 years after the commencement of the project.	Independent review to be carried out.	2022	Liveable Streets Programme Lead	TBC



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:

At the start of every project baseline data is gathered to understand the composition of local communities, how current traffic operates, volumes, speeds, routes, collisions, as well as pedestrian, cycle movements air quality, bus impacts and community feedback. Details of data collected as part of this scheme can be found within documents at <https://talk.towerhamlets.gov.uk/oldfordroadwest> or on the Tower Hamlets website, such as Air quality monitoring which is available at the below address https://www.towerhamlets.gov.uk/lgnl/environment_and_waste/environmental_health/pollution/air_quality/Monitoring.aspx or ward profile information is available at https://www.towerhamlets.gov.uk/lgnl/community_and_living/borough_statistics/Area_profiles.aspx

The proposals and schemes implemented will be monitored in their effectiveness of meeting the aims of the programme and to understand any '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.





Feedback on the schemes are welcomed throughout the project. All feedback received will be included and inform the monitoring review process. This includes all feedback sent to the council, and meetings held with stakeholders and internal departments.

This is a live document as of April 2021, which relates to the detailed design phase of the project. As construction is completed across the schemes, the EqIA will be updated to reflect the actual effects of the completed schemes.

Furthermore, the scheme will be monitored over an 18-month period and reviewed post implementation, should any amendments be required. If changes are made to design the EqIA will again be updated based on the actual project build as the scheme progresses. This to reflect any changes which make 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
<p>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.</p>	<p>Suspend – Further Work Required</p>	<p>Red</p> 
<p>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.</p>	<p>Further (specialist) advice should be taken</p>	<p>Red Amber</p> 
<p>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.</p>	<p>Proceed pending agreement of mitigating action</p>	<p>Amber</p> 
<p>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.</p>	<p>Proceed with implementation</p>	<p>Green:</p> 



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