

# Cabinet



Wednesday, 20 September 2023 at 5.30 p.m.

Council Chamber - Town Hall, Whitechapel

## Supplementary Agenda 1 - REVISED Appendices for Items 6.4 and 6.5

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The attached appendices replace those issued in the original main agenda pack.

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The attached appendices replace those issued in the original main agenda pack.



## Appendix B – Old Bethnal Green Road Area Consultation results report

### Executive Summary

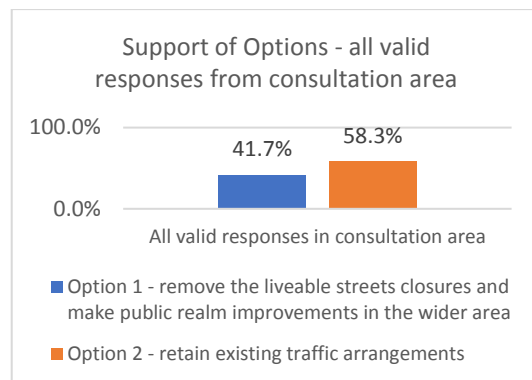
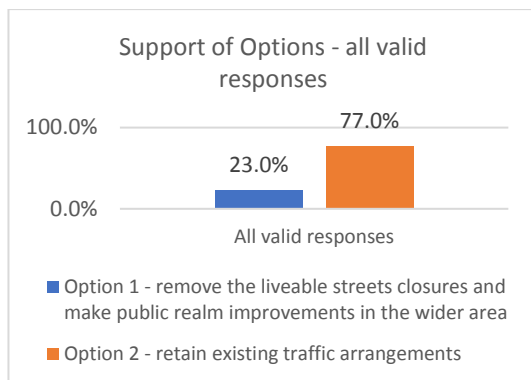
Analysis in this report includes the proportion of respondents who supported the two proposed options, and hereafter called Option 1 and Option 2.

- **I support Option 1 to remove the liveable streets closures and make public realm improvements to the wider area (Option 1)**
- **I support Option 2 to retain the existing traffic arrangements (Option 2)**

Survey responses have been presented in two ways:

- By all Valid respondents and
- By Valid respondents living in the consultation area.

The majority of valid survey responses were in support of Option 2, to retain existing traffic arrangements for both cases.



### Background

The public consultation ran 23<sup>rd</sup> January 2023 and 12<sup>th</sup> February 2023 and sought view on options which have been developed for residents to consider. This report analyses the responses to the survey.

Responders were asked about their support for two options arising from the evaluation:

- I support Option 1 to remove the Liveable Streets closures and make public realm improvements to the wider area.
- I support Option 2 to retain the existing traffic arrangements

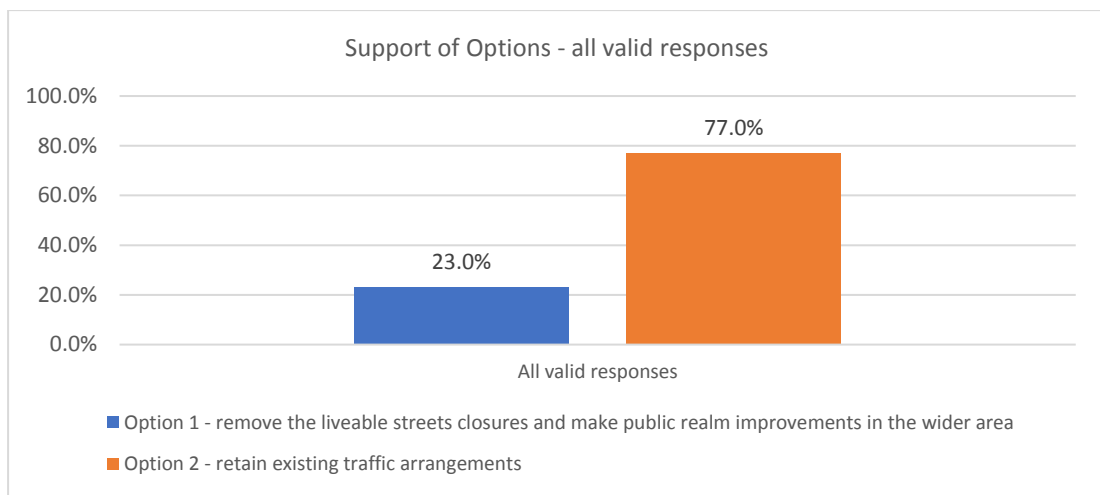
### All responses

2,061 valid survey responses were received.

Of those, 1,560 were received online, and 501 were paper surveys.

Overall,

- Option 1 – to remove the liveable streets closures and make public realm improvements in the wider area received support from 473 survey respondents representing 23% of the share, and
- Option 2 – to retain existing traffic arrangements received support from 1,588 survey respondents representing 77% of the share.



## Responses from the consultation area

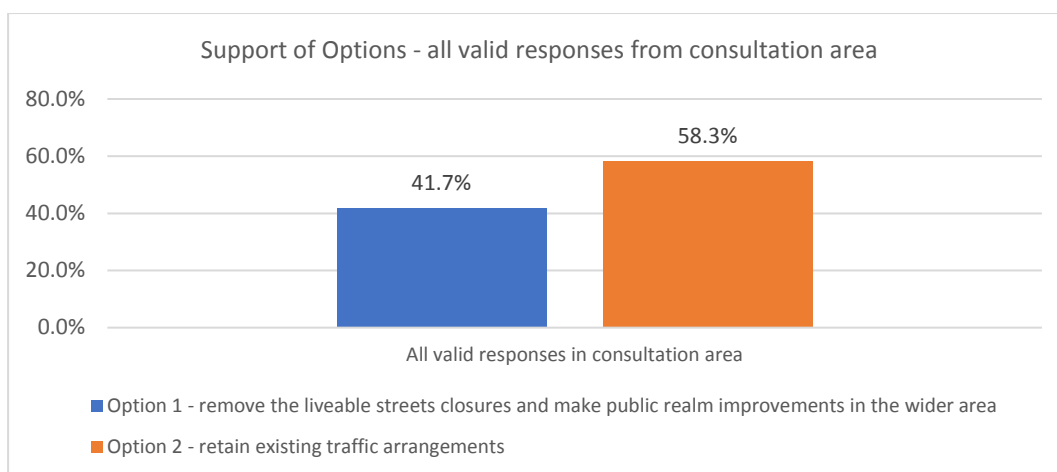
A unique reference number was provided in a letter and sent to all businesses and households within the Liveable Streets scheme area to help distinguish between those responding who may be directly impacted by the proposals.

To further ascertain whether these responses were genuinely received from respondents from within the consultation area, we checked the postcode provided by online survey responders with the postcodes held for the borough. We discounted a small number where the respondent provided a code but provided an address outside of the consultation area. The combination of the use of the resident code and a postcode from within the consultation area is how we have determined which response is from the consultation area.

In total 745 valid survey responses were from responders who used the resident code and provided a postcode that was in the survey area.

Of those,

- 311 supported option 1 – to remove the liveable streets closures and make public realm improvements in the wider area, and
- 434 supported option 2 – to retain existing traffic arrangements.



## Analysis

Analysis in this report includes the proportion of respondents who supported the two proposed options, and hereafter called Option 1 and Option 2.

- **I support Option 1 to remove the liveable streets closures and make public realm improvements to the wider area (Option 1)**
- **I support Option 2 to retain the existing traffic arrangements (Option 2)**

**Survey respondents were asked which of the following best describes you? (please tick all that apply)**

1,866 survey respondents described themselves as a resident and 135 described themselves as a business owner. 40 responses from business owners came from the consultation area. Of those four supported Option 1 and 36 supported Option 2.

**Residents were asked, to what extent do you agree or disagree with the proposed changes set out in Option 1**

Most residents disagreed with the proposed changes. The most popular proposal relates to improvements to footways and crossing across the Bethnal green Area including dropped kerbs, continuous crossing and new zebra crossings with 53% of all respondents agreeing with this proposal.

Q5 (To what extent do you agree or disagree with the proposed changes set out in option 1:) Removal of closures on Canrobert Street, Punderson's Gardens, Teesdale Street, Clarkson Street and Old Bethnal Green Road.	All valid responses	All valid responses in scheme area
Did not answer	1.9%	3.8%
Agree	22.1%	38.9%
Disagree	<b>74.7%</b>	<b>55.7%</b>
Neutral	1.3%	1.6%

Grand Total	100.0%	100.0%
Q5 (To what extent do you agree or disagree with the proposed changes set out in option 1:) Retention of the closures on Pollard Row and Pollard Street and creation of a new public realm in the area with new seating, planting and trees. This is the retention of a closure to northbound traffic on Pollard Row (at the junction of Ivimey Street) and a closure to traffic travelling eastbound on Pollard Street (at the junction with Pollard Row). The plans on page 6 of the consultation document also propose the removal of closures that currently restrict westbound traffic on Pollard Street and southbound traffic on Pollard Row.	All valid responses	All valid responses in scheme area
Did not answer	3.8%	5.9%
Agree	34.8%	34.4%
Disagree	<b>51.1%</b>	<b>49.9%</b>
Neutral	10.2%	9.8%
Grand Total	100.0%	100.0%
Q5 (To what extent do you agree or disagree with the proposed changes set out in option 1:) Conversion of Old Bethnal Green Road to two-way operation to improve access	All valid responses	All valid responses in scheme area
Did not answer	2.5%	4.3%
Agree	22.0%	38.9%
Disagree	72.7%	54.1%
Neutral	2.8%	2.7%
Grand Total	100.0%	100.0%
Q5 (To what extent do you agree or disagree with the proposed changes set out in option 1:) Improvements to footways and crossing across the Bethnal green Area including dropped kerbs, continuous crossing and new zebra crossings	All valid responses	All valid responses in scheme area
Did not answer	3.1%	5.8%
Agree	<b>53.8%</b>	<b>53.0%</b>
Disagree	29.9%	29.3%
Neutral	13.2%	11.9%
Grand Total	100.0%	100.0%

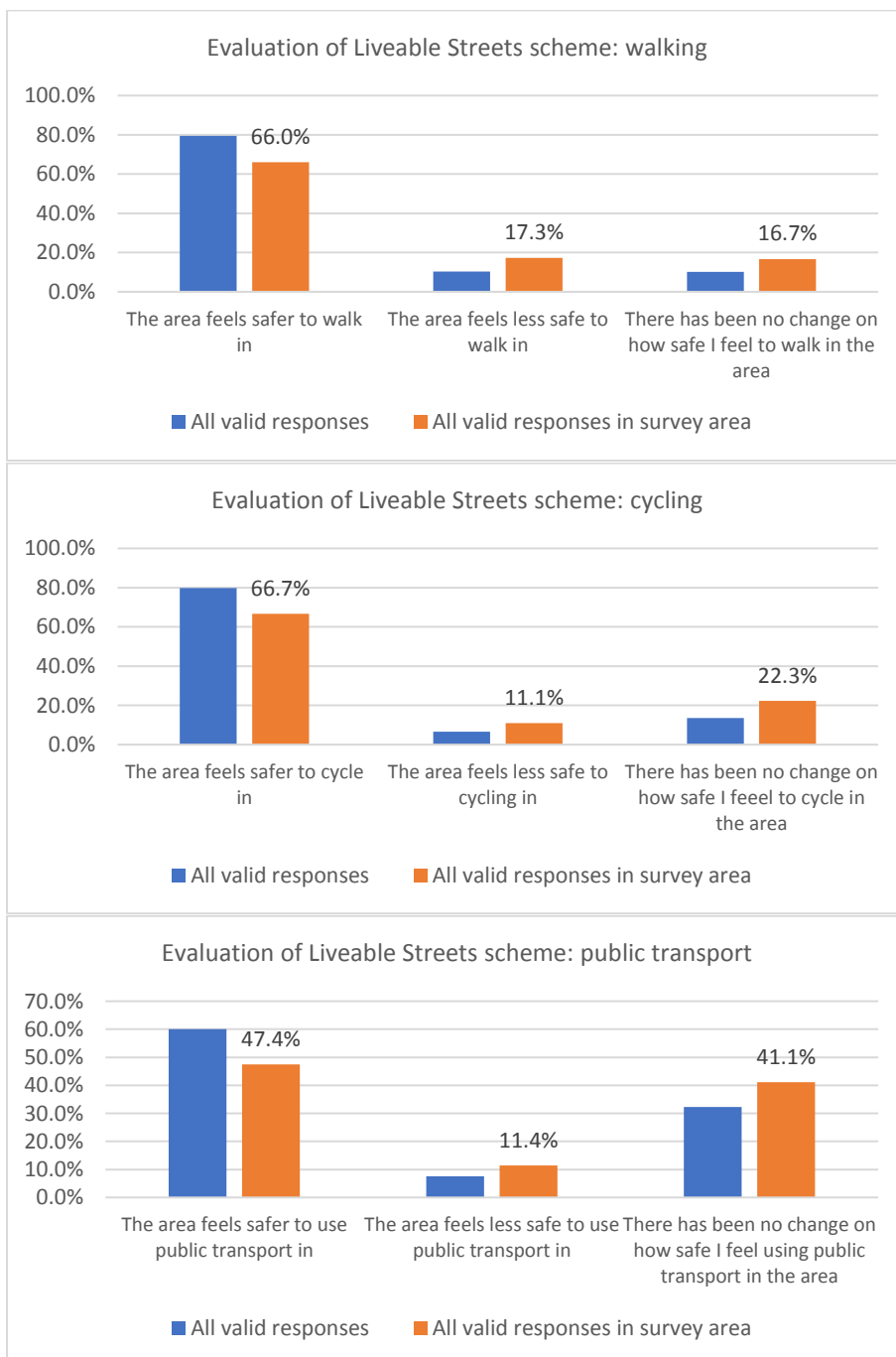
## Evaluation of existing scheme

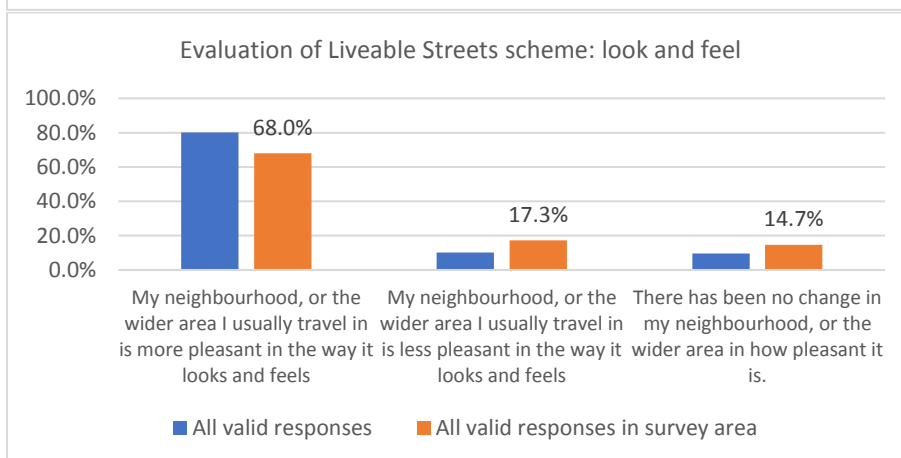
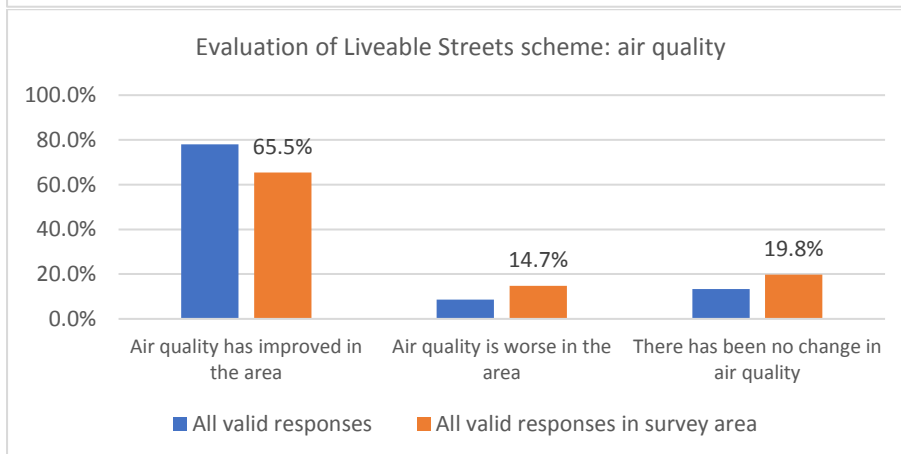
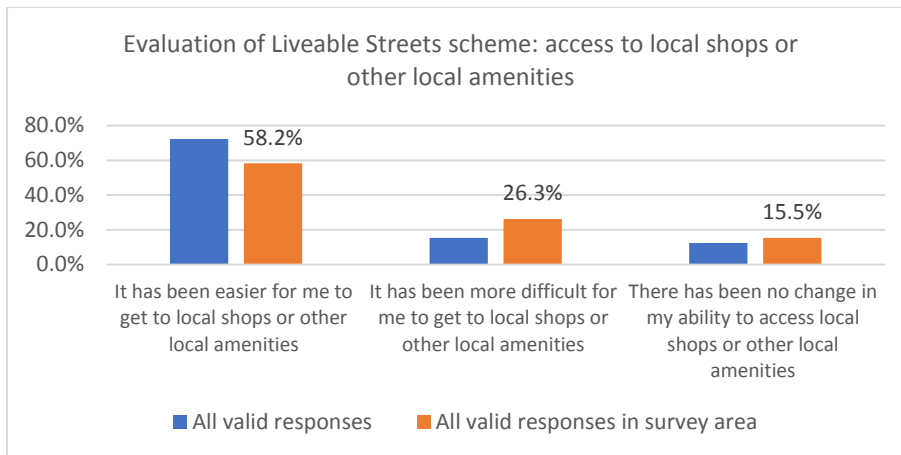
Survey responders were asked to evaluate the existing scheme. Responders were asked their opinion in a range of areas: Since the changes to roads in Bethnal Green were introduced under the Liveable Streets Scheme.

- Walking
- Cycling
- Use of public transport
- Traffic
- Access to shops and local amenities
- Air quality
- Traffic noise
- More pleasant neighbourhood

Overall, the majority of survey respondents reported positive effects since the introduction of liveable streets in all areas.

Most positive was around an improvement in traffic noise with 71.4% of respondents from the scheme area agreeing with this statement. The least positive was around access to local shops or other local amenities where 26.3% of respondents from the scheme area stated that it has been more difficult to get to local shops or other local amenities.



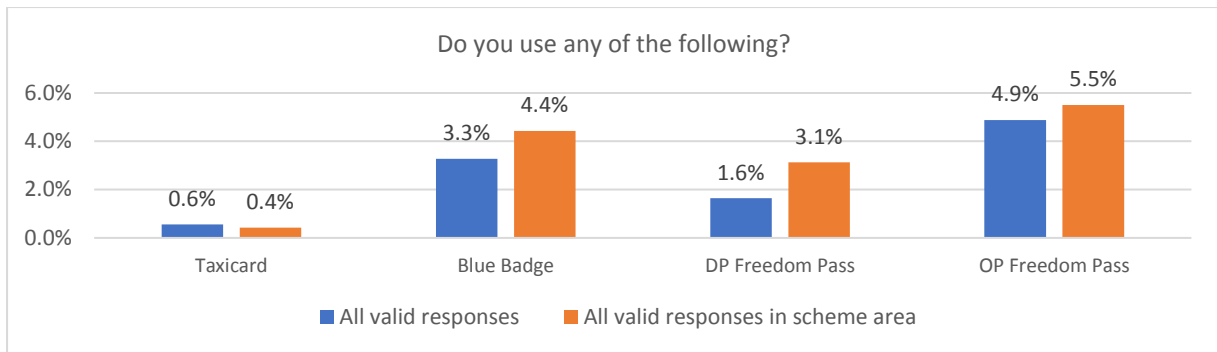


## Travel Survey

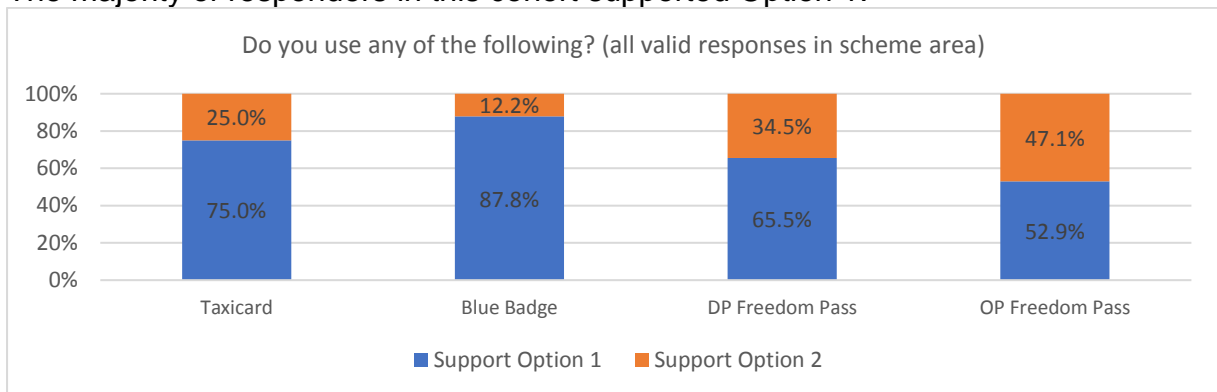
Survey respondents were asked whether they used any of the following travel schemes?

In total 223 survey responders said that they use one or more of the following travel schemes: Taxicard; Blue badge; DP Freedom Pass; OP Freedom Pass and some responders made use of more than one of these schemes. This represents 10.8% of all survey responders.





The majority of responders in this cohort supported Option 1.



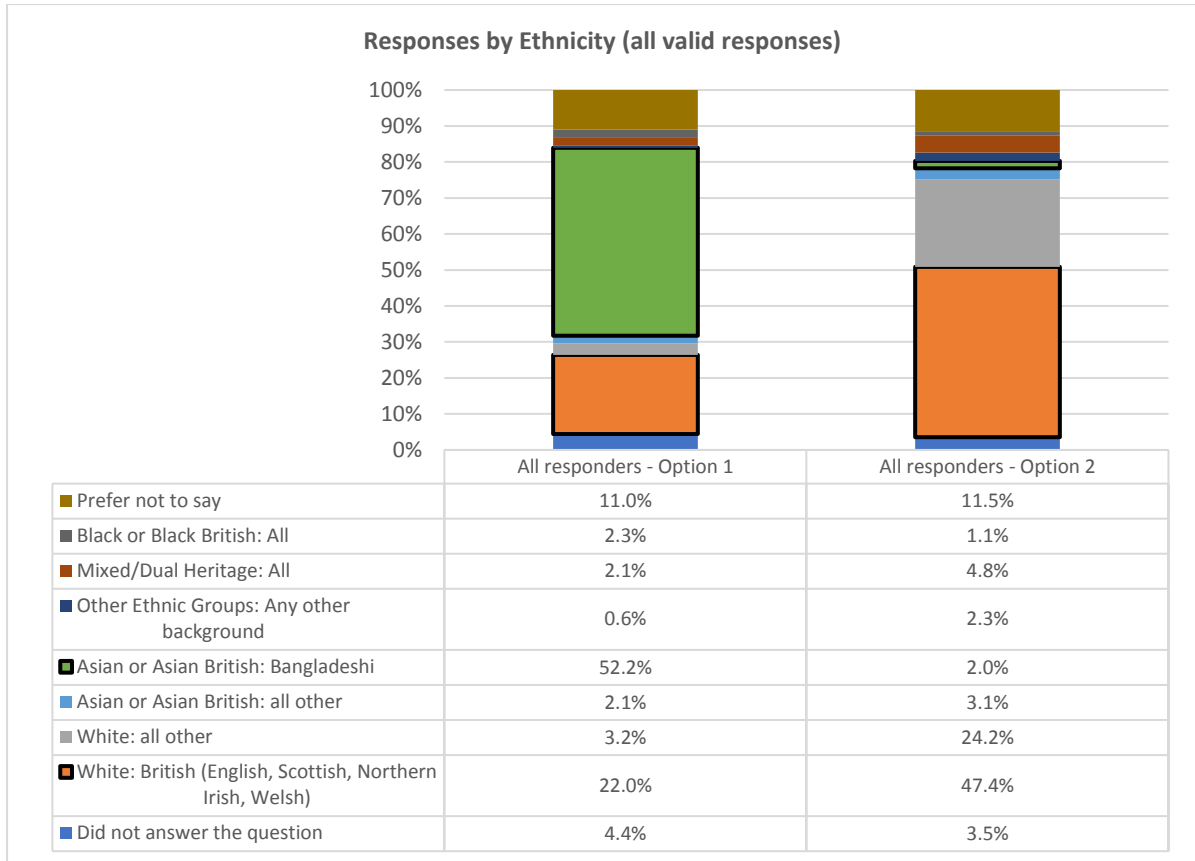
## Equalities Analysis

### Ethnicity

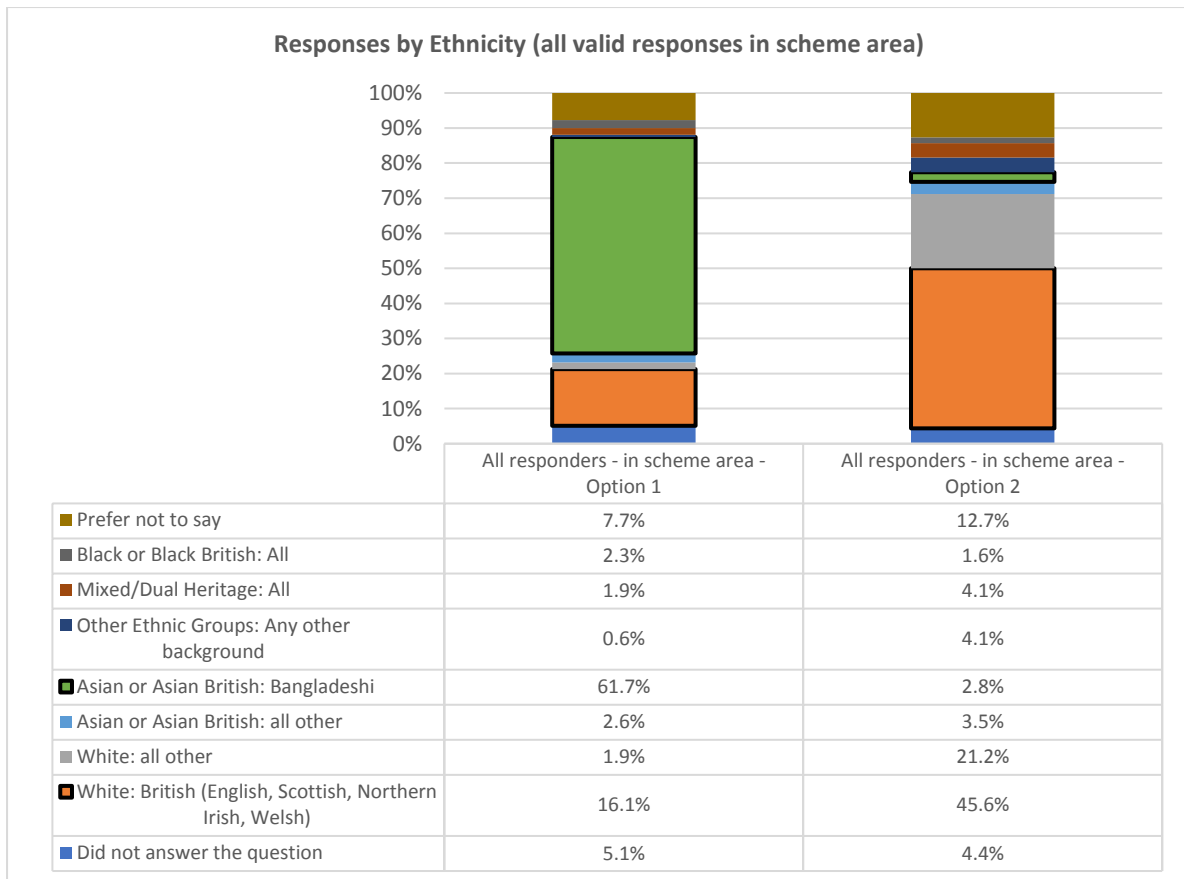
41.5% of all valid responses came from people who described themselves as White British. 12.1% of White British responders voted for Option 1 and 87.8% voted for Option 2. 33.2% of valid responses from within the scheme area were from White British responders and of those 20.1% voted for Option 1 and 79.9% voted for Option 2.

Responders from Asian or Asian British: Bangladeshi backgrounds accounted for 13.5% of all valid responses. 88.5% of Bangladeshi responders voted for Option 1 and 11.5% voted for Option 2. 27.3% of valid responses from within the scheme area were from Bangladeshi responders and of those 94.1% voted for Option 1 and 5.9% voted for Option 2.

The table below show the proportion of total valid responses received by ethnicity and support for each option.



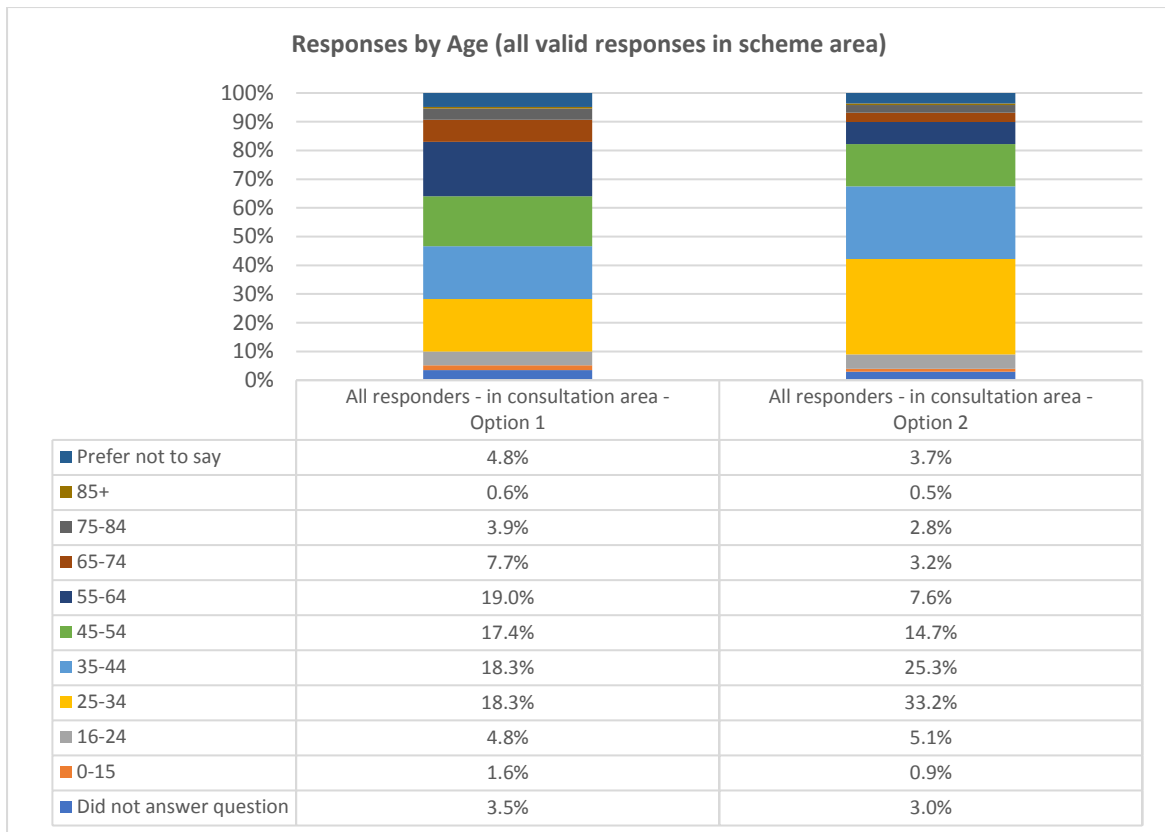
The table below show the proportion of valid responses received from responders living in the scheme area by ethnicity and support for each option.



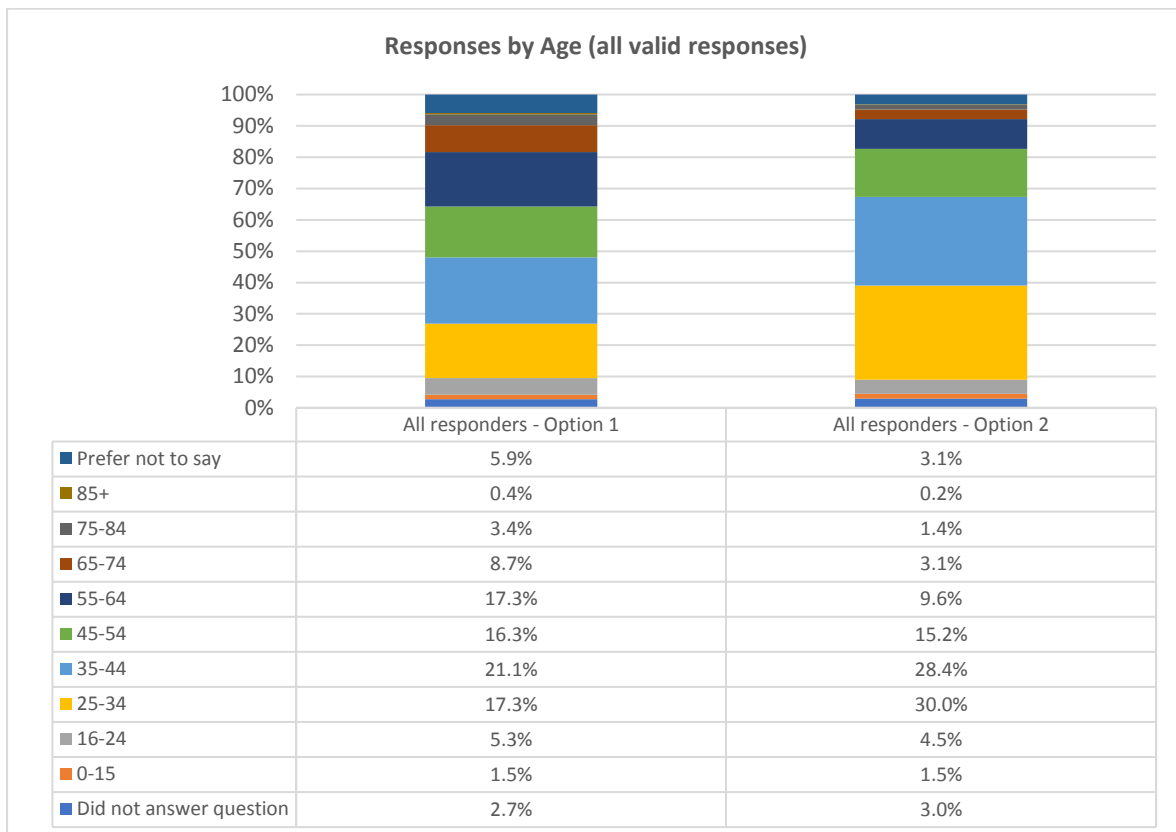
## Age

The majority of respondents are of working age. There is a higher proportion of respondents of working age overall and within the consultation area that support Option 2. A higher proportion of older respondents in the consultation area support Option 1. The age ranges with the most respondents are 25-34 and 35-44 years; these age ranges are more likely to be parents than other age groups. Around 18% of respondents are aged 55 and over; this age range is more likely to have a disability or mobility issues than other age ranges.

The table below show the proportion of total valid responses received by age range and support for each option.

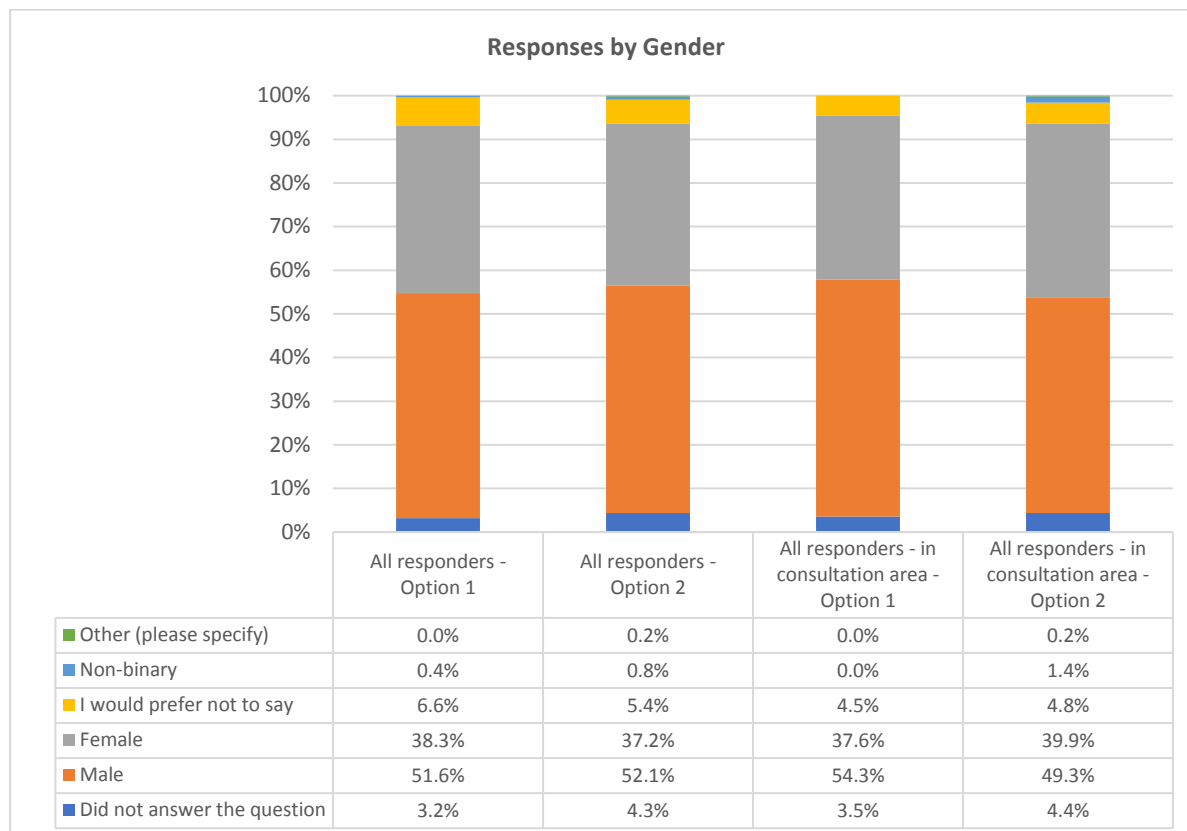


The table below show the proportion of valid responses received from responders living in the scheme area by age range and support for each option.



## Gender

Survey respondents were asked which best describes their gender. There were more male survey responders than female (52% compared to 37.5%). The table below show the proportion of valid responses received from responders living in the scheme area by age range and support for each option.



### Gender same as registered at birth

99.5% of survey responders who answered this question said that their sex was the same as registered at birth. 12.4% of survey responders either did not answer the question or said they would prefer not to say. For survey respondents in the consultation area, the proportions were slightly lower. Less than 0.5% of survey responders said their sex was not the same as registered at birth; for this group, support for Option 2 was higher than for Option 1.

### Sex registered on birth certificate

The responses for this protected characteristic for male and female are comparable to the question about gender. Fewer than 0.5% of survey respondents said they were intersex or described themselves in another way.

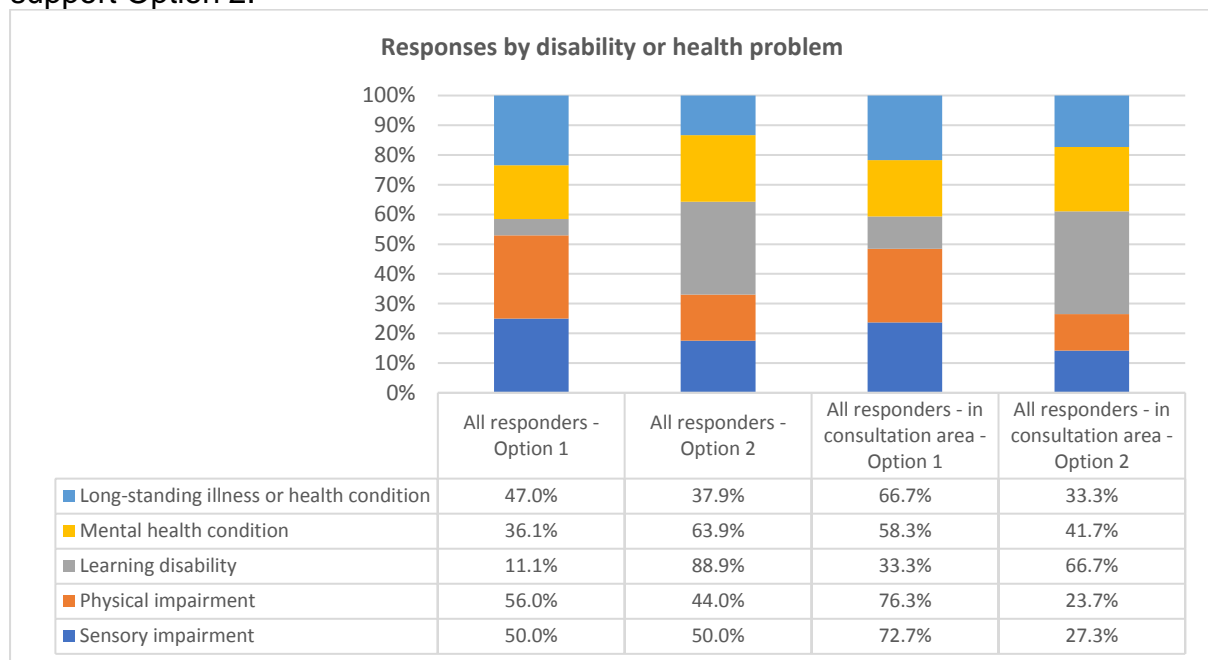
### Disability

212 (10.2%) of all respondents and 98 (13.1%) respondents in the consultation area said yes when asked are your day-to-day activities limited because of a health

problem or disability which has lasted, or is expected to last, at least 12 months (include any problems related to age).

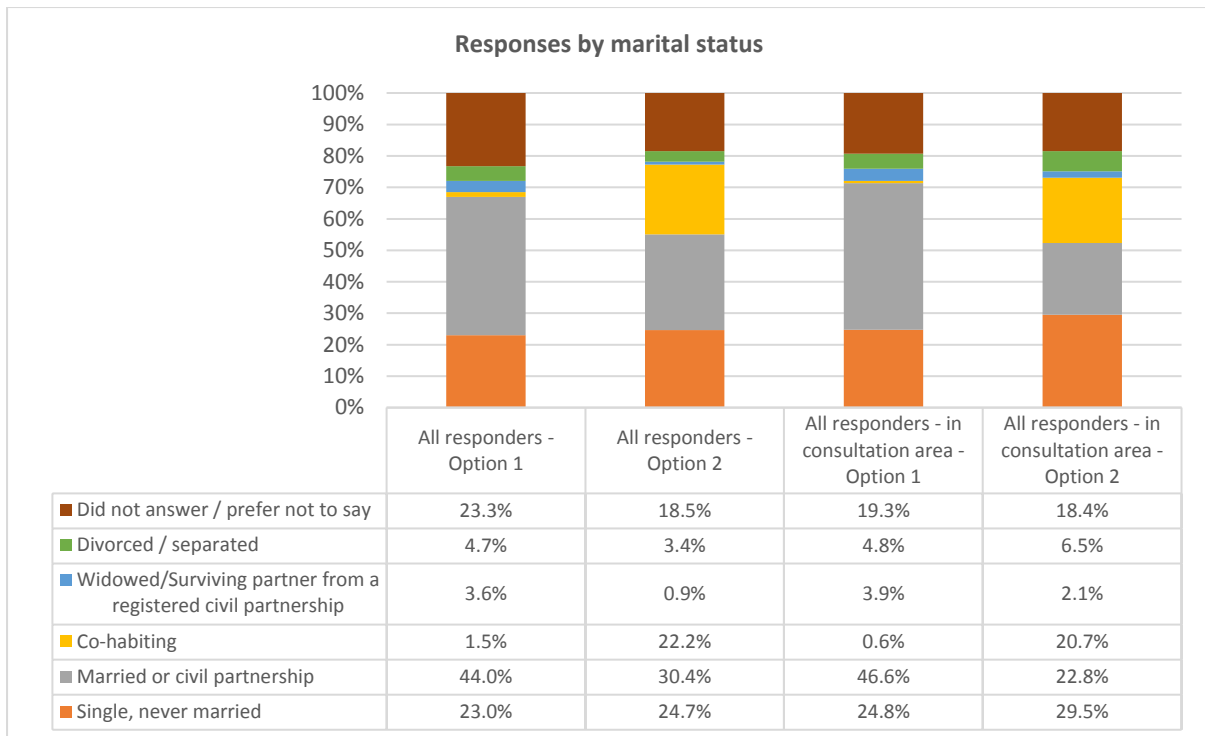
In both cases, the proportion of responses from respondents in this category were more in support of Option 1 than for Option 2. 72.1% of all survey respondents supported Option 1 and 70.4% of respondents in the consultation area supported Option 1.

Respondents were asked to state the type of health problem(s) or disability(y/ies) that applied to them. In general, respondents with a long-standing illness or health condition, a physical or sensory impairment were more likely to support Option 1 and respondents with a mental health condition or learning disability were more likely to support Option 2.



## Marital Status

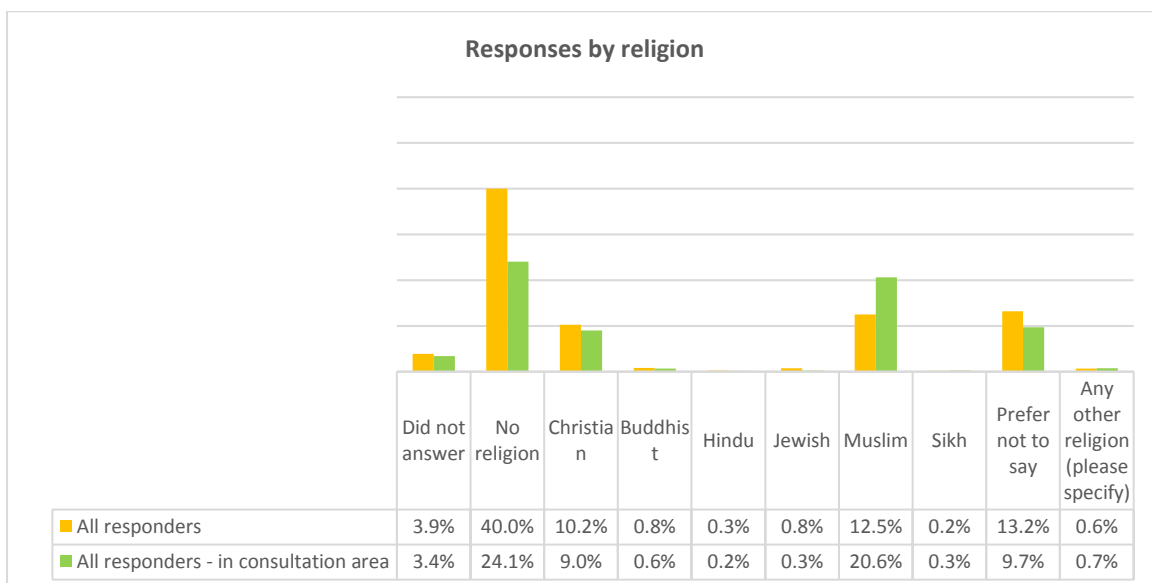
Overall, there was a higher proportion of survey respondents who said they were married or in a civil partnership, or who said they were single supported Option 2. Within the consultation area, married and civil partnership respondents were more supportive of Option 1. Widowed/surviving partners were more supportive of Option 1 however this is a small group of responders representing 1.8% of responders who answered this question. All other groups were more supportive of Option 2.

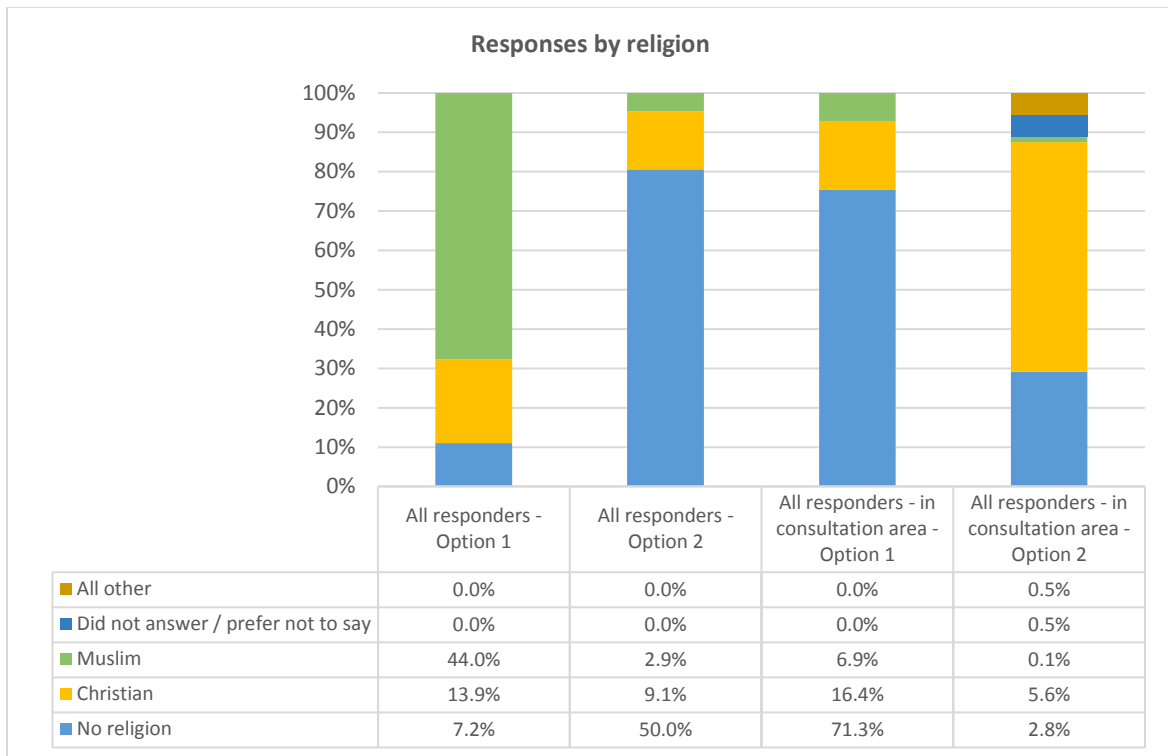


## Religion

1,426 respondents stated they had no religion, or preferred not to say, or did not answer this survey question, equating to 57% of all responses received. The majority of these responders supported Option 2.

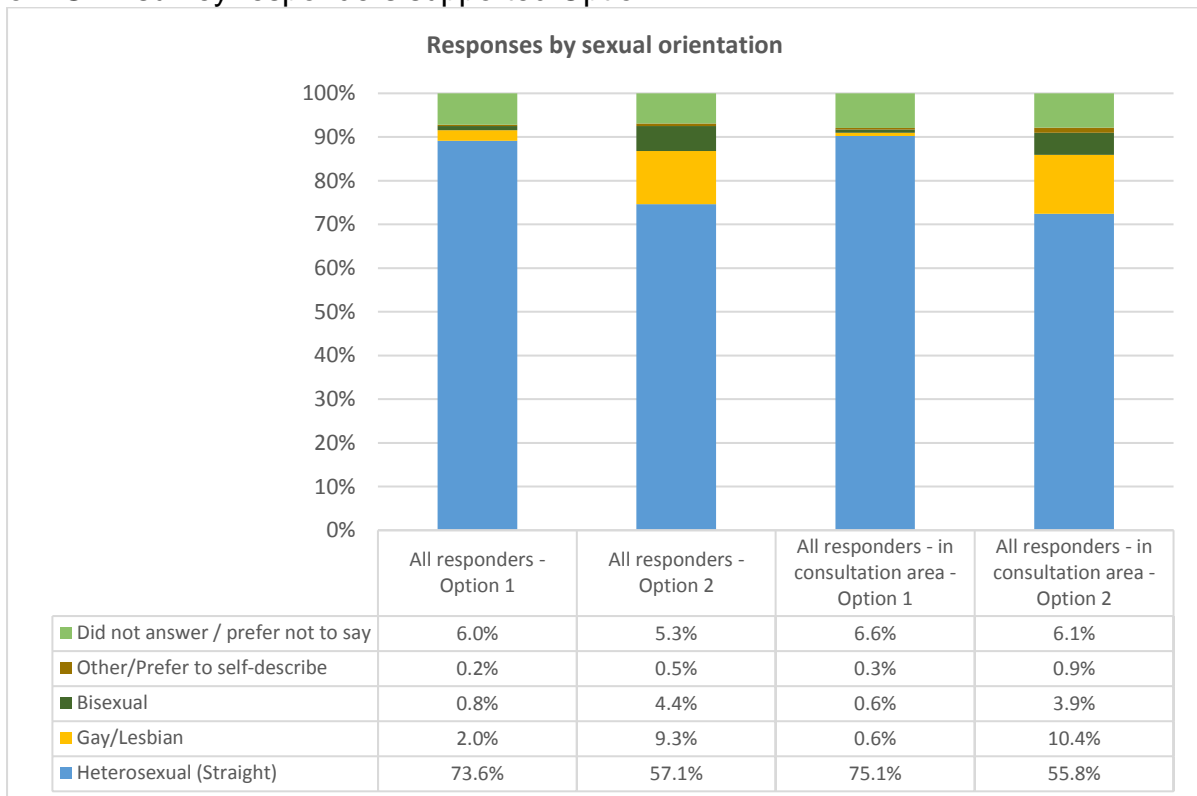
The next highest group was from respondents who said they were Muslim. Muslim respondents were more likely to support Option 1. Respondents who identified as Christian were more likely to support Option 2.





## Sexual Orientation

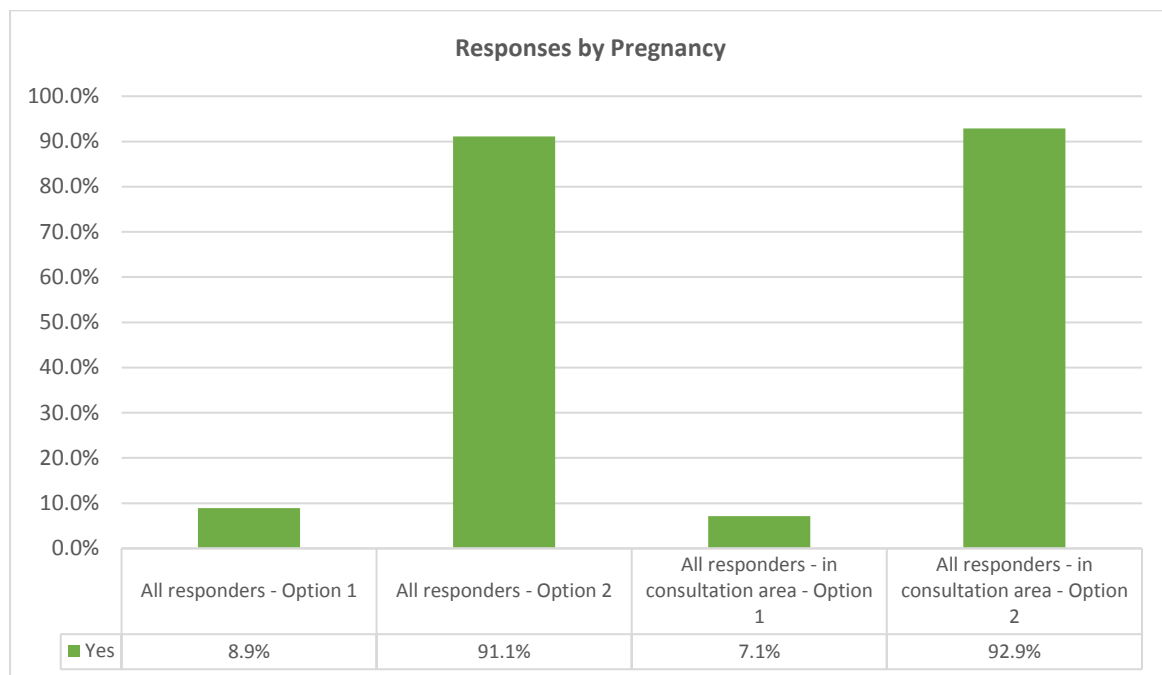
60.9% of all survey respondents identified as heterosexual / straight and that rose slightly to 63.9% of survey respondents in the consultation area. A higher proportion of LGBT survey respondents supported Option 2.



## Pregnancy and Maternity



45 or 1.8% of overall survey respondents said they were currently pregnant or had been in the past year. Of those the majority were more supportive of Option 2 than Option 1.



### Free text comments

Survey responders were given the opportunity to provide detail to supplement their survey responses. 1,102 comments were received – 265 from respondents who supported Option 1 and 837 from respondents who supported Option 2.

### Comments from respondents with a disability or long-term health condition

132 comments were provided by survey responders with a disability or long-term health condition.

63 comments were provided by respondents with a disability or long-term health condition who supported Option 1. Their comments referred to the following themes.

- More crime / ASB since scheme was put in place. Easier for criminals to escape on smaller modes of transport. Creates space for young people to hang around.
- More difficult to get to where I want to go. More difficult for people to get to me.
- Created congestion, particularly just outside of the scheme area.
- Costs more in fuel because vehicles have further to travel.
- I / my family need a car but travel is now longer causing more pollution
- Delayed ambulances have seriously affected me
- Near misses between cyclists and pedestrians. The cycle lane is in conflict with pavement.
- Scheme is a waste of time and money

- I'm disabled and cycle lane outside my home makes it more difficult / dangerous to get to my car.
- I would like more dropped kerbs because I use a mobility scooter.

68 comments were provided by respondents with a disability or long-term health condition who supported Option 2. Their comments referred to the following themes:

- Friendlier environment. Being able to sit outside and chat with friends – brings out community spirit. I have made friends as more people are socialising outside.
- Area is more pleasant physical environment to be in
- The area feels safer to travel around
- Less traffic pollution
- Less traffic noise
- Made my mental / physical health better. I have chronic illness and spend a lot of time near my house, the significant reduction in traffic noise has helped both my mental and physical health. My epileptic seizures are better since traffic noise has reduced where I live.
- Much easier to walk around the area
- Much easier to cycle around the area
- Children are enjoying a calm, healthier and safer walk to school.
- Do not waste money changing the scheme.

### **Comments from business respondents**

The consultation asked respondents whether they were responding as a business or owner of a business in the area. 153 of all survey respondents said they are a business owner, representing 7.4% of overall respondents. 55 respondents from the consultation area said they were a business owner (7.3% of all respondents in the consultation area).

Overall, 58% businesses responding to the consultation said the scheme had had a positive impact on their business (rising to 75.1% when including no impact). The percentage of businesses responding from within the consultation area who said that the Liveable Street scheme had had a positive impact on their business was lower at 48% (rising to 67.2% when including no impact).

Business responders who supported Option 1 provided the following comments.

- Many of my customers have no choice but to use a car or van to transport equipment. The harder it is to do that the less they are likely to use my business.
- People are avoiding the area.
- It is slower to get to customers within the area. Therefore, cannot do as many jobs.
- Delays in getting to customers to complete works on their homes. Jobs take longer due to the closures and resulting traffic.
- Much harder to access some areas and some it is not possible.
- As a black cab driver, the scheme has had a serious negative impact on my business.
- Increased time getting to clients and suppliers. As a tradesman I've had to decline work where it isn't possible for me to get to the job site or have deliveries made.
- Increase in travel time, further miles covered & increases in fuel costs is not environmentally friendly nor is it the best use of our precious time.

- There has been no positive effect since the roads have been closed to my business.
- Less people use our shops as they can't be bothered to go round.
- It's harder to find my address when people are having to drive round in silly circles.
- No parking and one way system has made it very hard for my customer to come in the street and on my shop.
- My clients can access my business much more easily via bicycle, public transport, walking, or driving without all of the congestion along Gosset Street.
- My business is much more easily accessed due to the lack of through traffic in the area - my clients simply use their GPS and I have received no complaints. My business has increased due to its accessibility.
- Everyone is happier.
- It feels like a real community neighbourhood again.
- Clients report safer, cleaner and more pleasant journeys to and from my business. Place of work and work environment is improved by being cleaner, safer and with less anti-social behaviour.
- Staff cycle so it is more pleasant for them.
- I am responding as both resident and business owner. The whole area has been transformed for the better, which has encouraged more of our staff to both walk and cycle to work, and also to make more use of local facilities that are more easily accessed and are now in a more pleasant environment. Everyone at work has been very supportive of the Liveable Streets and horrified that any of this improvement could be undone.

Business responders who supported Option 2 provided the following comments.

- The scheme has not had a detrimental effect on our business.
- There is a stronger feeling of connection in our neighbourhood and people are more likely to walk to our café.
- The area and streets are calmer, quieter and the area looks better so our staff and visitors feel more positive about visiting our premises.
- A more pleasant area to bring my clients too, I am proud of the way the neighbourhood looks and feels now, it is a great improvement for Tower Hamlets.
- We look after properties across the Borough. In LTN areas we have seen the desirability and quality of living in those neighbourhoods radically improve. More of our staff cycle or walk to work. More work travel is completed on foot, bike, scooter or public transport.
- Per earlier response, our staff have all commented on an uplift in the local area when commuting to work and are more likely to go out for a walk / to shops at lunch knowing that they'll get some peace & quiet.
- As someone who has a business within E2 it is incredibly useful to have a space where the team can eat lunch, grab a coffee and make use of the extra allocated streets that were once run down by traffic. Making sure the team feels safe, we encourage our staff to walk to work through the areas that have been improved as we believe this is incredible relaxing and improves your mental & physical health. The reduced traffic makes the streets better to walk to work and safer when walking home in the evenings. It also has created areas that the team cherish during lunch breaks and after work. We hope the scheme is retained and we encourage more greener spaces and less roads!
- My team walk, use rail or cycle to get to work. They feel safer and are now more willing to walk. They are reflective of a younger generation hungry to see positive environmental change.
- No impact as my business is predominantly online,
- Clients are more relaxed - find the address easier and aren't intimidated by the traffic.

- The comments about the improvements to our area have all been positive and it is also positive that rather complain about a slightly different route to get to our business, they either find an alternative way, by public transport or walking, or just get on with it. Not one client has said why don't you change it back so all the roads around your business are congested again!
- All my clients visiting say how pleasant the area now is - they don't mind the small element of extra travel - they just accept London traffic.
- as a cyclist and walker, it's made working in the area so much safer!
- We occasionally use a vehicle to move items, but the inconvenience of doing so after the Liveable Streets scheme is nothing on the environmental improvements that the scheme has delivered. Please do not remove this.
- Our clients are Local Authority public sector clients, whom have been inspired by the lovable streets scheme and the area reflects our business values and aspirations for a greener London.
- It is a much more pleasant environment for clients to interact, and to meet with us in the business. The area is now a thriving hub of all kinds of people, not just lots of trucks and vans driving through, destroying the local community spirit.

## **Other Stakeholder responses**

### Full response from Oakland Secondary School

Prior to the implementation of traffic filters and one-way systems, Mansford Street and Old Bethnal Green Road were heavily used roads suffering from traffic, noise and air pollution. This local area is essentially residential, and vehicles used these roads predominantly as a cut through. By the council's own estimates, the majority of these vehicles were not local to the area but were rat-running through Bethnal Green. Lorries, vans and cars, frequently guided by GPS, thundered daily and directly past local schools: Elizabeth Selby Infant school, Lawdale Primary School, as well as Oaklands Secondary School and Mulberry Academy, posing dangers to the health and safety of local children. The two-way traffic on Mansford Street was a major safety issue both at that start and end of school. We have 900 young people exiting straight onto Mansford street with a pavement less than a metre wide separating the school boundary and the road.

A study by Kings College suggests that most air pollution comes from vehicle emissions and that, children in Tower Hamlets may have up to 10% less lung capacity than the national average because of exposure to nitrogen dioxide and particulate matter from vehicle emissions. This is a disturbing statistic that poses lifelong public health challenges in one of the most deprived parts of our city.

The implementation of Liveable Streets, has been an overwhelming success in mitigating harms to local children. The drop in traffic volumes has greatly improved quality of life for students. The streets are no longer as dangerous for children to get to school and the reduction in traffic noise provides less distraction for study. The improvement in air quality directly benefits local children suffering with asthma or bronchitis and addresses the damage to lung capacity caused by vehicle exhausts. We are shocked therefore that the council now plans to remove all of these Liveable Streets improvements, and return Old Bethnal Green Road to heavy traffic. Aside from the substantial tax payers money spent on these improvements - £2 million in

Bethnal Green alone - there is no data provided to justify their removal, nor mitigants suggested to ensure that children are not exposed to the increased air pollution that these measures will surely re-introduce. Your consultation mentions, as justification, an alleged increase in traffic on Hackney Road and Bethnal Green Road but we note that there are no schools along these roads which are, unlike Old Bethnal Green Road, large A-roads containing traffic lights and commercial units.

Furthermore, Oaklands School has recently become a split site school to accommodate its expanded roll. The nature of this expansion necessitates frequent movement between the sites for both adults and children. When the development plans are completed, there will be upwards of 600 students a day walking up and down Old Bethnal Green rd. The changes between Mansford Street and Temple Street have already dramatically improved both the safety and, physical and mental wellbeing of these students who go to this school. Reverting back would lose all of the benefits and lose the trust and support of the local community.

Full response from Tower Hamlets Public Health Team

<b>Public Health Tower Hamlets: Consultation Response</b>	
<b>Consultation name:</b>	Liveable Streets
<b>Date</b>	27 February 2023
<b>For</b>	Tower Hamlets, Highways and Transport
<b>From</b>	Katy Scammell, Acting Director of Public Health
<b>Author:</b>	Matthew Quin, Programme Lead for Healthy Environments
<b>CC</b>	Somen Banerjee, Acting Corporate Director of Health, Adults and Community

The Tower Hamlets Public Health team offers this response to the Tower Hamlets Liveable Streets Programme consultation being run on the low-traffic neighbourhood interventions in Bethnal Green, Weavers and Brick Lane.

Public Health recognises the importance of improving the look and feel of public spaces in neighbourhoods across the borough, to make it easier, safer and more convenient to get around by foot, bike and public transport, as well as to take steps to reduce pollution.

The response focusses on the evidence around low-traffic neighbourhood interventions on a) air quality and b) active travel.

## Air Quality

Outdoor air pollution is estimated to kill 4.2 million people worldwide every year<sup>i</sup> and is the largest environmental risk to public health<sup>ii</sup>. In common with much of Inner London, Tower Hamlets suffers from poor air quality. An estimated 195 deaths per year are attributed to small particulates (PM 2.5) and nitrogen dioxide (NO<sub>2</sub>) in the borough<sup>iii</sup>.

People's environments have important influences on their physical and mental health. Each year in Tower Hamlets we experience several episodes of elevated air pollution concentrations that cause acute health harms. In addition to this, regular long-term exposure to air pollution at lower concentrations is also of significant public health concern. Air pollution affects people's health throughout their lives, including before birth, in the very young, through to older adults. Exposure to air pollution, indoors and outdoors, over a long period of time reduces people's life expectancy.

There is clear evidence that air pollution contributes to the initiation and development of cardiovascular and respiratory diseases and can cause lung cancer. Evidence of links between exposure to air pollution and a wider range of health effects, such as intra-uterine impacts, adverse birth outcomes, poor early life organ development, diabetes, reduced cognitive performance, and increased dementia risk continues to build. Like many London boroughs, Tower Hamlets is exceeding the UK legal limit for NO<sub>2</sub> and PM<sub>2.5</sub> and we are not meeting the World Health Organisation guidelines for NO<sub>2</sub>, PM<sub>2.5</sub> or PM<sub>10</sub>. More needs to be done locally to tackle these harmful levels of pollution which are having a negative impact on residents' health.

A significant proportion of outdoor air pollution we experience today, particularly in cities, is associated with road traffic (exhaust emissions, as well as particles from tyre, brakes and road surface wear). In Tower Hamlets over 222 tonnes alone (of the 392 tonnes attributed to road transport) of NO<sub>2</sub> per year is attributed to diesel cars and diesel LGV<sup>iv</sup>.

We note that data collected from the Brick Lane and Weavers areas between 2019 – 2022 highlights a reduction in NO<sub>2</sub> from within the scheme and boundary roads. These findings are supported by evidence published by Imperial College London that found Low Traffic Neighbourhoods (LTN) not only cut traffic but reduce air pollution without displacing the problem to nearby streets. In one North London scheme, NO<sub>2</sub> fell by 5.7% within the LTNs and by 9% on their boundaries. They also found that traffic dropped by over half inside the LTNs and by 13% at the boundaries<sup>v1</sup>. Another study by Thomas and Aldred (2023)<sup>vi</sup> reviewed and analysed data from 46 LTNs in 11 London boroughs between May 2020 and May 2021 to explore changes in motor traffic levels. The results suggest that LTNs have typically resulted in a substantial relative reduction in motor traffic inside the scheme area, with particularly strong reductions

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<sup>1</sup> Th research team carried out a more complex statistical analysis to ensure other factors that might affect traffic volumes and air pollution at particular times – such as the COVID restrictions in place, school holidays or weather – could be taken into account (<https://www.imperial.ac.uk/news/241731/low-traffic-neighbourhoods-reduce-pollution-surrounding-streets/>)

in Inner London. Very little impact was noted to boundary roads (journey length and times).

Although air pollution can be harmful to everyone, some people are more affected because they live in a polluted area and are exposed to higher levels of air pollution in their day-to-day lives or are more susceptible to health problems caused by air pollution. Air pollution affects everyone but there are inequalities in exposure with the greatest impact on the most vulnerable. Areas of high deprivation frequently have higher levels of traffic or industrial activities and tend to be more heavily polluted. People in lower socio-economic groups are more likely to have pre-existing health conditions earlier in life, and the higher exposures to air pollution may add to the greater burden of poor health. Analysis of air pollution in London in 2019 found that communities with higher levels of deprivation, or a higher proportion of people from a non-white ethnic background, were also more likely to be exposed to higher levels of air pollution. Liveable streets was intended to help address these inequalities by reducing at-risk groups' exposure to poor air quality.

In 2021, Tower Hamlets conducted a Healthy Streets Survey Study: 258 school children participated across 4 schools from years 4, 5 and 6. This survey enabled us to better understand under which conditions low traffic neighbourhood interventions (in this case, around schools) can increase active travel to school and improve children's views of the roads around their school and their journey to school. The survey highlighted the importance that children give to their environment, with specific insights gained on the importance of reducing air pollution caused by cars.

We note that a range of different road closure measures have been trialled in Tower Hamlets, such as street festivals, liveable streets and school streets. The evidence suggests that low traffic neighbourhoods cut traffic and air pollution as detailed above. Based on the evidence, these types of interventions are likely to protect vulnerable residents from harm.

### Active Travel

Active travel refers to modes of travel that involve a level of activity. The term is often used interchangeably with walking and cycling, but active travel can also include trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, as well as cycle sharing schemes.

The effectiveness of active transport interventions on health improvement is well documented: there are positive health benefits linked to increasing physical activity and active travel including positive impacts on health outcomes such as obesity, stroke, cancer, diabetes, dementia<sup>vii</sup> and mental health<sup>viii</sup>.

Using public transport is also a more sustainable transport option than reliance on cars because it reduces the number of cars on the road. Walking, or cycling can improve health and reduce exposure to health harms such as air pollution<sup>ix</sup>.

The biggest transport-related impact of urban development on public health in London is the extent to which it impacts on physical activity from walking, cycling and using public transport. Streets make up 80% of London's public spaces - making

them Healthy Streets<sup>x</sup> will improve the quality of life for everyone in London. This is particularly important for Tower Hamlets given the high levels of development in the borough.

A shift from car use towards more walking and cycling and other forms of active travel is one of the most cost-effective ways of reducing transport emissions and is the only long-term solution to road congestion. Walking and cycling can decrease congestion, air and noise pollution, and both are linked to health and economic benefits.

Physical inactivity is a large challenge in Tower Hamlets<sup>xi</sup>:

- a. 28% of our adults are physically inactive
- b. Only 23% of children and young people are physically active
- c. Only 7% of adults cycle for travel at least 3 days a week
- d. Only 30% of adults walk for travel at least 3 days a week

The health challenges our residents face follow a social gradient, meaning the less affluent someone is, the more likely they are to fall sick, die sooner, or and/or have a long-term condition, compared to more affluent residents. The greatest benefit is small increases in physical activity by the most sedentary. By increasing active travel, particularly in areas of deprivation with residents that face greater socio-economic challenges we would be taking essential steps towards reducing health inequalities. By making active travel possible for everyone, it will help contribute to efforts to tackle the health crisis and climate change<sup>xii</sup>.

There are also other co-benefits to increasing active travel, such as the economic impact of walking and cycling. Research shows that when streets and public spaces in London's town centres and high streets are improved, retail rental values increase, more retail space is filled and there is a 93 per cent increase in people walking in the streets, compared to locations that have not been improved<sup>xiii</sup>. The research has also found that people walking, cycling and using public transport spend the most in their local shops, 40 per cent more each month than car drivers.

<sup>i</sup> World Health Organisation. Ambient (outdoor) air pollution. (2022) Available from: [https://www.who.int/newsroom/fact-sheets/detail/ambient-\(outdoor\)-air-quality-and-health](https://www.who.int/newsroom/fact-sheets/detail/ambient-(outdoor)-air-quality-and-health)

<sup>ii</sup> World Health Organisation. Ambient (outdoor) air pollution. (2022) Available from: [https://www.who.int/newsroom/fact-sheets/detail/ambient-\(outdoor\)-air-quality-and-health](https://www.who.int/newsroom/fact-sheets/detail/ambient-(outdoor)-air-quality-and-health)

<sup>iii</sup> Walton H, Dajnak D, Beevers S, Williams M, Watkiss P and Hunt A, (2015), Understanding the Health Impacts of

Air Pollution in London, accessed 20-10-2016 at <https://www.kcl.ac.uk/scps/our-departments/institute-ofpharmaceutical-science/aes/analytical-environmental-forensic-sciences> <sup>iv</sup> [London Atmospheric Emissions Inventory \(LAEI\) 2019 - London Datastore](#)

<sup>v</sup> Evolution. LTNs don't displace traffic and air pollution, research finds. (2022). Available from: [LTNs don't displace traffic and air pollution, research find \(transportxtra.com\)](#)

<sup>vi</sup> [Changes in motor traffic inside London's LTNs and on boundary roads - Google Docs](#)

<sup>vii</sup> [Cycling and walking can help reduce physical inactivity and air pollution, save lives and mitigate climate change](#)

[\(who.int\)](#)

<sup>viii</sup> [Active travel: local authority toolkit - GOV.UK \(www.gov.uk\)](#)

<sup>ix</sup> [How does walking and cycling help to protect the environment? - Sustrans.org.uk](#)

<sup>x</sup> Healthy Streets framework will help to inform how decisions makers can support residents to use their cars less and walk, cycle and use public transport more:



<https://www.london.gov.uk/programmes-strategies/health-andwellbeing/transport-and-health/healthy-streets>

<sup>xi</sup> PHE Fingertips data from (2020/21 and 2019/20). Available from: <https://fingertips.phe.org.uk/> <sup>xii</sup>  
[Walking, cycling and e-biking can help to mitigate climate change - Sustrans.org.uk](https://www.sustrans.org.uk/walking-cycling-and-e-biking-can-help-to-mitigate-climate-change)

<sup>xiii</sup> Economic benefits of walking and cycling (2018). Available from:  
<https://tfl.gov.uk/corporate/publications-andreports/economic-benefits-of-walking-and-cycling>

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## **Appendix C – Weavers Consultation results report**

### **Executive Summary**

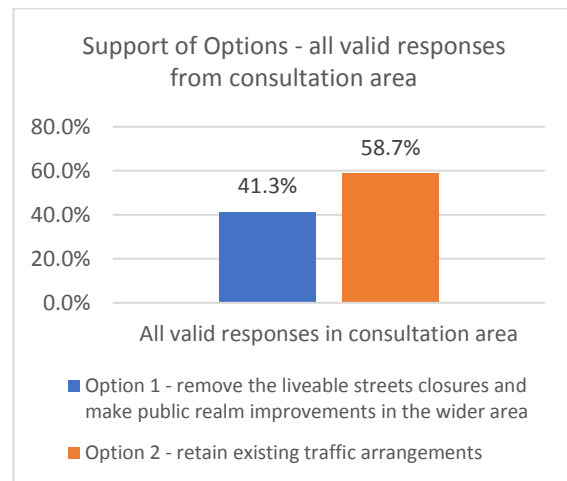
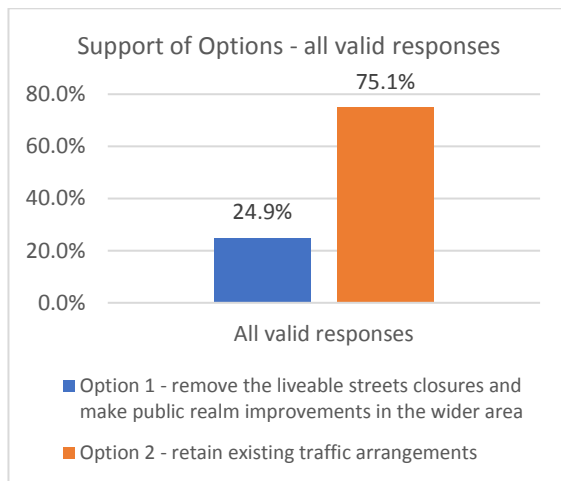
Analysis in this report includes the proportion of respondents who supported the two proposed options, and hereafter called Option 1 and Option 2.

- **I support Option 1 to remove the liveable streets closures and make public realm improvements to the wider area (Option 1)**
- **I support Option 2 to retain the existing traffic arrangements (Option 2)**

Survey responses have been presented in two ways:

- By all Valid respondents and
- By Valid respondents living in the consultation area.

The majority of valid survey responses were in support of Option 2, to retain existing traffic arrangements for both cases.



### **Background**

The public consultation ran 23<sup>rd</sup> January 2023 and 12<sup>th</sup> February 2023 and sought view on options which have been developed for residents to consider. This report analyses the responses to the survey.

Responders were asked about their support for two options arising from the evaluation:

- I support Option 1 to remove the Liveable Streets closures and make public realm improvements to the wider area.
- I support Option 2 to retain the existing traffic arrangements

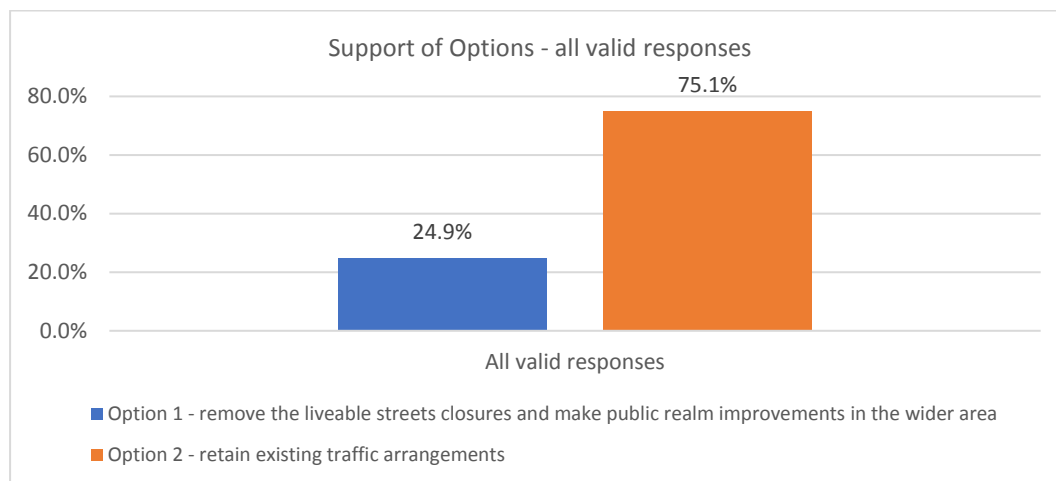
### **All responses**

1,686 valid survey responses were received.

Of those, 123 were received online, and 1,124 were paper surveys.

Overall,

- Option 1 – to remove the liveable streets closures and make public realm improvements in the wider area received support from 420 survey respondents representing 24.9% of the share, and
- Option 2 – to retain existing traffic arrangements received support from 1,266 survey respondents representing 75.1% of the share.



## Responses from the consultation area

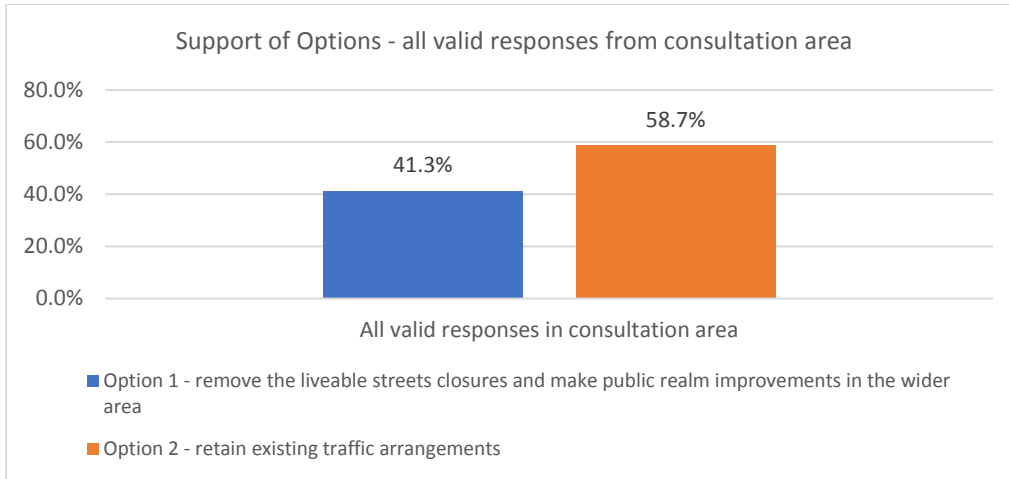
A unique reference number was provided in a letter and sent to all businesses and households within the Liveable Streets scheme area to help distinguish between those responding who may be directly impacted by the proposals.

To further ascertain whether these responses were genuinely received from respondents from within the consultation area, we checked the postcode provided by online survey responders with the postcodes held for the borough. We discounted a small number where the respondent provided a code but provided an address outside of the consultation area. The combination of the use of the resident code and a postcode from within the consultation area is how we have determined which response is from the consultation area.

In total 760 valid survey responses were from responders who used the resident code and provided a postcode that was in the survey area.

Of those,

- 314 supported option 1 – to remove the liveable streets closures and make public realm improvements in the wider area representing 41.3% of responses, and
- 446 supported option 2 – to retain existing traffic arrangements, representing 58.7% of responses.



## Analysis

Analysis in this report includes the proportion of respondents who supported the two proposed options, and hereafter called Option 1 and Option 2.

- **I support Option 1 to remove the liveable streets closures and make public realm improvements to the wider area (Option 1)**
- **I support Option 2 to retain the existing traffic arrangements (Option 2)**

**Survey respondents were asked which of the following best describes you? (please tick all that apply)**

1,537 survey respondents described themselves as a resident and 108 described themselves as a business owner. 32 responses from business owners came from the consultation area. Of those nine supported Option 1 and 23 supported Option 2.

**Residents were asked, to what extent do you agree or disagree with the proposed changes set out in Option 1**

Most residents disagreed with the proposed changes with the exception of improvements to footways and crossing across the Bethnal green Area including dropped kerbs, continuous crossings and new zebra crossings.

Q5 (To what extent do you agree or disagree with the proposed changes set out in option 1:) Introduction of southbound vehicle access on the junction of Columbia Road and Gosset Street and two new zebra crossings	All valid responses	All valid responses in scheme area
Did not answer	2.2%	3.4%
Agree	24.1%	40.5%
Disagree	67.9%	46.8%
Neutral	5.8%	9.2%
Grand Total	100.0%	100.0%

Q5 (To what extent do you agree or disagree with the proposed changes set out in option 1:) Removal of closures around Jesus Green and new traffic movement changes to Delta Street, Wellington Row, Gosset Street and Barnet Grove.	All valid responses	All valid responses in scheme area
Did not answer	2.3%	2.9%
Agree	23.5%	39.2%
Disagree	70.7%	51.4%
Neutral	3.6%	6.4%
Grand Total	100.0%	100.0%
Q5 (To what extent do you agree or disagree with the proposed changes set out in option 1:) Removal of closures around Arnold Circus and on Old Nichol Street.	All valid responses	All valid responses in scheme area
Did not answer	2.0%	2.6%
Agree	23.7%	39.6%
Disagree	71.1%	53.2%
Neutral	3.1%	4.6%
Grand Total	100.0%	100.0%
Q5 (To what extent do you agree or disagree with the proposed changes set out in option 1:) Improvements to footways and crossing across the Bethnal green Area including dropped kerbs, continuous crossings and new zebra crossings.	All valid responses	All valid responses in scheme area
Did not answer	2.0%	3.3%
Agree	50.8%	52.5%
Disagree	33.7%	31.8%
Neutral	13.5%	12.4%
Grand Total	100.0%	100.0%

## Evaluation of existing scheme

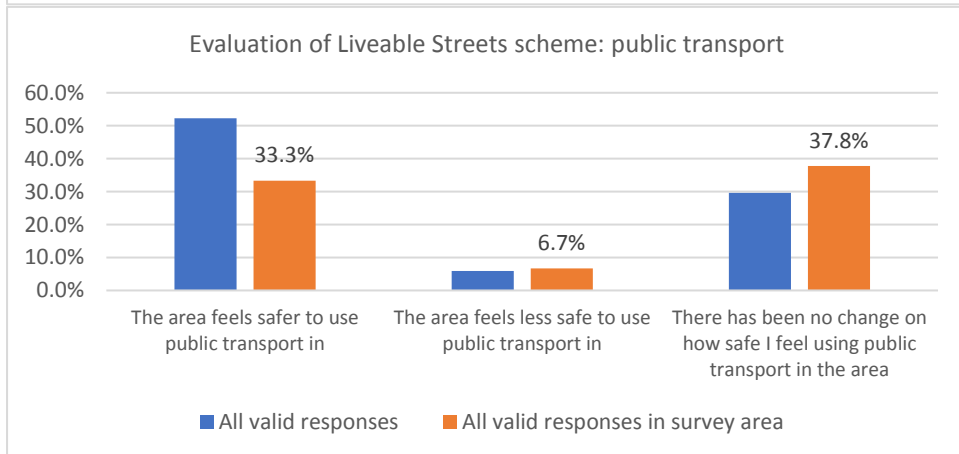
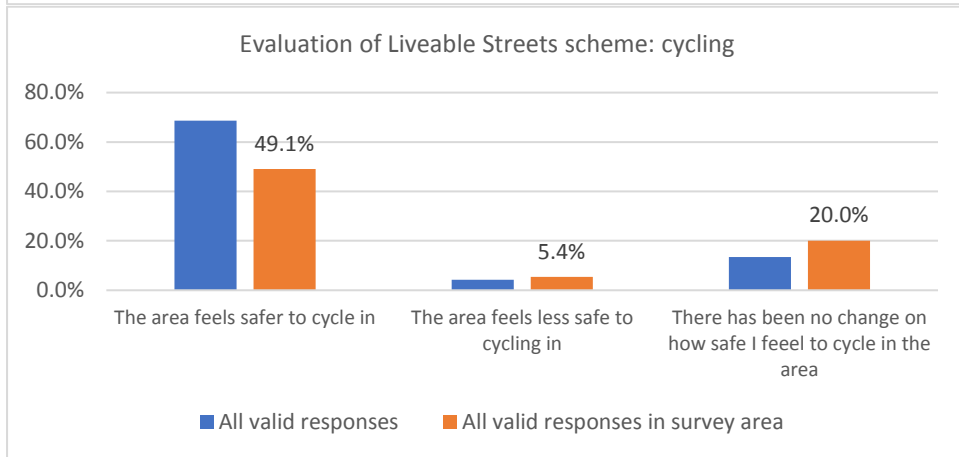
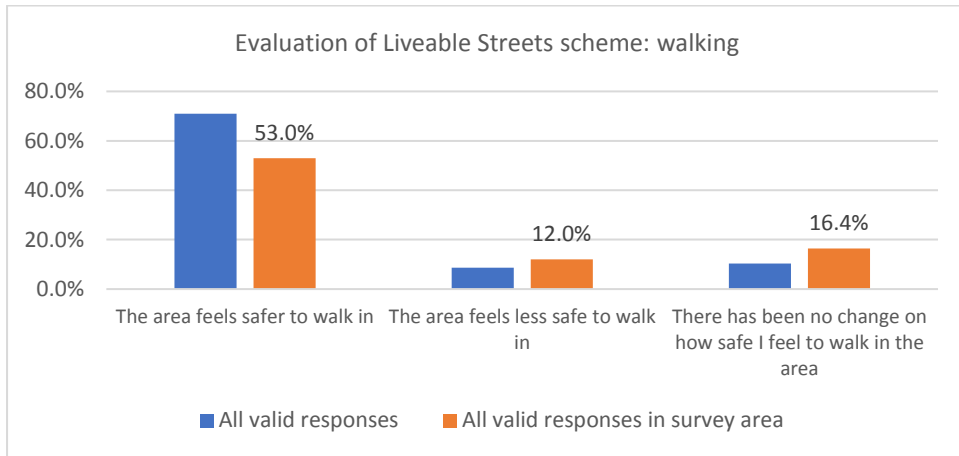
Survey responders were asked to evaluate the existing scheme. Responders were asked their opinion in a range of areas: Since the changes to roads in Bethnal Green were introduced under the Liveable Streets Scheme.

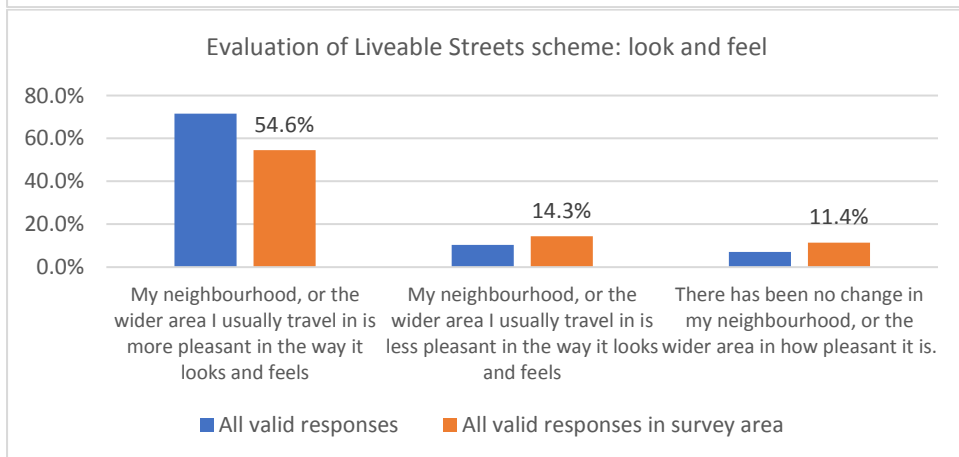
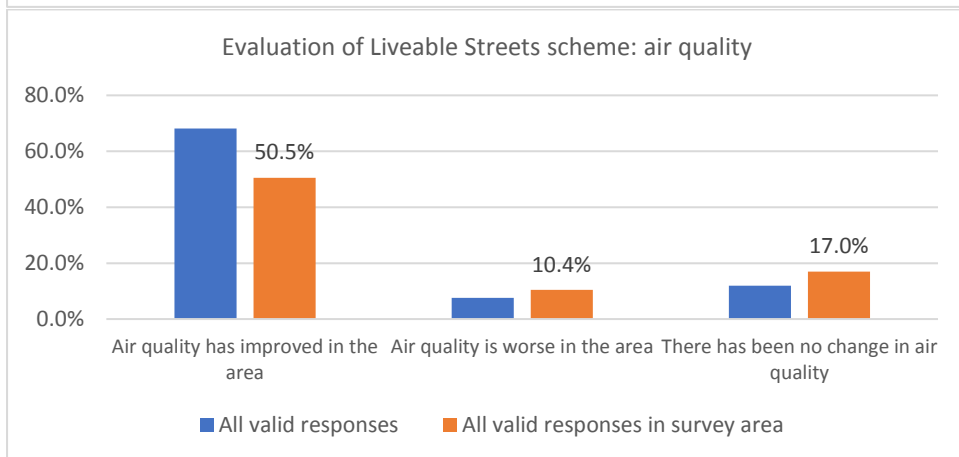
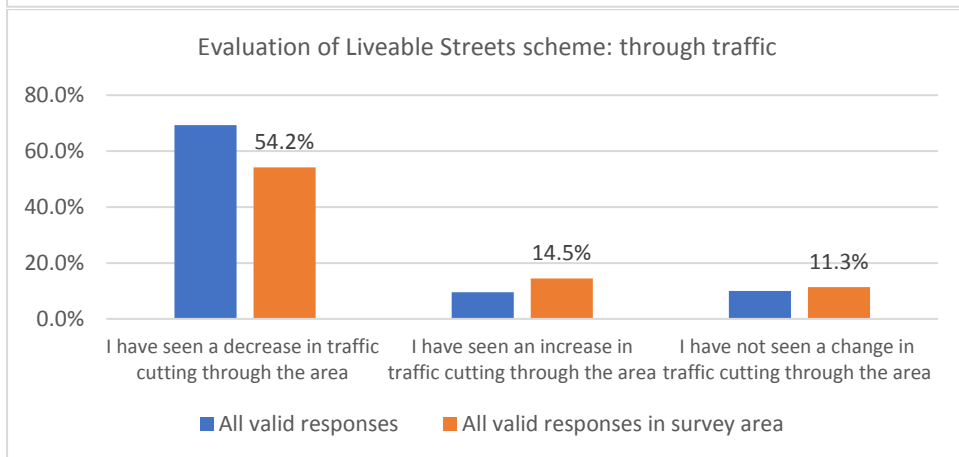
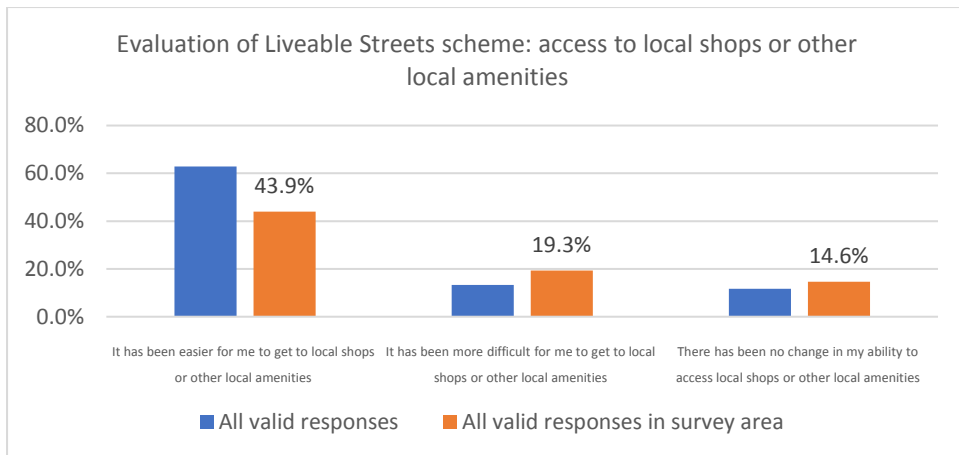
- Walking
- Cycling
- Use of public transport
- Traffic
- Access to shops and local amenities
- Air quality
- Traffic noise
- More pleasant neighbourhood

Overall, the majority of survey respondents reported positive effects since the introduction of liveable streets in all areas.

Most positive was around the look and feel of the area with 54.6% of respondents agreeing with this statement, and around the reduction in through traffic with 54.9% of respondents agreeing with this statement. The least positive was around access

to local shops or other local amenities where 19.3% of respondents stated that it has been more difficult to get to local shops or other local amenities.



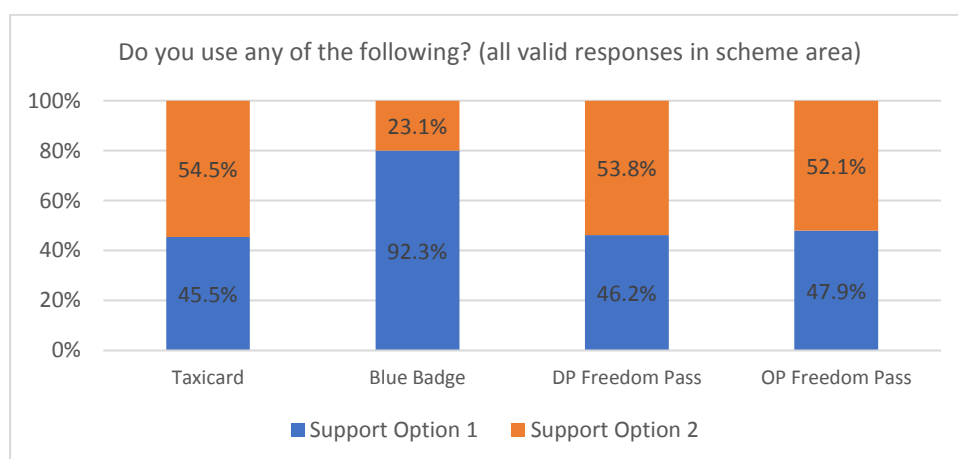




## Travel Survey

Survey respondents were asked whether they used any of the following travel schemes?

In total 192 survey responders said that they use one or more of the following travel schemes: Taxicard; Blue badge; DP Freedom Pass; OP Freedom Pass and some responders made use of more than one of these schemes. This represents 11.3% of all survey responders.



Over 90% of respondents from the consultation area with a Blue Badge supported Option 1. Conversely, more than half of respondents with a Taxicard, a DP Freedom Pass or an OP Freedom Pass supported Option 2.

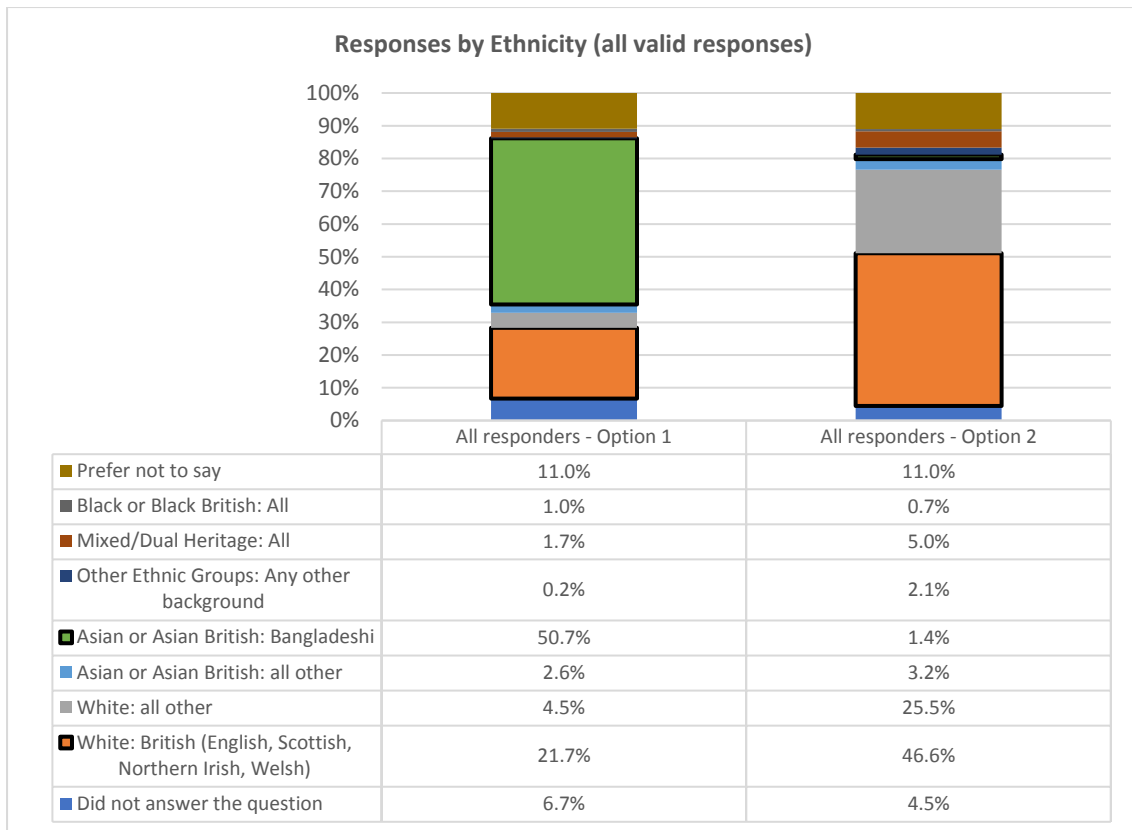
## Equalities Analysis

### Ethnicity

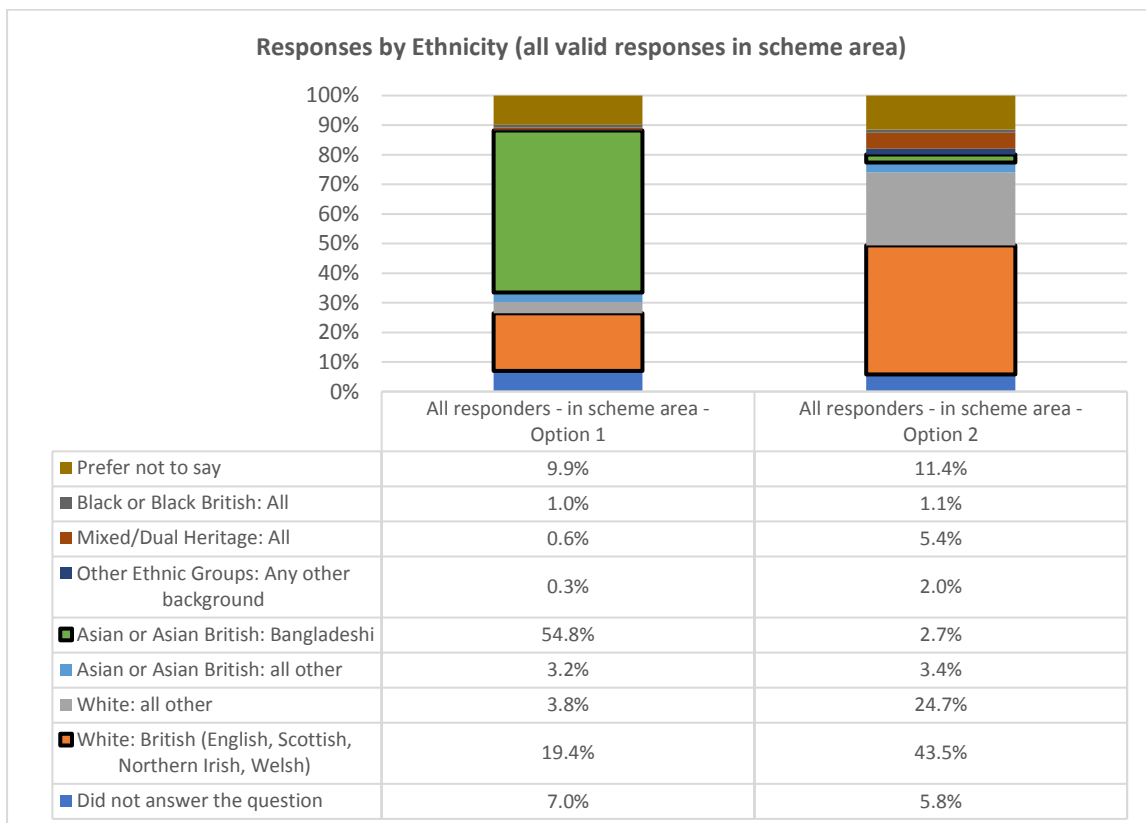
20.3% of all valid responses came from people who described themselves as White British. 13.3% of White British responders voted for Option 1 and 86.7% voted for Option 2. 33.6% of valid responses from within the scheme area were from White British responders and of those 23.9% voted for Option 1 and 76.1% voted for Option 2.

Responders from Asian or Asian British: Bangladeshi backgrounds accounted for 13.7% of all valid responses. 93.4% of Bangladeshi responders voted for Option 1 and 6.6% voted for Option 2. 24.2% of valid responses from within the scheme area were from Bangladeshi responders and of those 93.4% voted for Option 1 and 6.6% voted for Option 2.

The table below show the proportion of total valid responses received by ethnicity and support for each option.



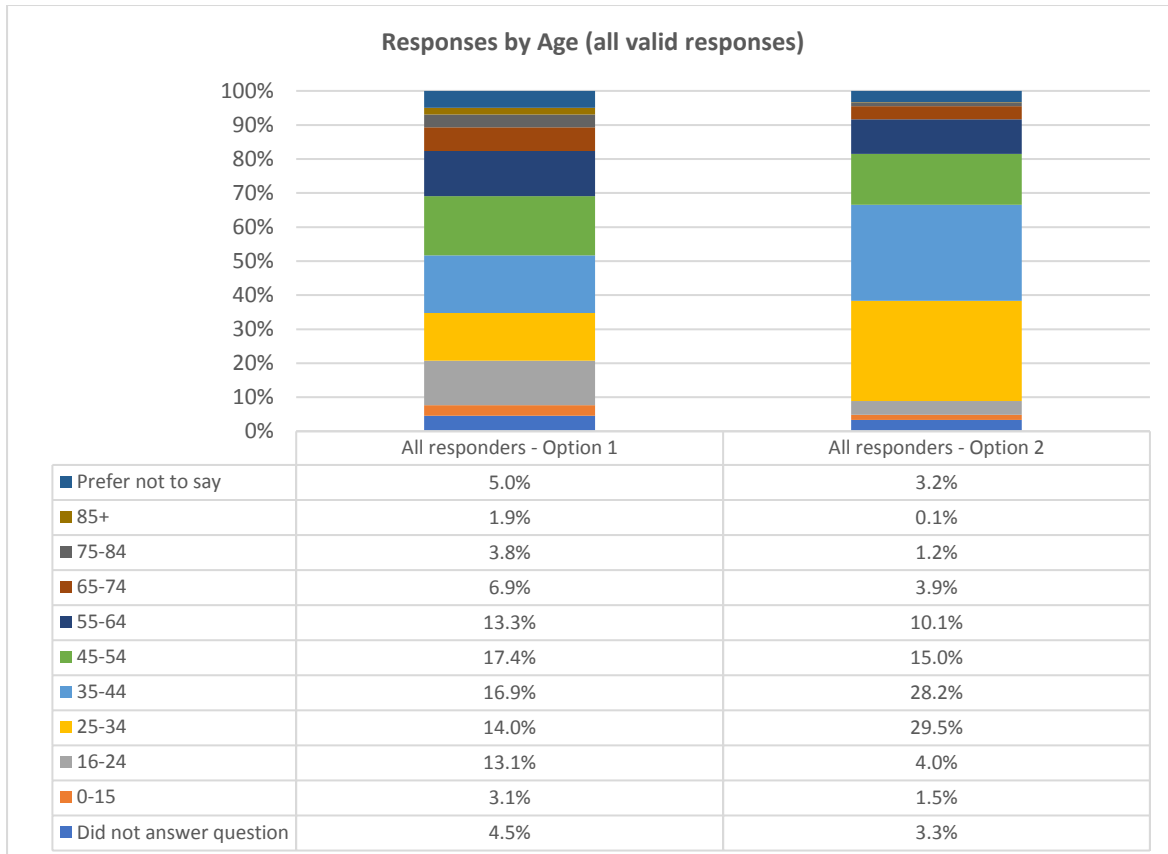
The table below show the proportion of valid responses received from responders living in the scheme area by ethnicity and support for each option.



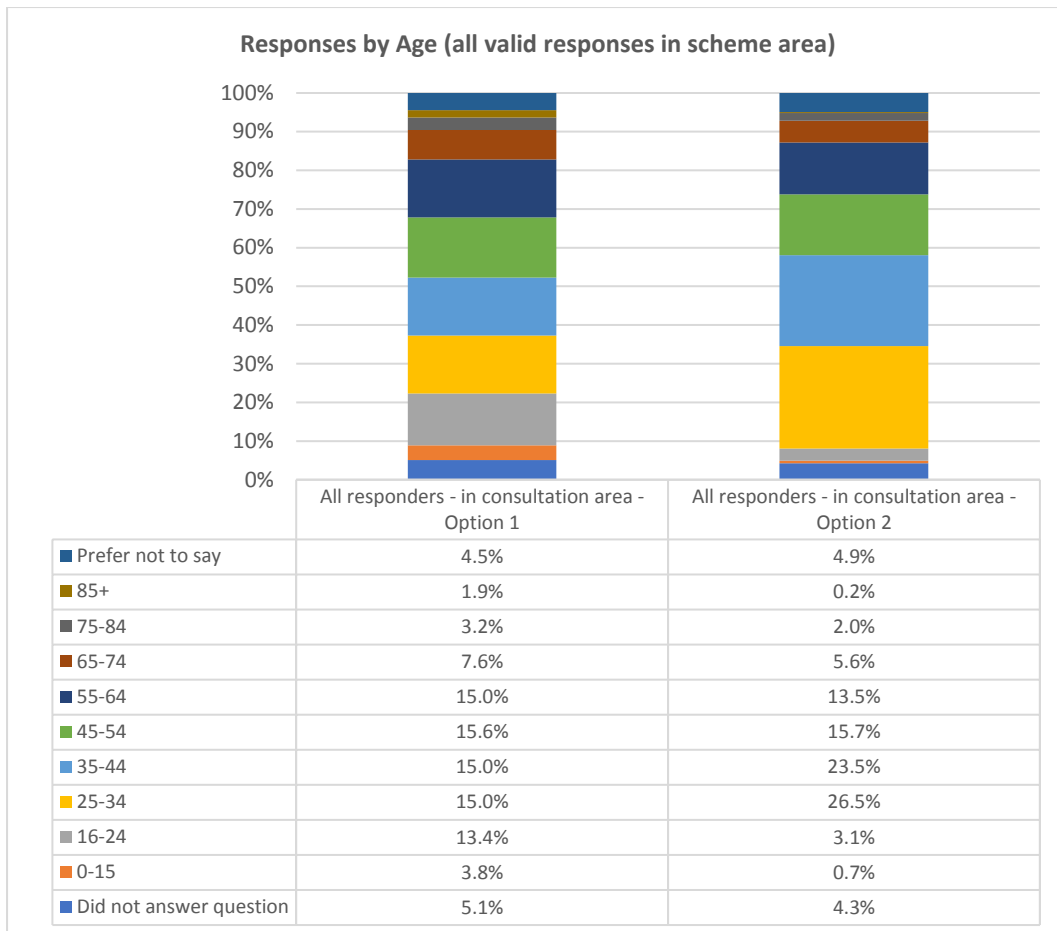
## Age

The majority of respondents are of working age. Respondents aged 0-24 years are more supportive of Option 1. Respondents of working age (25-54) are more supportive of Option 2. Respondents who are aged 55 years and over are more likely to support Option 1; this age range is more likely to have a disability or mobility issues than other age ranges.

The table below show the proportion of total valid responses received by age range and support for each option.



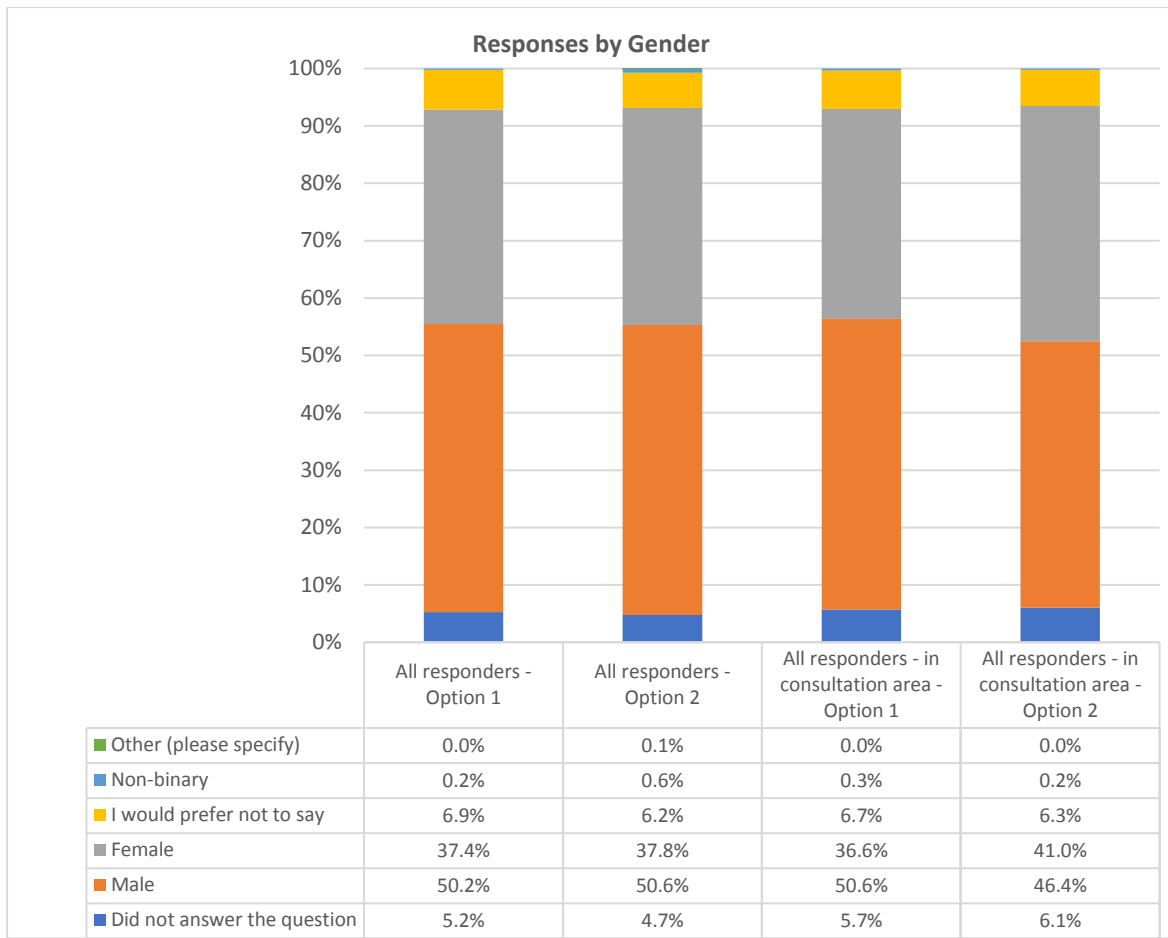
The table below show the proportion of valid responses received from responders living in the scheme area by age range and support for each option.



## Gender

Survey respondents were asked which best describes their gender. There were more male survey responders than female (50.5% compared to 37.7%). Female respondents from the consultation area are slightly more likely to be in favour of Option 2 than males (61.4% female, 38.6% male).

The table below show the proportion of valid responses received from responders living in the scheme area by age range and support for each option.



### Gender same as registered at birth

85.5% of all survey respondents said that their sex was the same as registered at birth and a further 13.9% said either did not answer the question or said they would prefer not to say. Less than 0.5% of survey responders said their sex was not the same as registered at birth; for this group, support for Option 2 was higher than for Option 1.

### Sex registered on birth certificate

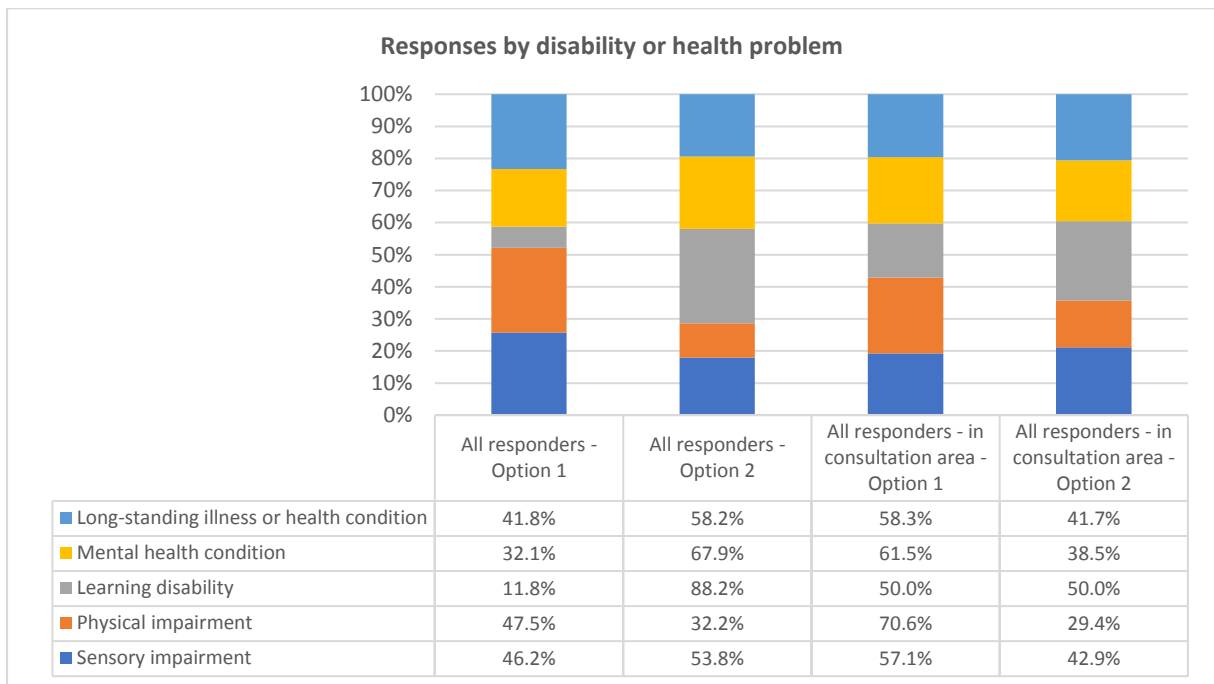
The responses for this protected characteristic for male and female are comparable to the question about gender. Fewer than 0.5% of survey respondents said they were intersex. In this small group, there was more support for Option 2 than for Option 1.

### Disability

178 (10.5%) of all respondents and 92 (12.1%) respondents in the consultation area said yes when asked are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months (include any problems related to age).

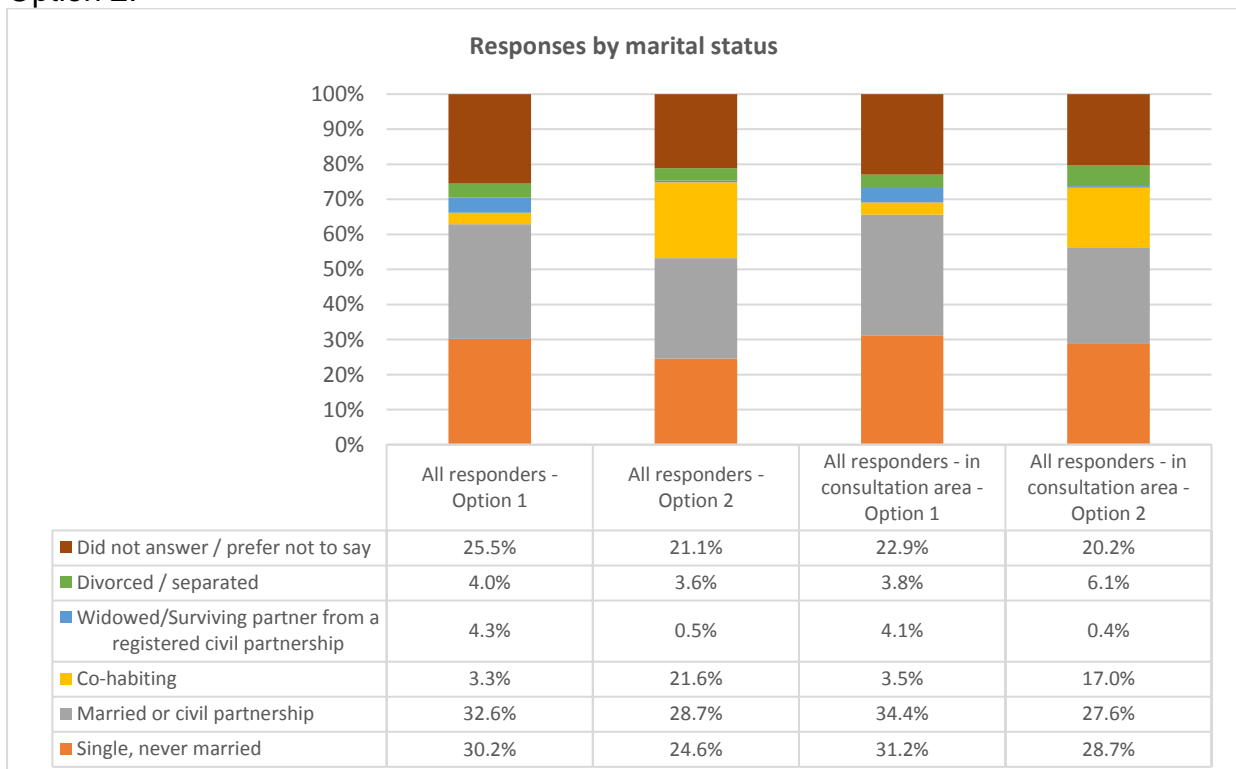
Respondents were asked to state the type of health problem(s) or disability(y/ies) that applied to them. Respondents with a sensory impairment, learning disability,

mental health condition or long-term health condition were more in favour of Option 2 than Option 1. However, the proportion of respondents from the consultation area were more supportive of Option 1 than 2.



## Marital Status

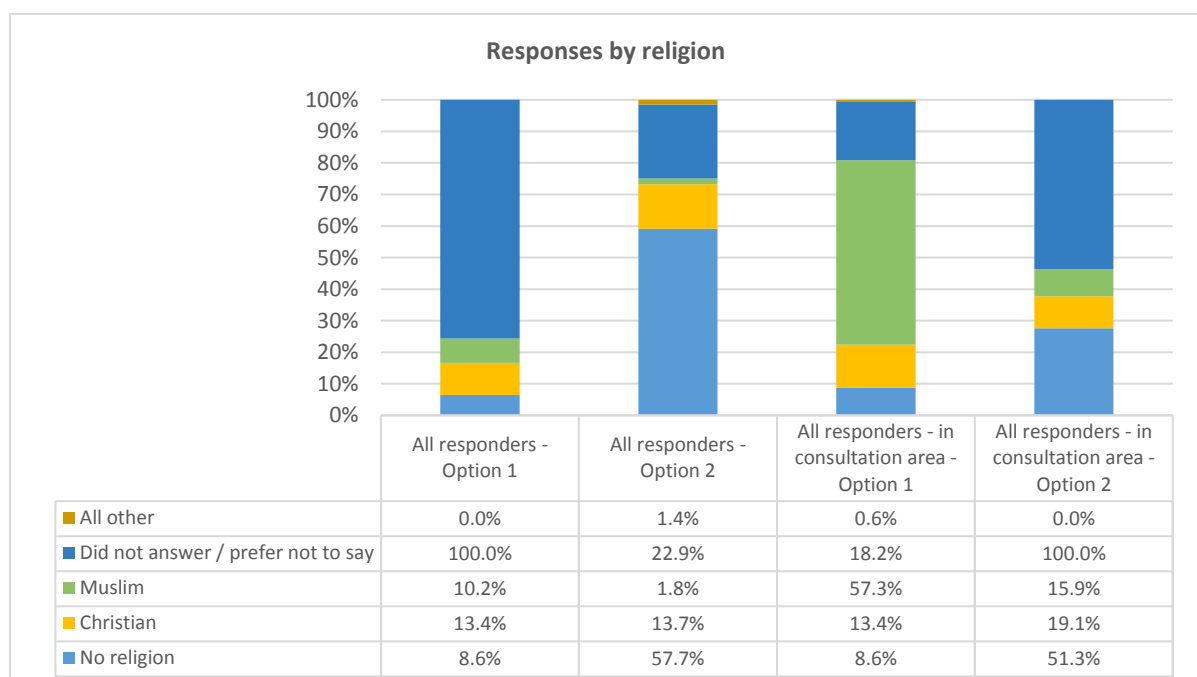
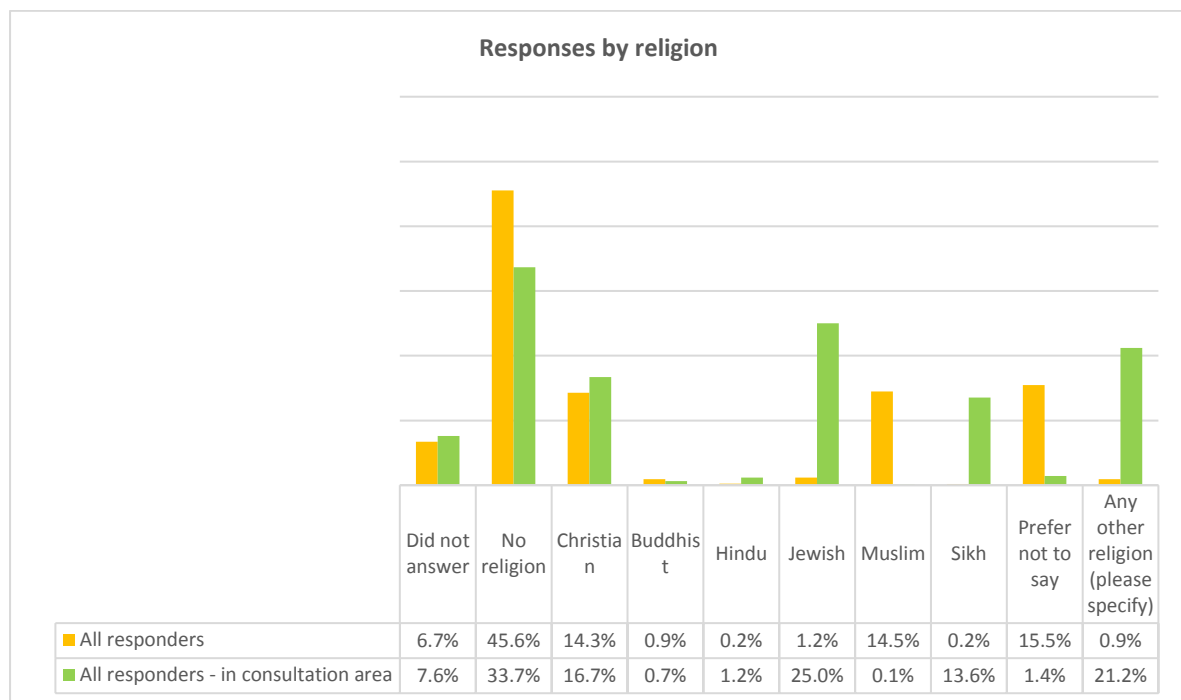
Respondents who are widowed / surviving partner from a registered civil partnership were more in favour of Option 1 than Option 2. All groups were more supportive of Option 2.



## Religion

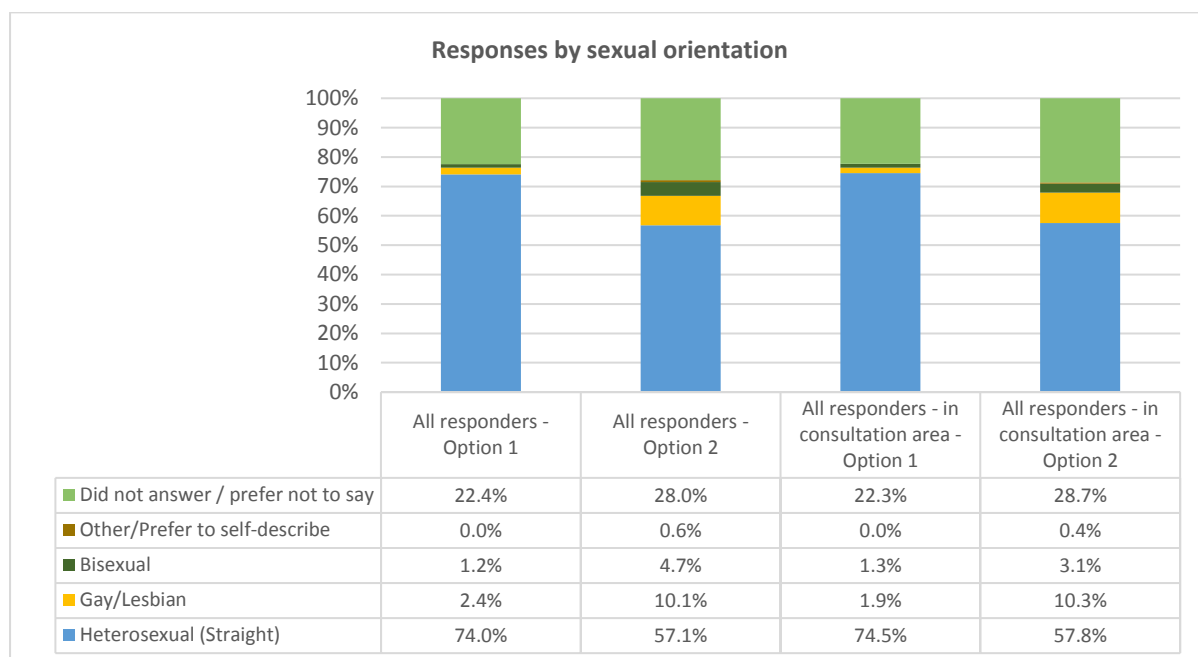
1,142 respondents stated they had no religion, or preferred not to say, or did not answer this survey question, equating to 22.2% of all responses received. The majority of these responders supported Option 2.

The next highest group was from respondents who said they were Muslim. Muslim respondents were much more likely to support Option 1 than Option 2. The third highest group was from residents who said they were Christian. Overall, Christian respondents were more likely to support Option 2.



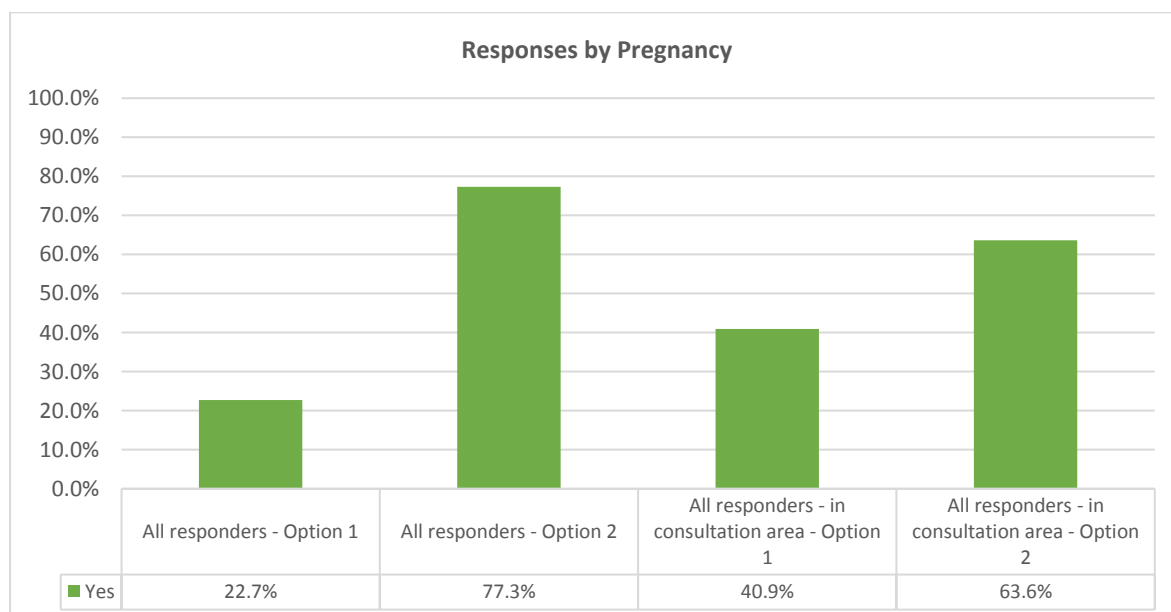
## Sexual Orientation

26.6% of respondents either did not answer this question or preferred not to comment on their sexual orientation. Of the remainder, 83.6% of all survey respondents identified as heterosexual / straight and that rose slightly to 87.5% of survey respondents in the consultation area. A higher proportion of LGBT survey responders supported Option 2 than those identifying as heterosexual / straight.



## Pregnancy and Maternity

44 or 2.6% of overall survey respondents said they were currently pregnant or had been in the past year. Of those the majority were more supportive of Option 2 than Option 1.





## **Free text comments**

Survey responders were given the opportunity to provide detail to supplement their survey responses. 954 comments were received – 208 from respondents who supported Option 1 and 746 from respondents who supported Option 2.

## **Comments from respondents with a disability or long-term health condition**

104 comments were provided by survey responders with a disability or long-term health condition.

43 comments were provided by respondents with a disability or long-term health condition who supported Option 1. Their comments referred to the following themes.

- More crime / ASB since scheme was put in place. Easier for criminals to escape on smaller modes of transport. Creates space for young people to hang around.
- More difficult to get to where I want to go. More difficult for people to get to me, including hospital and other appointments.
- Created congestion, particularly just outside of the scheme area.
- Feel less safe if there is an emergency and I can't be reached easily.
- Not safe for children who are playing in the roads.
- Emergency services and large vehicles are getting stuck – three point turns etc.
- Carers refusing to do pick up and drop off because of traffic.
- I'm confused about how I can get around the area.
- Difficulty getting taxis.

61 comments were provided by respondents with a disability or long-term health condition who supported Option 2. Their comments referred to the following themes:

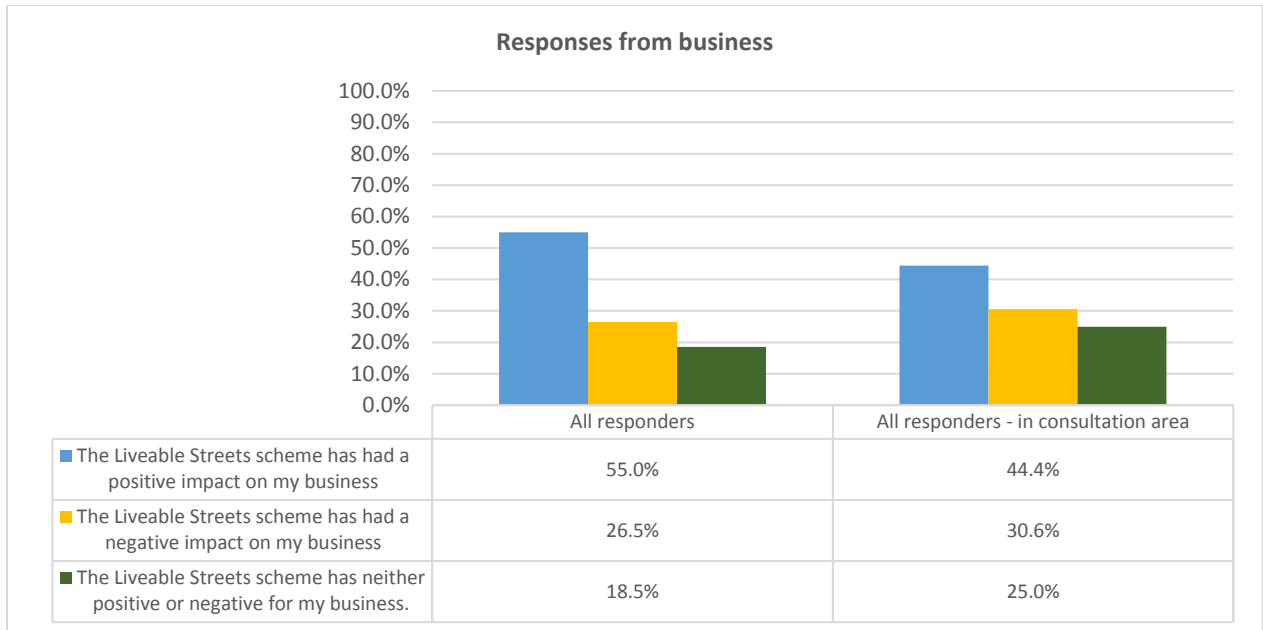
- More pleasant
- The area feels safer to travel around.
- Less traffic pollution.
- Less traffic noise and night-time noise.
- Better for my Asthma
- Much easier to walk around the area.
- Much easier to cycle around the area.
- Children are enjoying a calm, healthier and safer walk to school.
- Do not waste money changing the scheme.

## **Comments from business respondents**

The consultation asked respondents whether they were responding as a business or owner of a business in the area. 151 of all survey respondents said they are a business owner, representing 8.9% of overall respondents. 72 respondents from the consultation area said they were a business owner (9.4% of all respondents in the consultation area). Overall 55% businesses said that the Liveable Streets scheme had had a positive impact on their business (or 73.5% when combined with those

who said there had been neither a positive nor negative impact on the business). The percentage of businesses responding from within the consultation area who said that the Liveable Street scheme had had a positive impact on their business was lower at 44.4% (or 69.4% when combined with those who said there had been neither a positive nor negative impact on the business).

The majority of business responders who felt that the scheme had a positive impact on their business were supportive of Option 2. The Majority of business responders who felt that the scheme had a negative impact on their business were supportive of Option 1.



Business responders supporting Option 1 provided comments on issues around increased time getting in, out and around the area; increase in journey times; more thefts and ASB; more complaints from customers; interrupts deliveries from suppliers and some suppliers won't deliver anymore.

Business responders supporting Option 2 provided comments on issues around being easier to travel around by foot and cycling; being more peaceful and enjoyable; less pollution and noise; larger footfall; less traffic cutting through; most people don't own a car; no scientific fact for removing scheme; and waste of taxpayers' money.

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## Comments from respondents with a disability or long-term health condition - all

### Option 1

- I feel less safe if emergency vehicles cannot reach and it is really dreadful to read the constant complaints from residents on social media
- My sister lives in Wimbolt Street and I sometimes have to be her carer, e.g. getting shopping. I also run a small business and deliver goods to a shop in Columbia Road. The measures have made it extremely difficult to access the areas. In addition, it has doubled my journey and increased the traffic on the main roads and I often having to reverse and do three point turns to navigate the few roads that can be used.
- Hackney Road is one big traffic jam. I have family in Wellington Row and have to take a much longer journey to visit them. They have complained about emergency vehicles getting access and an increase in drug dealing and antisocial behaviour
- I am a resident and a business owner on Columbia Rd. Although there is less traffic in the immediate streets where liveable streets has been implemented I know that this has impacted massively on the surrounding streets with traffic always at a standstill on Hackney Road causing more pollution for the whole area in general. More people have been impacted negatively because of traffic clogged polluted streets than the few who live in expensive houses, now on quieter streets. It has very much segregated a community. Delivery companies now hate delivering to my business on Columbia Road because of the surrounding gridlock. We have to pay extra transit costs, costing my business extra expenses. This has been a very poorly executed and expensive exercise.
- More pollution with trucks reversing and doing 3 point turns. Taxis won't come to my area. Deliveries won't come to my area. Emergency services take longer. Main roads far more congested. More noise with cars and trucks reversing and doing 3 point turns
- More pollution on main roads.. Difficulty when booking taxis. Deliveries unable to navigate closures. Large trucks getting stuck and blocking all roads. Emergency services experiencing difficult accessing. Sundays are impossible to get in and out of area due to market. Visitors abandoning cars as can't navigate the closures. Traffic doing 3 point turns and reversing both dangerous and adding to pollution.
- Incredible increase in drug dealing, car break ins. Streets unsafe for women.
- Children are playing on the roads. It's not safe for children. Children should be playing in the parks not on the roads. Roads are for Motor Vehicles and cyclists.
- I don't like the look and feel of the liveable streets in my area. There is more pollution.
- Access is impossible
- Difficulties for emergency services & public transport access. MASSIVE increase in anti-social behaviour and DRUG DEALING. These people know the authorities have no quick access to their criminal activities.
- The access to the area has become impossible: deliveries, taxis are finding it difficult to access the area. I do not drive but I have to use taxis occasionally. Those planters you use to block the roads off are ugly and ridiculous
- The road closures have not helped in any way, emergency services and large vehicles get stuck at the end of Wellington Row and many cars have been damaged. We are having to drive more due to the closures and Warner Place has terrible congestion
- Each closure or reinstatement requires individual consideration.

- Since this change, I found it confused at finding a way to get to my usual destinations due to blocked roads and one-way roads. The journeys took longer become all cars have been diverted to either Bethnal Green Rd or Hackney Rd.  
I even got fined twice for passing a road with no blockade but a cctv camera
- For me it has become more difficult to get to my destination with, ie, shopping, school run, friends and family visiting, it is generally more time consuming, more difficult and stressful not having the access we had before.
- The closures are causing additional traffic on certain roads, including the road in which I live. It is making it harder to get to hospital appointments on time. Main roads are heavily congested. I am finding it more difficult to organise disability transport as a result of the closures as many carers are refusing to collect me for my hospital appointments due to the closures. Please remove them they are making my life impossible to be a part of the local community.
- Please don't remove the Bollards in Pelter street. They was put there for the druggies that you used to hang alert and come racing around
- There has been more congestion and more pollution. More noise as traffic is held up and have seen many people get out of cars and fight as tempers fray. There is continuance noise of honking where traffic has increased on Virginia road and Swanfield street, it is dangerous to cross the road specifically at school times.  
Please reopen old bethnal green road. Please allow access to Gosset street. It's not fair to residents to make an open air extension to the birdcage pub at public expense.
- The reduction in traffic and associated police patrols has resulted in an increase in street-side anti-social behaviour
- There is an 80% increase in traffic on swanfield st as you state. it is more dangerous to cross the road, it is noisier  
my bus journeys along Hackney Rd now take much longer  
The frequency of buses from Hackney Rd to Old St and Shoreditch High St is poor now as buses are congested on Hackney Rd
- It's just made it more difficult to set in and out of the area, especially for deliveries and taxis who don't understand the system
- More traffic jams, more cars, ambulances, Police and the brigade have difficulty getting through from the road closures, absolutely appalling more dangerous to public and motorists.  
Just return and make our streets easy to walk, drive and have access too. These new closed roads are more dangeous.
- Too much traffic on squirrels street difficulty in crossing the road to much noise and air pollution
- I feel traffic is more congested and as a carer for my grandchild who I have to pick up and take to school - it take me much longer even if i lose public transport
- Why is part of columbia road 'one way' and the rest 'two way'? It's impossible to drive to Bethnal green because of these road blocks and the one way system of columbia road (I am trapped in my area and cannot drive to the shops on bethnal green. It's one way in and one way out because of these ridiculous entrapments to our area.
- Increase in anti social behaviour and concentration of drug dealing particularly in the area by the Birdcage pub at the junction of Columbia Road/Gosset Street.  
There has been an increase in e-scooters and e-bikes making it more unsafe for pedestrians.  
Access to the Jesus Hospital Estate would be improved if Ropley Street was mad one-way southbound.
- More traffic on hackney road and more congestion on hackney road. More pollution on hackney road.
- The surrounding area is more congested, cars used more as it take longer to reach Destinations

- More through traffic and noise on the street I live in. More congestion on main roads. Difficult to access London Hospital for appointments. Added travel times on public transport.
- The surrounding area is congested
- I cannot get from places I go to quickly, as roads are closed/blocked. This is terrible as my y self and sons need urgent medical care at times and there's no quick route to get home in these times as blocked roads and you end up sitting waiting I. Traffic build ups. Cars are left running so fumes get out making the air worse. Also I don't feel safe walking on roads where there are no cars as I feel vulnerable to being attacked or robbed.  
At least if cars where about you actually feel safer.  
It unfair for the disabled who cannot walk far due to Ill health  
In getting around. You have widened pavements in Bethnal Green road and the shops have extended their wares matching the road congested at busy times.  
This is terrible for mobility scooters and wheelchairs  
I do not see why you have to change anything, if you live in a city that's how it is.
- As a disabled driver it had made it worse for me with all these liveable street scheme as it is now taking me longer to get to appointments or shopping as most of the roads are closed off. I would really like it to go back to how it was before these closed road were put in place and traffic flowed easily
- Closing of roads has made travelling really difficult, it has made us feel less safe walking as well, and doing things like shopping. An adjacent road now requires a 10-15 minutes drive, more petrol being used up.
- Area has increased ASBO and drug use
- Forcing us to go in the opposite direction, onto Hackney Road to get to Bethnal Green is total MADNESS.  
Extra time and extra petrol being used, as well as all of the extra traffic causing chaos on Hackney Road.
- PLEASE PLEASE PLEASE  
Get rid of this stupid scheme. You just made this 100 times worse, I need my car daily for my work amount of traffic you guys caused is ridiculous. Do us all a favour leave us alone and return all our roads ip again. If you wona live car free, clean air no noise more friendly environment then please then get lost of tower hamlets and move out to a country side
- When visiting relatives in the area I have noticed an increase in ASB and the litter they leave behind
- The area is now divided  
The changes have made most working class people's lives intolerable
- Traffic is just pushed to surrounding areas creating more disruption and pollution and not a nice experience
- Getting about and getting access difficult
- The area feels less safe. There is less police presence. More dirty as well
- Journeys that used to take 2 minutes before now take 10 minutes. Get rid of liveable streets.
- It's difficult for disabled people like myself who have mobility issues and who rely on a car for transport. Journey times have significantly increased. Coming in and out of Ropley St is absolutely ridiculous.
- Anti social behaviour has risen/ drug dealing/use is more common and openly doing this in public view of children
- The liveable streets scheme has made it considerably more difficult to travel around the local area and into tower hamlets. I have a child with a blue badge and have mobility issues myself so using the car is our only option for certain journeys. It has made accessing appointments a lot harder and I have been late or had to cancel appointments due to not being able to access because of the traffic I am faced with

on Hackney Road, which is gridlocked most of the time due to the closures. I have to go round in a huge circle to access my own borough, meaning I'm driving more and idling in traffic more, defeating the purpose of the liveable streets scheme.

- I have a blue badge and can't use public transport. Its hard for me being stuck in traffic a lot and I can't get to my appointments on time.
- The number of cyclists makes it difficult to cross the road, alot of on pavement cycling. Electric bikes are fast and silent. Nearly been knocked over a few times when on foot.
- The Ltn has caused a major disruption to my daily life it has become more harder to get to places on time often delays has made no significant changes delivery drivers have had nightmares to get around. It was a waste money that could be well spent elsewhere
- Too much traffic. Problem going to hospital and see GP and dentist. It take long time to travel because of road closed. Hackney Road is very very busy. It take 30 to 40 minutes to travel.
- It now takes at least 20 minutes to get to doctors surgery. used to be less than 3 or 4 minutes. My daughter has to drive into Hackney Road which is often solid traffic (causing more bad air) before going back on ourselves through warner place (poor people living there!) to head towards Bethnal Green.
- The congestion and traffic fumes have increased in other areas (which are also residential) It is ridiculous that emergency services and people who are less able bodied have to go all round the houses to get from A to B
- Emergency services must be listened to. Vulnerable residents are suffering.
- Please open our streets, this is london not amsterdam.
- Traffic increased. Hassle making small commutes
- The closures are causing additional traffic on certain roads, including the road in which I live. It is making it harder to get to hospital appointments on time. Main roads are heavily congested. I am finding it more difficult to organise disability transport as a result of the closures as many carers are refusing to collect me for my hospital appointments due to the closures. Please remove them they are making my life impossible to be a part of the local community.
- More cycle lanes have been introduced in Columbia Road. Two way cycle lanes. It is difficult to walk or cross the road because of cyclist zooming past fast both ways. Cyclists can hit or injure pedestrians if there are no restrictions on them. Being injured by cyclist can be fata. There should not be two lanes for cyclist on Columbia Road.
- I am disabled  
No one considered our needs  
they just went ahead
- there is a lot more traffic. Parking spaces are much harder to find.
- More drug dealers and drug abuse as roads are easier for them to escape police. Air pollution pushed to other areas.
- Because of road closures you have to drive all the way round in order to get to our home, Thus this causes more traffic and more pollution. So spending more money on fuel and because of energy crisis, we have no cut back.
- There is far too much traffic and just feel congested. A lot more difficult to get to places and alternative routes just leads to traffic jams which stuck in forever
- Change have made cars having to go to Hackney Rd on Bethnal Green Rd where traffic is so busy at all times now what journey would 10 mins takes 20-30 mins
- Licensed taxis (black cabs/hackney carriages) based on their legal status are a form of public transport, and as such licensed taxis and their drivers are subject to a different legislative scheme from private hire vehicles, which are not a form of public transport, and not authorised to ply for hire. Within the Regulatory Framework, licensed taxis provide a service which supplements the existing modes of public

transportation and which, in some ways, can arguably be assimilated to a universal public service. Being able to hail a taxi from the street or to pick one up from a cab rank is an essential alternative to other methods of transportation available. The requirement to be able to hail safely and conveniently is of particular significance for disabled persons, who may find it more difficult than non-disabled persons to spot taxis and to attract their attention. It is also of particular relevance given the stringent accessibility requirements to which taxis are subject – including the requirement to be able to accommodate a standard-sized wheelchair. We would urge you to ensure that the role of publicly hired taxis is recognised in the Traffic Management Orders (TMOs) and essential access for taxis is maintained. The TMOs should be clear and unambiguous in setting out the circumstances under which taxi access will be permitted, to ensure that taxi drivers are clear on what taxis can and cannot do and drivers do not encounter problems. This should also be made clear with appropriate signage and any enforcement measures in place must account for taxis requiring access. Licensed taxis (hackney carriages) are recognised as a safe and quick way of making door-to-door journeys, and the 100 per cent accessible fleet is essential for disabled people at times when other public transport is scarce, does not result in a door-to-door journey or ceases to run at full capacity. Southwark, Hammersmith & Fulham, Kensington & Chelsea, Wandsworth and Greenwich all give unrestricted access to taxis (black cabs) in their schemes and we encourage Tower Hamlets to do the same. You also have omitted from the list of travel modes Licensed Taxis/Black Cabs which are public transport and not cars so this should have been included as the monitoring is supposed to be separated.

- Very difficult to as well as four public services classed as ambulances found it very difficult to access all areas. Same for elderly people in wheelchairs have been very difficult for them to get access.

## Option 2

- I truly believe we all have to make some sacrifices for the better good - if we can reduce car dependency by making streets the best they can be for cycling and pedestrians people will change their habits.
- Traffic and parking has increased on Columbia Road. Ropley Street should be closed as this is just used as cut-through my drivers passing through.
- Arnold Circus in particular has become a much more pleasant place to walk or cycle through: it would be a backward step to restore it as a roundabout
- It is much safer and friendlier for children walking and cycling to school
- I think the Liveable Streets proposals have improved the environment by reducing traffic volume, noise and pollution. These improvements have benefitted residents rather than rat-running drivers who do not live in the neighbourhood or Tower Hamlets.
- Safer for children
- Generally feels safer and more pleasant to walk around the Old Bethnal Green Road area
- It has made it better to live in and visit.
- There improved vibe to the area now that pedestrians and cyclists are being prioritised. There has been a big increase in children cycling in the area/to school which is a positive life change we want to encourage in terms of improved health outcomes for individuals and improved air quality which is better for everyone. The local resource of Arnold Circus open space is much more accessible for children to play without the need to cross a road being used by buses and cars. In an area such as Bethnal Green where access to open space is at a premium this is a benefit that should not be lost.
- The precedence given to cars has been reversed in favour of people.

- Just a nicer place to live, we don't need more traffic clogging up this part of the city.
- The changes have been great. Please don't remove them.
- It has been good to see some modest attempts to improve walking and cycling in a borough which is dominated by motor traffic and quite resistant to limiting this. I don't understand why further improvements can only be made by ripping out the new works. The Borough must know that active transport needs to be encouraged in order to improve the safety of those outside cars. Air quality needs to be improved, as does the health of residents in a place where the majority do not have access to a car. This can be partly achieved by making it easier to cycle and walk.
- Liveable Streets is a great and important scheme to improve the area and planet for us all, please keep it and add to it.
- Much more enjoyable to be on those streets now, cleaner air, more sociable.
- Worried that motor traffic will return as previously. A bad mistake.
- The improvement to Arnold Circus for residents has been absolutely dramatic. Please don't remove this successful new infrastructure. Please engage and improve where there are problems.
- The area has improved dramatically especially for visitors to Arnold Circus and Columbia Road. The non implementation of the closure of Virginia Road has resulted in a rat run along Swanfield Street. It is not easy or safe to cross at the junction with Chambord Street and a crossing is needed.
- The area feels cleaner, calmer, safer. There is clearly less traffic leading to less pollution. This is great, especially when considering where Tower Hamlets ranks in amongst London boroughs for cleanness and healthiness.
- Much less drug dealing evident in our local area
- What has been done around Arnold Circus is all good. The area is more like when I first knew it, when kids played in the streets and neighbours met there. The improvements need to be extended to Redchurch Street and Chance Street which still suffer from excess vehicle traffic, noise, pollution and danger to pedestrians.
- As an elderly resident with asthma I fully support the liveable streets scheme and the improvements to streets and air quality in an around Arnold Circus.
- Greener, more pleasing to look at, less litter, fewer people hanging around
- More chaotic
- I have increased how often I visit the area and its shops thanks to the much improved environment.
- It's more of a community
- There has been little impact in my immediate postcode area but safety for schoolchildren has improved in all areas and this takes precedence over any ease of traffic issues.
- Nothing more to add, it's just better and healthier in my assessment.
- much more pleasant to walk/cycle in the wider area
- its a pleasure to walk in the area, to visit local shops, in safety, things I would never have done before!
- The area has improved enormously. I have lived on the corner of old Nicole Street and club Road for 22 years. And until the restriction of traffic around Arnold Circus, the streets have become a traffic through run, very noisy and polluted, especially with the growth of the nighttime economy. The restriction of traffic around Arnold Circus has been of enormous benefit to the area in so many ways noise, environmentally, a reduction of antisocial behaviour. It would be a hugely regressive state to open it up. I cannot believe the council would sanction that.
- The liveable street programme is the best thing that has happened in the area for many years. It puts people back at the forefront rather than cars. We are not able to meet and interact with neighbours in the street, it is much safer for children to play and for an older person such as myself with mobility issues it is much easier and



safer for me to get about. Prior to liveable street its often used to take me up to 5 minutes to get the chance to get across the Gossett St rat run because of the non-stop stream of traffic. Liveable street should be retained and extended to keep through traffic out of residential streets and to reduce car usage and ownership within the borough street are for the people

- There are more children playing in the green spaces, and more children cycling. The planters give the area a more pleasant appearance.
- The air feels less polluted also surrounding much brighter.
- There is no longer visible drug dealing from cars on Chambord Street / Virginia Road. It is a quieter area - sirens have diminished. There is less aggression in the area as there are fewer cars. The area feels so much safer for walking around day and night. There is a much happier atmosphere - even although the crowds shopping and socialising on Columbia Road are much bigger.
- I really like the current road layout. There are things that could still be improved eg finishing off the original plan but to return to all the through traffic would be a big mistake
- The night time noise, traffic and pollution greatly reduced since the implementation of the liveable streets in my area.

The fact that arnold circus is no longer a traffic zone has made an enormous improvement to air pollution and general well being for residents especially for the school and now the children can enjoy the space and garden without danger from cars.

- I live on Columbia road at the Shoreditch end. There has been a huge improvement in the way the area feels. It is so much easier crossing the road and I cycle for more than I used to. It's quieter and less dusty. The birdcage crossing is the closure that has affected me the most and i'm really against removing it! it just makes the area feel better. I also use OBG road and that's much better. Arnold Circus is also far better now and has cut ASB.
- The traffic that does come through moves more slowly. The streets I walk to get to shops and other facilities are quieter, greener and more pleasant. I have a car which I use occasionally and do not mind the minor inconvenience of having fewer route as to choose from.
- The only problem is more drug user in the area in the Green and Area. Collect and Deliver their drugs and no-one to see what they do. It there is more offensive from people hanging around the streets. No car or people to see whats happening or what they are doing. If Barnet Grove is one way - this will become a rat run for traffic coming through from Hackney Road. The new changes do not make it any easier to use a car in this area. A one way system on Barnet Grove will not move
- The lovable streets scheme has. Made the area much quieter and safer for my grandchildren and many other children in our area
- I've been resident with my family here for 32 years. Liveable streets has greatly reduced the traffic dirt, noise and the toxic fumes which were entering our houses, as front doors open directly to the streets. our health and stress levels have greatly benefited and the area as a whole feels safer for children and safer to socialise in the open air.
- My street Baxendalg is quieter and safer. Before the changes cars used to drive at 40mph plus along it endangering residents. Now children play on the streets and the streets are more safer. The streets are less noisy.

My decision on the scheme was made more difficult because:

- 1) Poor quality of maps in this document
- 2) Maps don't clearly show my street
- 3) Maps and text don't show what is happening in the surroundings eg. Old Bethnal Green road
- 4) There's no subtlety in the proposal eg. traffic calming and cameras etc.

- It is so much more peaceful now there is no constant drug run down the street
- It's put residents and visitors before commercial traffic.
- It has made living on the Boundary estate much better- quieter and less of the associated and anti social behaviour of weekends with cars at night. It feels safer to walk and is more family friendly.  
I would strongly object to Arnold Circus re-opening.
- It would make more sense if there were emergency gates instead of planters blocking roads, like we already had on some roads.  
There is no point in extending the pavement if it still gets blocked by pub customers
- Traffic noise, pollution and night time economy criminal activity have decreased considerably since the road closures on Arnold circus. The noise levels have decreased to such an extent that we can now hear birdsong! The environment has greatly improved.
- The area feels more pedestrian friendly
- Better to walk around the area people are more friendly I find
- It means that in these narrow streets, we can at least have a decent nights sleep without rat running cars and motorbikes speedings noisily through our streets 24 hours a day. liveable streets at last gave us peace, quiet and clean air and well deserved sleep. With liveable streets, at least the youngsters and school kids have a chance of surviving beyond their 20's by being able to breathe clean air in their formative years.  
Removal of liveable streets can only be done by spending millions on its removal, not to mention the millions it costs to implement.
- Although side streets are easier to cross due to less cars/vans speeding through constantly, we still get cars/vans/lorries sitting iddling their engines in wellington row and gosset street at all hours, which does nothing for pollution or the environment. so air quality has not improved
- One major benefit - especially around the Jesus Green/Quilter has been a marked reduction in drug dealing. Quilter Street cannot be used as a quick getaway for the dealers. Thus area feels MUCH safer for families, old people & children. Also, a reduction in gangs parking up on the street late at night (ASB) & shouting & fighting. This was very threatening. The area is MUCH quieter, air pollution is better as the gangs no longer leave their engines running all night & early hours of the morning.
- As a local resident with long term heath issues the Liveable Streets scheme has improved my ability to feel safe to get out into my local area. I am disappointed the council want to remove these improvements and waste our council tax money on repeated surveys. Residents have already taken part in consultations on these schemes and are in support of retaining them.
- Improving air quality and reducing through traffic literally saves lives. Why on earth would you want to do away with that? I understand that disabled residents have specific needs (I am disabled myself), and there are ways of meeting those needs without doing away with the benefits of the current scheme. The new proposal is utterly backwards.
- I have felt compelled to walk more  
Less rat runs, especially around Barnet Grove, Old bethnal green rd. Harder for drug dealers in cars to make drop offs. As an autistic person, I feel safer crossing roads  
There is less noise from motor vehicles
- My mental health improved significantly because i no longer hear loud car noises and the air is pleasant to breathe in.. it is also quiet which is very important to me . I feel safer and more confident. I started walking more and i do not worry about a car hitting me. It is so important for me to retain the existing scheme.
- More crowds of people. Due to closure of roads more traffic. Hassle during school hours

- The area is more for the people who live and work there.
- I cycle to Whitechapel sport centre and go through the area
- Please retain the Liveable Streets scheme. It is far far better than it was before - safe and less intimidating for me as a disabled person to both walk and to drive my car.
- My answers are as above, it is safer, easier to move about and air quality is better with existing closures. It is vital for children that the air quality is maintained and improved around schools. Also with the amount of building work that is occurring in Tower Hamlets, and the loss of even small green space and trees it is imperative that we reduced pollution by controlling traffic circulation/ways. I do appreciate that access does need to be given for key works/disability, as until recently I was carer for my mother who had these issues. But Plan 2 does not address pavement issues etc. Plan 2 puts commerce before health and really this needs to be more environmentally balanced given the massive increase of people that are coming into the borough due to new buildings works.
- Considerable improvement in street scape for the local area and 'community feel'. I would advocate strongly the completion of the liveable streets scheme to complete all proposals as per the original consultation. Particularly on Roman Road which is now heavily congested due to the closure of residential cut throughs, without implementing the planned measures for Roman Road and the wider area.
- Heightened level of safety for children going to school due to reduced traffic. Heighten number of locals walking to cars improving health of those who are fit to do so.

## Comments from business respondents – all

Business responders who supported Option 1 provided the following comments.

- Clients arrive late more often.
- I haven't noticed a difference.
- When needed to do delivery if took longer and many times not been found by UBER the way, going into circles.
- remove these barriers.
- My customers do not come to Columbia Road because it is difficult for them to commute here from outside of London. They cannot navigate the closed street and are often stuck with the confusing road closure.
- At the time from start the scheme delay my journey to visit patient around the area because I have to see more time in traffic jam.
- I now spend 50% more time travelling to clients due to the increased traffic delays. Thereby reducing the number of clients I can meet each day, negatively affecting turnover.
- Heavy traffic on Hackney Road has increased journey times by car and bus from 6 minutes to 1 hour or more. Every afternoon, traffic is at a standstill increasing journey times, fuel consumption and pollution, so what improvement has been made- none!
- Two key suppliers will no longer make stock deliveries as congestion in the surrounding roads is making delivery times impossible and once on Columbia road, it is too difficult to exit. I would recommend that the short one way on Ravenscourt Road and Ezra Street is retained. It was something that should have been implemented long before LTN scheme.
- Quiet street leads to violence and organised crime. Our shop windows are being smashed on Columbia road and shops are broken into. More thieves targeting our shops.

- There should be an option for local people to use the inner roads.
- Customers are not comfortable with the many road closures along Columbia Rd and Arnold Circus Area
- My clients complain about getting to us for consults and finding places to park.

Business responders who supported Option 2 provided the following comments.

- Easier to run my business as cycling access is more fluid, customers are more likely to come.
- Since the installation of the planters and traffic-free area around Arnold Circus, the overall area has become much more peaceful and enjoyable. The anti-social drag racing of cars has stopped, which has a two-fold effect: no more extremely loud revving of engines, and a more pleasant experience when walking, cycling or taking time to sit and relax in the circus around the band stand.
- I work from home and my business is registered at my personal residence. I am not trading commercially in the area.
- My customers feel safer and less pollution and noise.
- Life is better without so many noisy, polluting cars and angry car drivers honking their horns all day long.
- We opened our business in December 2022
- Much larger footfall
- Much more foot traffic
- I work from home and the neighbourhood is more quieter and easier to use for meetings and public events.
- Many people around here are working from home more. No traffic and noise free make us walk around and shop around more helping bad business. As we run our business from our homes, the quiet neighbourhood without drunk people boosting music from their cars and drug selling on the streets, it is more better to live and work. Stop messing with the neighbourhood using ridiculous reasons. These changes have been great on all of us. Spend your time and resources for more beneficial developments.
- The quieter roads make it easier to safely support residents at the supported accommodation. It minimizes the risk from visitors or people outside the service and has been positive for addressing antisocial behaviour in the neighbourhood.
- I run my business from the area and value immensely my local environment and a feeling of community and connectedness in the area. Happy relaxed people who can walk in a leisurely fashion in an attractive desirable environment are more likely to spend money in the shops, surely!
- Extraordinarily upset that Tower Hamlets is wasting taxpayer money on this survey and on proposals changes that have no basis in scientific fact or in the economic well-being of its constituents. We need less traffic in our neighbourhood and more extensive green investment.  
That you are proposing option one is an ignorant and reactionary steps.
- Since the closure of Gosset Street junction, we get a lot more people happy to walk and cycle in Columbia road. There is a much nicer atmosphere and less air pollution.
- Positive impact from new layout of Columbia Road Flower Market which feels much safer and better spaced out. We have had significant feedback from customers that they prefer the market in this layout and find the visitor experience much improved and safer. Footfall has increased at our part of the street. I would not want this to be impacted negatively by changes to Liveable Streets
- Positive impact from new layout of Columbia Road Flower Market which feels much safer and better spaced out. We have had significant feedback from customers that they prefer the market in this layout and find the visitor experience much improved

and safer. Footfall has increased at our part of the street. I would not want this to be impacted negatively by changes to Liveable Streets

- The loss of parking has meant loss of regular customers who need to use cars. However, we do not miss the traffic that used to cut through the estate. A single access to the estate on Calvert Avenue and leaving Arnold Circus open would be preferable - with parking bays - free, and for a limited time - 20 or 30 minutes would be ideal.
- The vast majority of LBTH residents don't own a car. Most journeys are being made by people using the borough to drive through.
- Please don't waste millions on reversing something that already cost the community millions and has made a significant improvement to the quality of life for this community. Learning to live without less cars is tough for some but will soon become a better healthier and safer life for all.
- The area is calmer and nicer.
- Most people access our premises by public transport, cycling or walking - the latter 2 improved by liveable streets.
- The mental health benefits and reduced air pollution has meant that I can continue to work in Tower Hamlets.
- The changes in parking restrictions have had a negative impact. We need more pay by meter spaces and daytime parking. I understand the need for night-time parking restrictions to control noise.
- Our leaseholders are less concerned about local crime and anti-social behaviour, such as peddling class A drugs in full public view.
- easier to move around.
- I tried to drive after 9 am until 3 pm. But if I expand my business it will cause a negative impact. It is impossible to set out or come back at peak time. However, I prefer option 2 to you because I feel air outside of my window is fresher now, very important for us. I have read in your option 1 that in CCTV camera installation around Arnold Circus. I believe this must be installed despite only available option there are huge impact on residence life. My window facing Calvert Avenue. I don't sleep four days a week there are constant car parties and nights are harsh for us. I recently had an anxiety disorder and I am taking medication for that. It is difficult to have a quality rest if most of the night I am experiencing disruptive sleep. CCTV cameras may help to improve it.
- I work from home on Boundary Street and the area is more peaceful and safe for since the scheme was introduced.
- I am a singer and songwriter and I travel from home to give lessons to the children and adults in the neighbourhood. Some of the young students walk to my house for lessons and it has been a lot safer knowing the liveable streets scheme has been in place. So, it has impacted my business positively and the children's safety. The existing scheme also allows the community of residents to walk and cycle more safely. There are multiple schools in the area, so keeping the routes to schools safe is essential. The pollution in Bethnal Green was reduced by 20.13% within the liveable streets scheme. It is so important to keep our streets more green and safe. My partner who is the 3rd person living in my house is cycling every day to work and has noticed a huge difference in the safety of the road. In the previous scheme without the road closures there were repeated incidents of drug dealing cars speeding on the roads with no care on who was on them which was very dangerous.
- Huge increase in foot-traffic and people cycling. The area feels safer.
- The street closures have eliminated the all-night traffic jams on weekends. The 24/7 cut through of non-residents coming through the Boundary Estate to shorten their journeys via Google Maps and Waze. The TFL buses on diversion using Arnold Circus to turn around. The street closures must remain in place!

- The traffic of people walking in the area has a positive outcome with the reduced cars. Red church street should become a traffic free area too.
- Much of our trade is passing customers-improved pedestrian access and safety has improved this.
- Customers find journey here improved workplace environment less antisocial place behaviour and on street drug dealing so feels safer.
- GUESTS ENJOY WALKING THROUGH THE NEIGHBOURHOOD AND ENJOY ARNOLD CIRCUS. PLEASE IMPROVE NOT REMOVE.
- The street is safer and nicer for walking for customers. More customers came to the shop on their bicycles. For customers with children and pets the street feels much safer and more appealing
- I don't own a business. I work in one. and it is clear that instead of watching for speeding cars, people have time to say hello. The knock-on effect in business is that residents are more readily open to meeting other residents in the area.
- Unless my business provides 'drive in service', otherwise no changes made to the customers flow. Wider pedestrian path around Columbia flower market is indeed a great change to the neighbourhood and feels a good elevation in quality of living.
- Change is never that much fun and my commute to work has become a few minutes longer but I have built that into my schedule and am happy to pay the price for a more civilised environment to live in.
- I am involved with the environment and so it resonates with my thinking, and the mission of the company, and also it's good to use as an example for clients. it's a better place in general to do my kind of business.

## **Other Stakeholder responses**

### Full response from Oakland Secondary School

Prior to the implementation of traffic filters and one-way systems, Mansford Street and Old Bethnal Green Road were heavily used roads suffering from traffic, noise and air pollution. This local area is essentially residential, and vehicles used these roads predominantly as a cut through. By the council's own estimates, the majority of these vehicles were not local to the area but were rat-running through Bethnal Green. Lorries, vans and cars, frequently guided by GPS, thundered daily and directly past local schools: Elizabeth Selby Infant school, Lawdale Primary School, as well as Oaklands Secondary School and Mulberry Academy, posing dangers to the health and safety of local children. The two-way traffic on Mansford Street was a major safety issue both at that start and end of school. We have 900 young people exiting straight onto Mansford street with a pavement less than a metre wide separating the school boundary and the road.

A study by Kings College suggests that most air pollution comes from vehicle emissions and that, children in Tower Hamlets may have up to 10% less lung capacity than the national average because of exposure to nitrogen dioxide and particulate matter from vehicle emissions. This is a disturbing statistic that poses lifelong public health challenges in one of the most deprived parts of our city.

The implementation of Liveable Streets, has been an overwhelming success in mitigating harms to local children. The drop in traffic volumes has greatly improved quality of life for students. The streets are no longer as dangerous for children to get

to school and the reduction in traffic noise provides less distraction for study. The improvement in air quality directly benefits local children suffering with asthma or bronchitis and addresses the damage to lung capacity caused by vehicle exhausts. We are shocked therefore that the council now plans to remove all of these Liveable Streets improvements, and return Old Bethnal Green Road to heavy traffic. Aside from the substantial tax payers money spent on these improvements - £2 million in Bethnal Green alone - there is no data provided to justify their removal, nor mitigants suggested to ensure that children are not exposed to the increased air pollution that these measures will surely re-introduce. Your consultation mentions, as justification, an alleged increase in traffic on Hackney Road and Bethnal Green Road but we note that there are no schools along these roads which are, unlike Old Bethnal Green Road, large A-roads containing traffic lights and commercial units.

Furthermore, Oaklands School has recently become a split site school to accommodate its expanded roll. The nature of this expansion necessitates frequent movement between the sites for both adults and children. When the development plans are completed, there will be upwards of 600 students a day walking up and down Old Bethnal Green rd. The changes between Mansford Street and Temple Street have already dramatically improved both the safety and, physical and mental wellbeing of these students who go to this school. Reverting back would lose all of the benefits and lose the trust and support of the local community.

Full response from Tower Hamlets Public Health Team

<b>Public Health Tower Hamlets: Consultation Response</b>	
<b>Consultation name:</b>	Liveable Streets
<b>Date</b>	27 February 2023
<b>For</b>	Tower Hamlets, Highways and Transport
<b>From</b>	Katy Scammell, Acting Director of Public Health
<b>Author:</b>	Matthew Quin, Programme Lead for Healthy Environments
<b>CC</b>	Somen Banerjee, Acting Corporate Director of Health, Adults and Community

The Tower Hamlets Public Health team offers this response to the Tower Hamlets Liveable Streets Programme consultation being run on the low-traffic neighbourhood interventions in Bethnal Green, Weavers and Brick Lane.

Public Health recognises the importance of improving the look and feel of public spaces in neighbourhoods across the borough, to make it easier, safer and more convenient to get around by foot, bike and public transport, as well as to take steps to reduce pollution.

The response focusses on the evidence around low-traffic neighbourhood interventions on a) air quality and b) active travel.

### Air Quality

Outdoor air pollution is estimated to kill 4.2 million people worldwide every year<sup>i</sup> and is the largest environmental risk to public health<sup>ii</sup>. In common with much of Inner London, Tower Hamlets suffers from poor air quality. An estimated 195 deaths per year are attributed to small particulates (PM 2.5) and nitrogen dioxide (NO<sub>2</sub>) in the borough<sup>iii</sup>.

People's environments have important influences on their physical and mental health. Each year in Tower Hamlets we experience several episodes of elevated air pollution concentrations that cause acute health harms. In addition to this, regular long-term exposure to air pollution at lower concentrations is also of significant public health concern. Air pollution affects people's health throughout their lives, including before birth, in the very young, through to older adults. Exposure to air pollution, indoors and outdoors, over a long period of time reduces people's life expectancy.

There is clear evidence that air pollution contributes to the initiation and development of cardiovascular and respiratory diseases and can cause lung cancer. Evidence of links between exposure to air pollution and a wider range of health effects, such as intra-uterine impacts, adverse birth outcomes, poor early life organ development, diabetes, reduced cognitive performance, and increased dementia risk continues to build. Like many London boroughs, Tower Hamlets is exceeding the UK legal limit for NO<sub>2</sub> and PM<sub>2.5</sub> and we are not meeting the World Health Organisation guidelines for NO<sub>2</sub>, PM<sub>2.5</sub> or PM<sub>10</sub>. More needs to be done locally to tackle these harmful levels of pollution which are having a negative impact on residents' health.

A significant proportion of outdoor air pollution we experience today, particularly in cities, is associated with road traffic (exhaust emissions, as well as particles from tyre, brakes and road surface wear). In Tower Hamlets over 222 tonnes alone (of the 392 tonnes attributed to road transport) of NO<sub>2</sub> per year is attributed to diesel cars and diesel LGV<sup>iv</sup>.

We note that data collected from the Brick Lane and Weavers areas between 2019 – 2022 highlights a reduction in NO<sub>2</sub> from within the scheme and boundary roads. These findings are supported by evidence published by Imperial College London that found Low Traffic

Neighbourhoods (LTN) not only cut traffic but reduce air pollution without displacing the problem to nearby streets. In one North London scheme, NO<sub>2</sub> fell by 5.7% within the LTNs and by 9% on their boundaries. They also found that traffic dropped by over half inside the LTNs and by 13% at the boundaries<sup>v1</sup>. Another study by



Thomas and Aldred (2023)<sup>vi</sup> reviewed and analysed data from 46 LTNs in 11 London boroughs between May 2020 and May 2021 to explore changes in motor traffic levels. The results suggest that LTNs have typically resulted in a substantial relative reduction in motor traffic inside the scheme area, with particularly strong reductions in Inner London. Very little impact was noted to boundary roads (journey length and times).

Although air pollution can be harmful to everyone, some people are more affected because they live in a polluted area and are exposed to higher levels of air pollution in their day-to-day lives or are more susceptible to health problems caused by air pollution. Air pollution affects everyone but there are inequalities in exposure with the greatest impact on the most vulnerable. Areas of high deprivation frequently have higher levels of traffic or industrial activities and tend to be more heavily polluted. People in lower socio-economic groups are more likely to have pre-existing health conditions earlier in life, and the higher exposures to air pollution may add to the greater burden of poor health. Analysis of air pollution in London in 2019 found that communities with higher levels of deprivation, or a higher proportion of people from a non-white ethnic background, were also more likely to be exposed to higher levels of air pollution. Liveable streets was intended to help address these inequalities by reducing at-risk groups' exposure to poor air quality.

In 2021, Tower Hamlets conducted a Healthy Streets Survey Study: 258 school children participated across 4 schools from years 4, 5 and 6. This survey enabled us to better understand under which conditions low traffic neighbourhood interventions (in this case, around schools) can increase active travel to school and improve children's views of the roads around their school and their journey to school. The survey highlighted the importance that children give to their environment, with specific insights gained on the importance of reducing air pollution caused by cars.

We note that a range of different road closure measures have been trialled in Tower Hamlets, such as street festivals, liveable streets and school streets. The evidence suggests that low traffic neighbourhoods cut traffic and air pollution as detailed above. Based on the evidence, these types of interventions are likely to protect vulnerable residents from harm.

### Active Travel

Active travel refers to modes of travel that involve a level of activity. The term is often used interchangeably with walking and cycling, but active travel can also include trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, as well as cycle sharing schemes.

The effectiveness of active transport interventions on health improvement is well documented: there are positive health benefits linked to increasing physical activity and active travel including positive impacts on health outcomes such as obesity, stroke, cancer, diabetes, dementia<sup>vii</sup> and mental health<sup>viii</sup>.

Using public transport is also a more sustainable transport option than reliance on cars because it reduces the number of cars on the road. Walking, or cycling can improve health and reduce exposure to health harms such as air pollution<sup>ix</sup>.

The biggest transport-related impact of urban development on public health in London is the extent to which it impacts on physical activity from walking, cycling and using public transport. Streets make up 80% of London's public spaces - making them Healthy Streets<sup>x</sup> will improve the quality of life for everyone in London. This is particularly important for Tower Hamlets given the high levels of development in the borough.

A shift from car use towards more walking and cycling and other forms of active travel is one of the most cost-effective ways of reducing transport emissions and is the only long-term solution to road congestion. Walking and cycling can decrease congestion, air and noise pollution, and both are linked to health and economic benefits.

Physical inactivity is a large challenge in Tower Hamlets<sup>xi</sup>:

- a. 28% of our adults are physically inactive
- b. Only 23% of children and young people are physically active
- c. Only 7% of adults cycle for travel at least 3 days a week
- d. Only 30% of adults walk for travel at least 3 days a week

The health challenges our residents face follow a social gradient, meaning the less affluent someone is, the more likely they are to fall sick, die sooner, or and/or have a long-term condition, compared to more affluent residents. The greatest benefit is small increases in physical activity by the most sedentary. By increasing active travel, particularly in areas of deprivation with residents that face greater socio-economic challenges we would be taking essential steps towards reducing health inequalities. By making active travel possible for everyone, it will help contribute to efforts to tackle the health crisis and climate change<sup>xii</sup>.

There are also other co-benefits to increasing active travel, such as the economic impact of walking and cycling. Research shows that when streets and public spaces in London's town centres and high streets are improved, retail rental values increase, more retail space is filled and there is a 93 per cent increase in people walking in the streets, compared to locations that have not been improved<sup>xiii</sup>. The research has also found that people walking, cycling and using public transport spend the most in their local shops, 40 per cent more each month than car drivers.

- i. World Health Organisation. Ambient (outdoor) air pollution. (2022) Available from: [https://www.who.int/newsroom/fact-sheets/detail/ambient-\(outdoor\)-air-quality-and-health](https://www.who.int/newsroom/fact-sheets/detail/ambient-(outdoor)-air-quality-and-health)
- ii. World Health Organisation. Ambient (outdoor) air pollution. (2022) Available from: [https://www.who.int/newsroom/fact-sheets/detail/ambient-\(outdoor\)-air-quality-and-health](https://www.who.int/newsroom/fact-sheets/detail/ambient-(outdoor)-air-quality-and-health)
- iii. Walton H, Dajnak D, Beevers S, Williams M, Watkiss P and Hunt A, (2015), Understanding the Health Impacts of

Air Pollution in London, accessed 20-10-2016 at <https://www.kcl.ac.uk/scps/our-departments/institute-ofpharmaceutical-science/aes/analytical-environmental-forensic-sciences> <sup>iv</sup> [London Atmospheric Emissions Inventory \(LAEI\) 2019 - London Datastore](#)

- i. Evolution. LTNs don't displace traffic and air pollution, research finds. (2022). Available from: [LTNs don't displace traffic and air pollution, research find \(transportxtra.com\)](#)
- ii. [Changes in motor traffic inside London's LTNs and on boundary roads - Google Docs](#)
- iii. [Cycling and walking can help reduce physical inactivity and air pollution, save lives and mitigate climate change](#)

([who.int](https://www.who.int))

- iv. [Active travel: local authority toolkit - GOV.UK \(www.gov.uk\)](#)
- v. [How does walking and cycling help to protect the environment? - Sustrans.org.uk](#)

- vi. Healthy Streets framework will help to inform how decisions makers can support residents to use their cars less and walk, cycle and use public transport more:  
<https://www.london.gov.uk/programmes-strategies/health-andwellbeing/transport-and-health/healthy-streets>
  - vii. PHE Fingertips data from (2020/21 and 2019/20). Available from: <https://fingertips.phe.org.uk/><sup>xii</sup>  
[Walking, cycling and e-biking can help to mitigate climate change - Sustrans.org.uk](https://www.sustrans.org.uk/walking-cycling-and-e-biking-can-help-to-mitigate-climate-change)
- <sup>xiii</sup> Economic benefits of walking and cycling (2018). Available from: <https://tfl.gov.uk/corporate/publications-andreports/economic-benefits-of-walking-and-cycling>

<sup>liii</sup> Th research team carried out a more complex statistical analysis to ensure other factors that might affect traffic volumes and air pollution at particular times – such as the COVID restrictions in place, school holidays or weather – could be taken into account (<https://www.imperial.ac.uk/news/241731/low-traffic-neighbourhoods-reduce-pollution-surrounding-streets/>)

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## **Appendix B - Brick Lane Consultation Report**

### **Executive Summary**

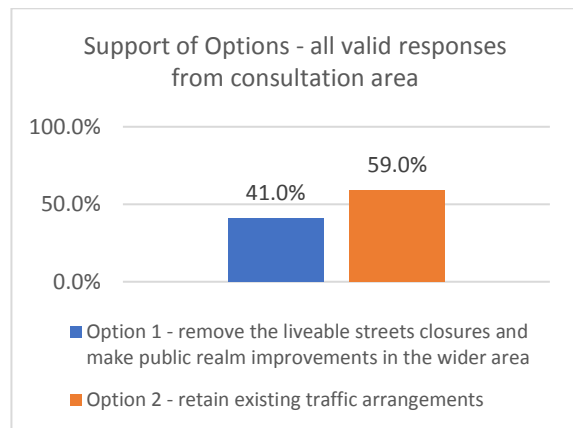
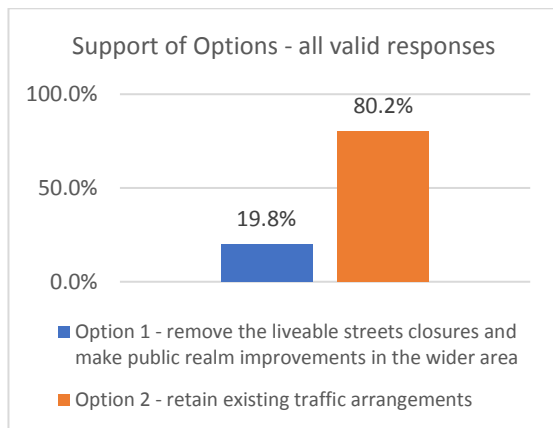
Analysis in this report includes the proportion of respondents who supported the two proposed options, and hereafter called Option 1 and Option 2.

- **I support Option 1 to remove the liveable streets closures and make public realm improvements to the wider area (Option 1)**
- **I support Option 2 to retain the existing traffic arrangements (Option 2)**

Survey responses have been presented in two ways:

- By all Valid respondents and
- By Valid respondents living in the consultation area.

The majority of valid survey responses were in support of Option 2, to retain existing traffic arrangements for both cases.



### **Background**

The public consultation ran 23<sup>rd</sup> January 2023 and 12<sup>th</sup> February 2023 and sought view on options which have been developed for residents to consider. This report analyses the responses to the survey.

Responders were asked about their support for two options arising from the evaluation:

- I support Option 1 to remove the Liveable Streets closures and make public realm improvements to the wider area.
- I support Option 2 to retain the existing traffic arrangements

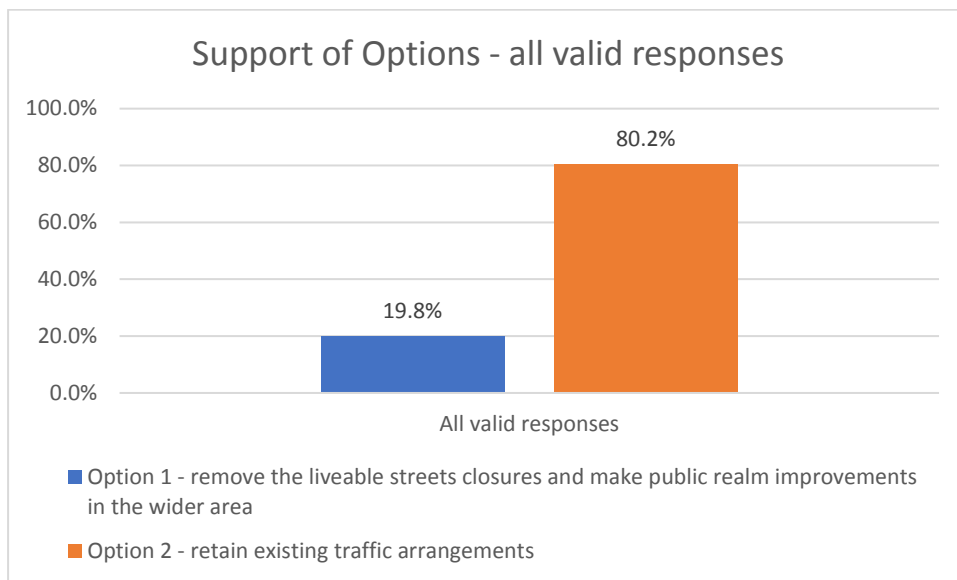
### **All responses**

825 valid survey responses were received.

Of those, 618 were received online, and 208 were paper surveys.

Overall,

- Option 1 – to remove the liveable streets closures and make public realm improvements in the wider area received support from 163 survey respondents representing 19.8% of the share, and
- Option 2 – to retain existing traffic arrangements received support from 662 survey respondents representing 80.2% of the share.



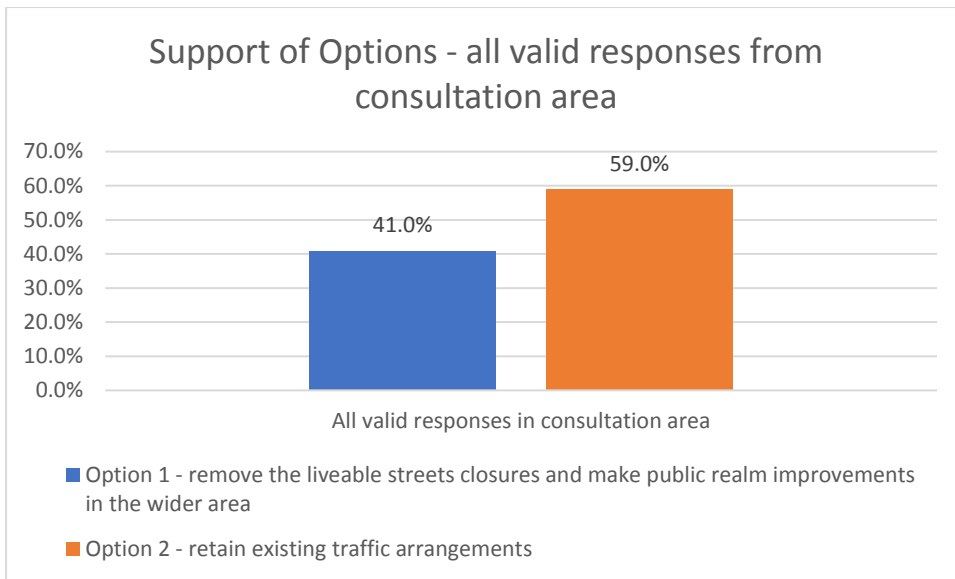
### Responses from the consultation area

A unique reference number was provided in a letter and sent to all businesses and households within the Liveable Streets scheme area to help distinguish between those responding who may be directly impacted by the proposals. To further ascertain whether these responses were genuinely received from respondents from within the consultation area, we checked the postcode provided by online survey responders with the postcodes held for the borough. We discounted a small number where the respondent provided a code but provided an address outside of the consultation area. The combination of the use of the resident code and a postcode from within the consultation area is how we have determined which response is from the consultation area.

In total 266 valid survey responses were from responders who used the resident code and provided a postcode that was in the survey area.

Of those,

- 109 supported option 1 – to remove the liveable streets closures and make public realm improvements in the wider area, and
- 157 supported option 2 – to retain existing traffic arrangements.



### Analysis

Analysis in this report includes the proportion of respondents who supported the two proposed options, and hereafter called Option 1 and Option 2.

- **I support Option 1 to remove the liveable streets closures and make public realm improvements to the wider area (Option 1)**
- **I support Option 2 to retain the existing traffic arrangements (Option 2)**

**Survey respondents were asked which of the following best describes you? (please tick all that apply)**

722 survey respondents described themselves as a resident and 59 described themselves as a business owner. 21 responses from business owners came from the consultation area. Of those eight supported Option 1 and thirteen supported Option 2.

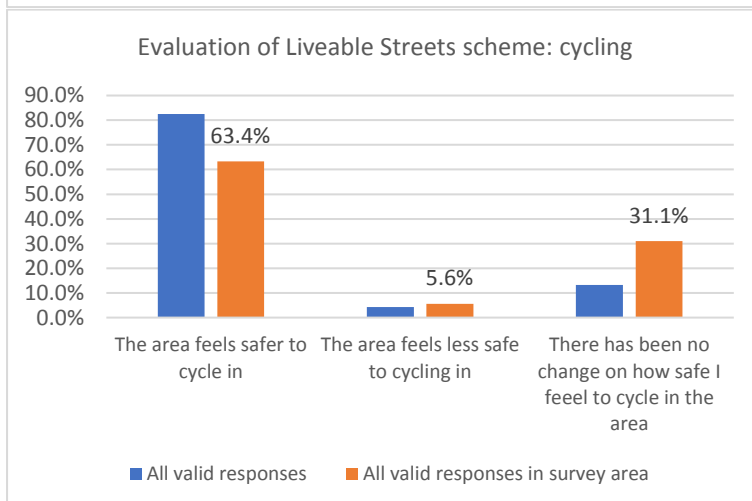
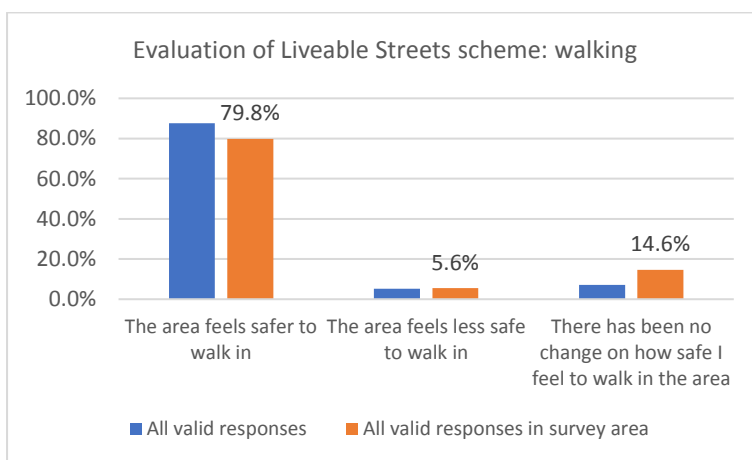
### Evaluation of existing scheme

Survey responders were asked to evaluate the existing scheme. Responders were asked their opinion in a range of areas: Since the changes to roads in Bethnal Green were introduced under the Liveable Streets Scheme.

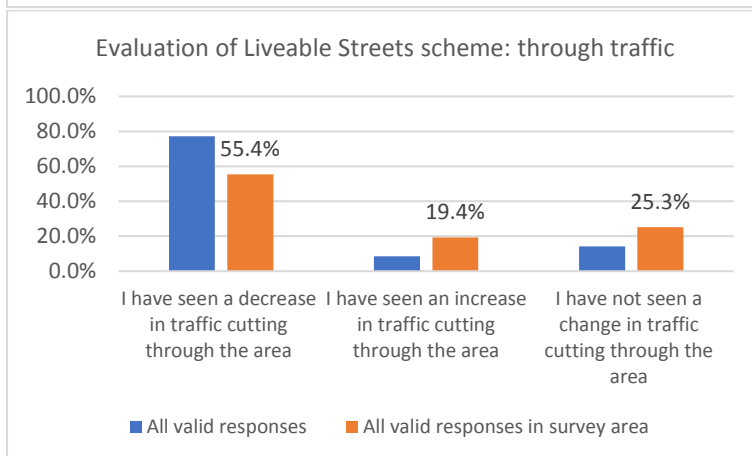
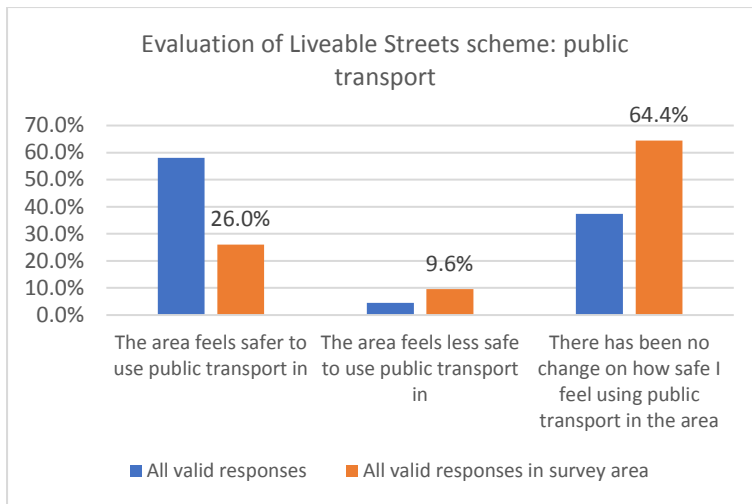
- Walking
- Cycling
- Use of public transport
- Traffic
- Access to shops and local amenities
- Air quality
- Traffic noise
- More pleasant neighbourhood

Not all survey respondents answered questions relating to the evaluation of the existing scheme. Overall, the majority of survey respondents reported either positive effects or no change since the introduction of liveable streets in all areas.

Most positive statement was around an improvement in safety walking around the area, with 87.6% of respondents agreeing with this statement. The least positive was around walking. The least positive statement was around respondents not feeling safer using public transport in the area. 26% of respondents said they did not feel safer on public transport in the area however the majority stated that there had been no difference in this area since the scheme was implemented. The most negative response was for the statement about through traffic with 19.4% of respondents living in the consultation area stating that they had seen an increase in traffic cutting through the area as a result of the scheme.





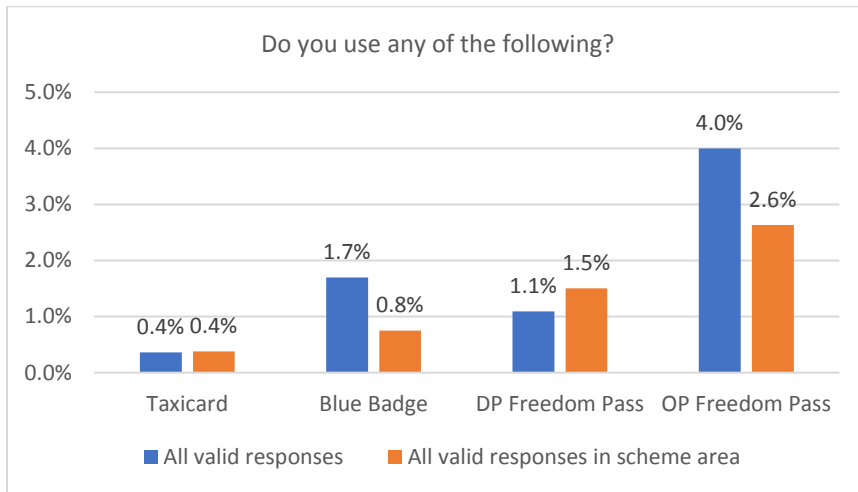


## Travel Survey

Survey respondents were asked whether they used any of the following travel schemes?

In total 51 survey responders said that they use one or more of the following travel schemes: Taxicard; Blue badge; DP Freedom Pass; OP Freedom Pass and some responders made use of more than one of these schemes. This represents 6.1% of

all survey responders. Eleven survey responders said they use one or more of the above-mentioned travel schemes representing 4.1% of survey responders in the consultation area.



There was a 50/50 split between respondents in the consultation area using one of the travel schemes mentioned above in terms of their support for Option 1 or Option 2. Seven supported Option 1 and seven supported Option 2.

## Equalities Analysis

### Ethnicity

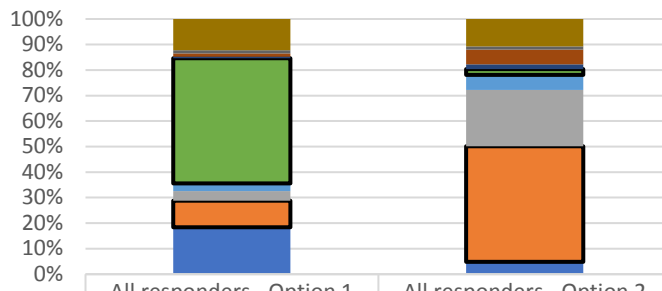
38.4% of all valid responses came from people who described themselves as White British. 5.3% of White British responders voted for Option 1 and 94.7% supported for Option 2.

Responders from Asian or Asian British: Bangladeshi backgrounds accounted for 11.5% of all valid responses. 84.2% of Bangladeshi responders supported for Option 1 and 15.8% voted for Option 2.

Looking at responders from the consultation area, 28.9% came from people who described themselves as White British, and 28.1% came from Asian or Asian British: Bangladeshi backgrounds. 6.4% of White British responders from the consultation area supported Option 1 compared to 89.3% of Asian or Asian British: Bangladeshi responders.

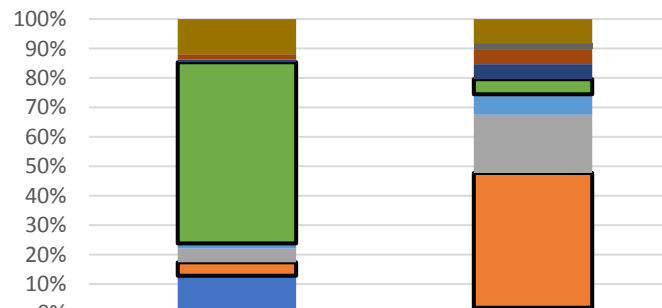
The table below show the proportion of total valid responses received by ethnicity and support for each option.

### Responses by Ethnicity (all valid responses)



	All responders - Option 1	All responders - Option 2
■ Prefer not to say	12.3%	10.7%
■ Black or Black British: All	1.2%	1.2%
■ Mixed/Dual Heritage: All	1.2%	5.9%
■ Other Ethnic Groups: Any other background	0.6%	1.8%
■ Asian or Asian British: Bangladeshi	49.1%	2.3%
■ Asian or Asian British: all other	3.1%	5.9%
■ White: all other	3.7%	22.1%
■ White: British (English, Scottish, Northern Irish, Welsh)	10.4%	45.3%
■ Did not answer the question	18.4%	4.8%

### Responses by Ethnicity (all valid responses in scheme area)

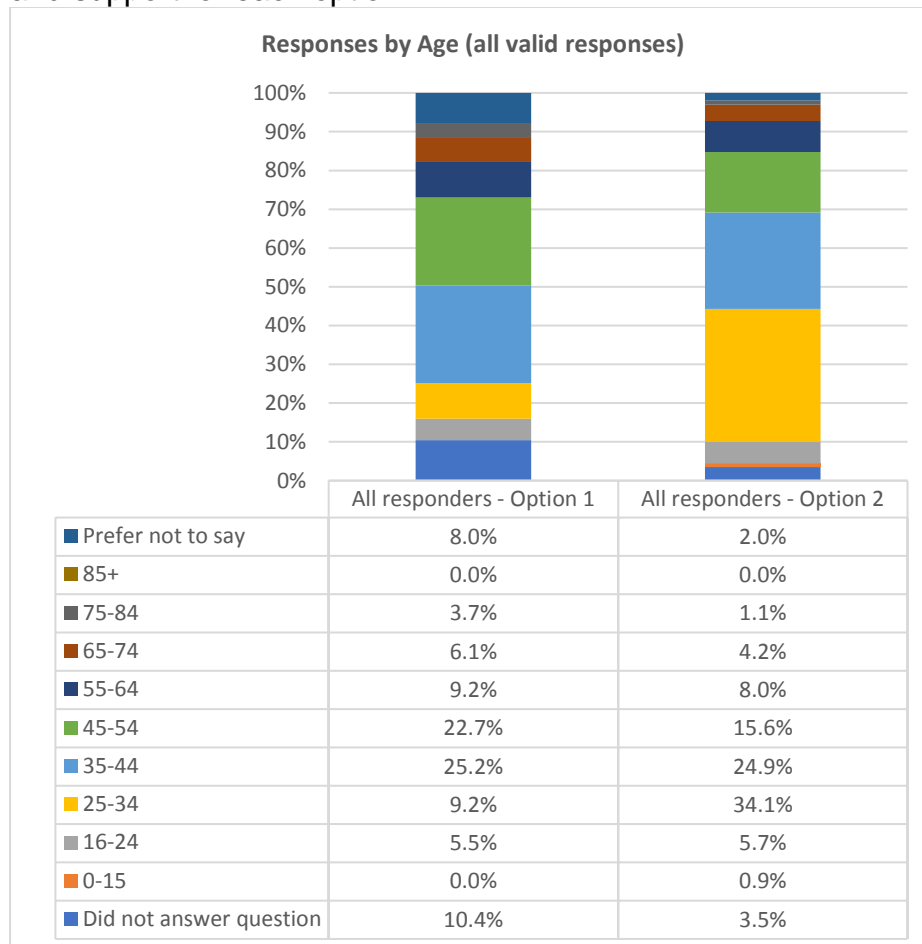


	All responders - in scheme area - Option 1	All responders - in scheme area - Option 2
■ Prefer not to say	11.9%	8.3%
■ Black or Black British: All	0.0%	1.9%
■ Mixed/Dual Heritage: All	1.8%	5.1%
■ Other Ethnic Groups: Any other background	0.9%	5.1%
■ Asian or Asian British: Bangladeshi	61.5%	5.1%
■ Asian or Asian British: all other	1.8%	7.0%
■ White: all other	4.6%	19.7%
■ White: British (English, Scottish, Northern Irish, Welsh)	4.6%	45.9%
■ Did not answer the question	12.8%	1.9%

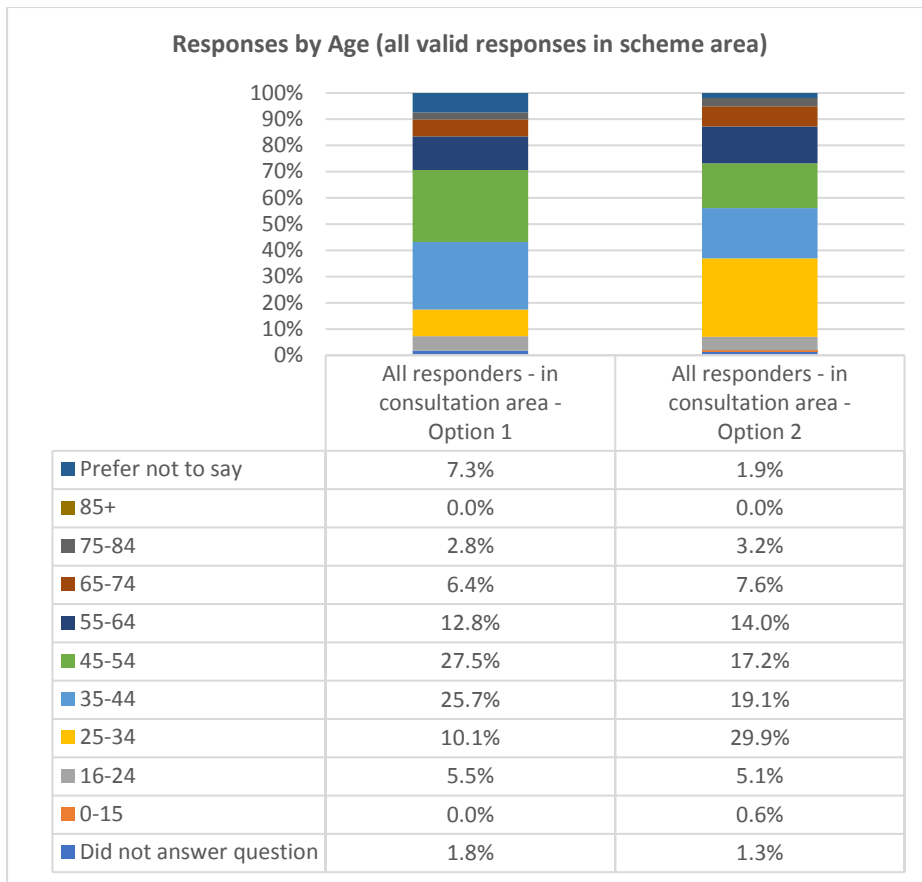
## Age

The majority of respondents are of working age. There is a higher proportion of respondents of working age that support Option 2. A higher proportion of older respondents support Option 1. The age ranges with the most respondents are 25-34 and 35-44 years; these age ranges are more likely to be parents than other age groups. Around 14% of all respondents are aged 55 and over; this age range is more likely to have a disability or mobility issues than other age ranges.

The table below show the proportion of total valid responses received by age range and support for each option.



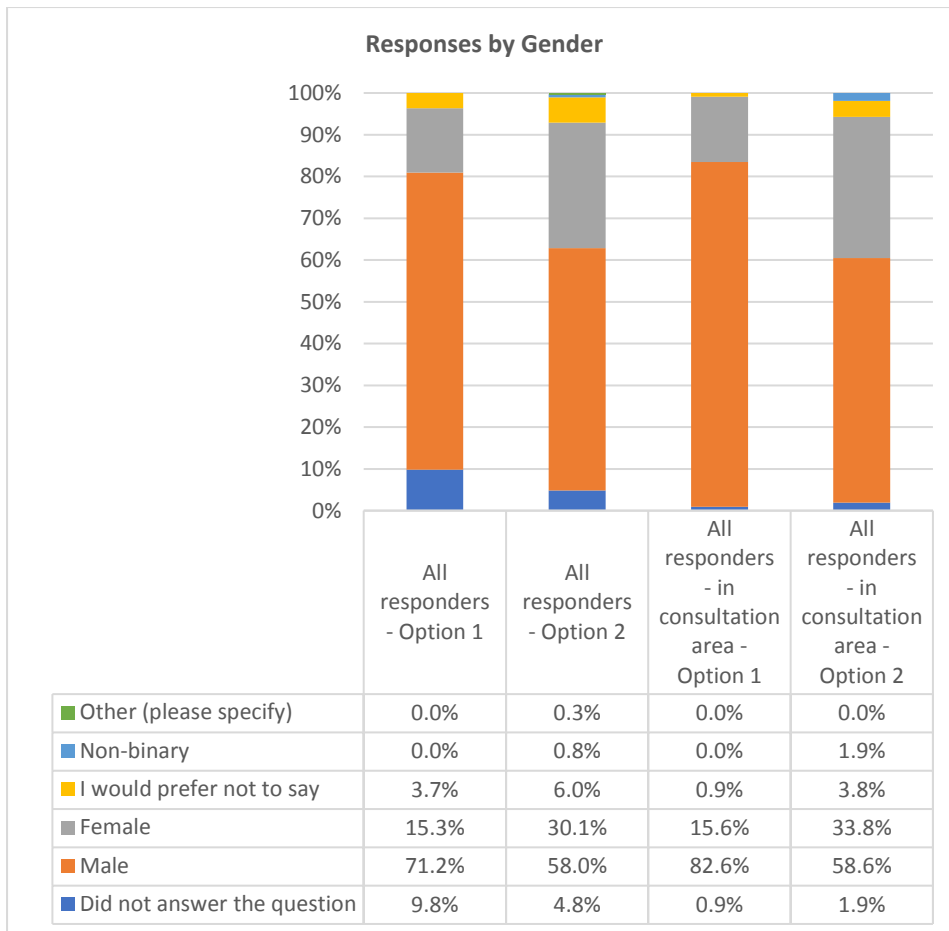
There was a slightly higher proportion of respondents in the consultation area supportive of Option 1 in the 45-54 age group compared to Option 2. For all other age groups, the proportion that were in support of Option 2 was higher than the proportion in support of Option 1.



## Gender

Survey respondents were asked which best describes their gender. There were more male survey responders than female (60.6% compared to 27.1%). Of all responses received, there was a higher proportion of males supportive of Option 1 compared to females. responders were more supportive of Option 1 females. In the consultation area, 49.5% of males respondents supported Option 1 compared to 24.2% of females.

The table below show the proportion of valid responses received from responders living in the scheme area by gender and support for each option.



### Gender same as registered at birth

99% of all survey respondents said that answered this question stated that their sex was the same as registered at birth. 14.6% of all respondents either did not answer the question or said they would prefer not to say, and 1% said their sex was not the same as registered at birth. For respondents in the consultation area, the proportions are the same.

### Sex registered on birth certificate

The responses for this protected characteristic for male and female are comparable to the question about gender. No survey respondents said they were intersex.

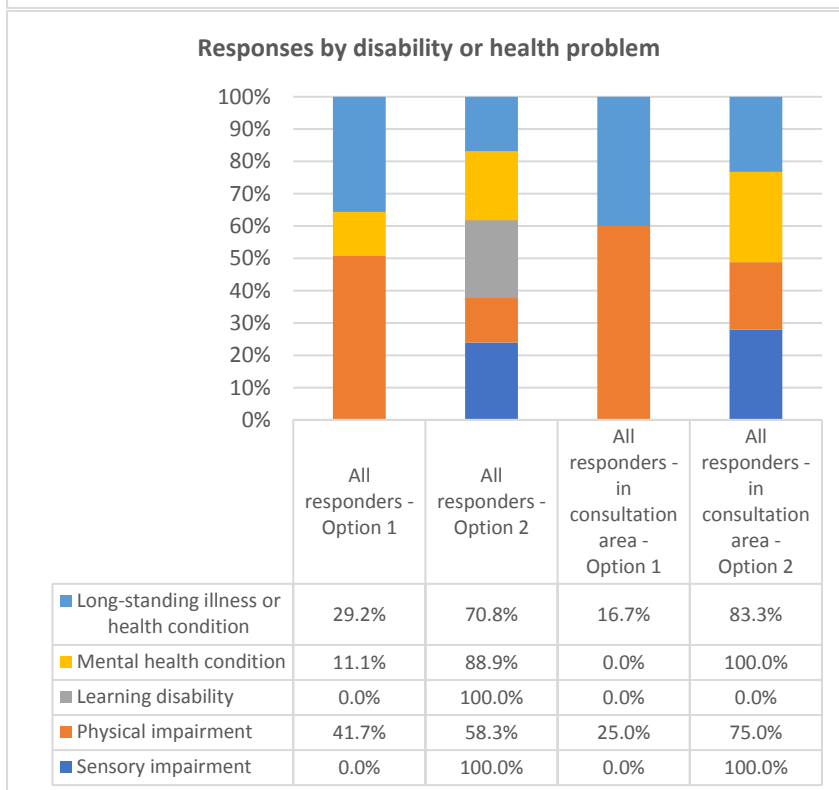
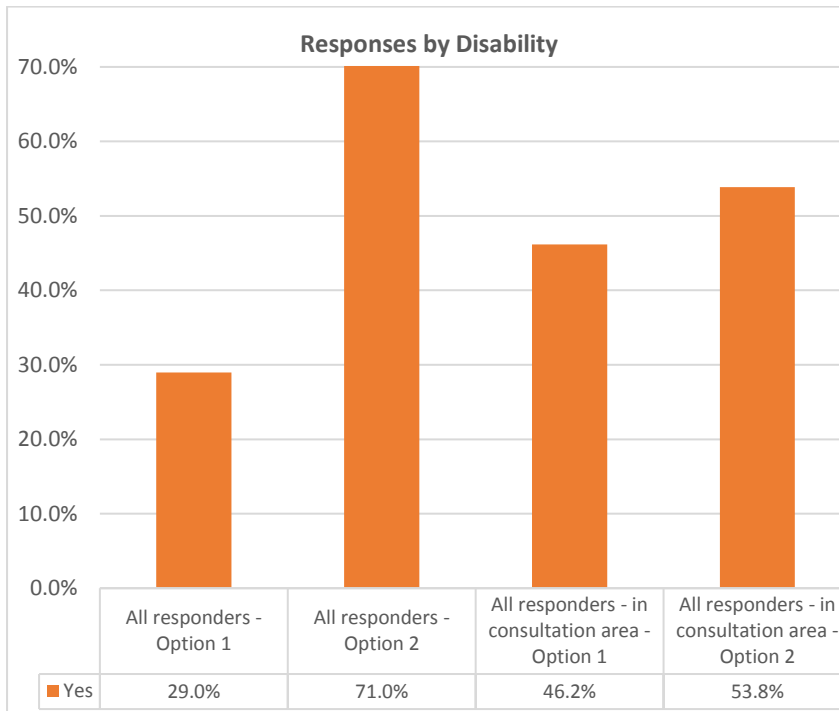
### Disability

69 (8.3%) of all respondents and 26 (9.7%) respondents in the consultation area said yes when asked are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months (include any problems related to age).

Respondents with a disability or long-term health condition were more in favour of Option 2 than Option 1. Respondents were asked to state the type of health problem(s) or disability(y/ies) that applied to them.

Of the respondents who stated they had a disability, 34.7% of all respondents said they had a long-standing illness of health condition and 17.3% of all respondents said they had a physical impairment.

Respondents were asked to state which health problem or disability applied to them. The majority of respondents across all categories were more supportive of Option 2 than Option 1.

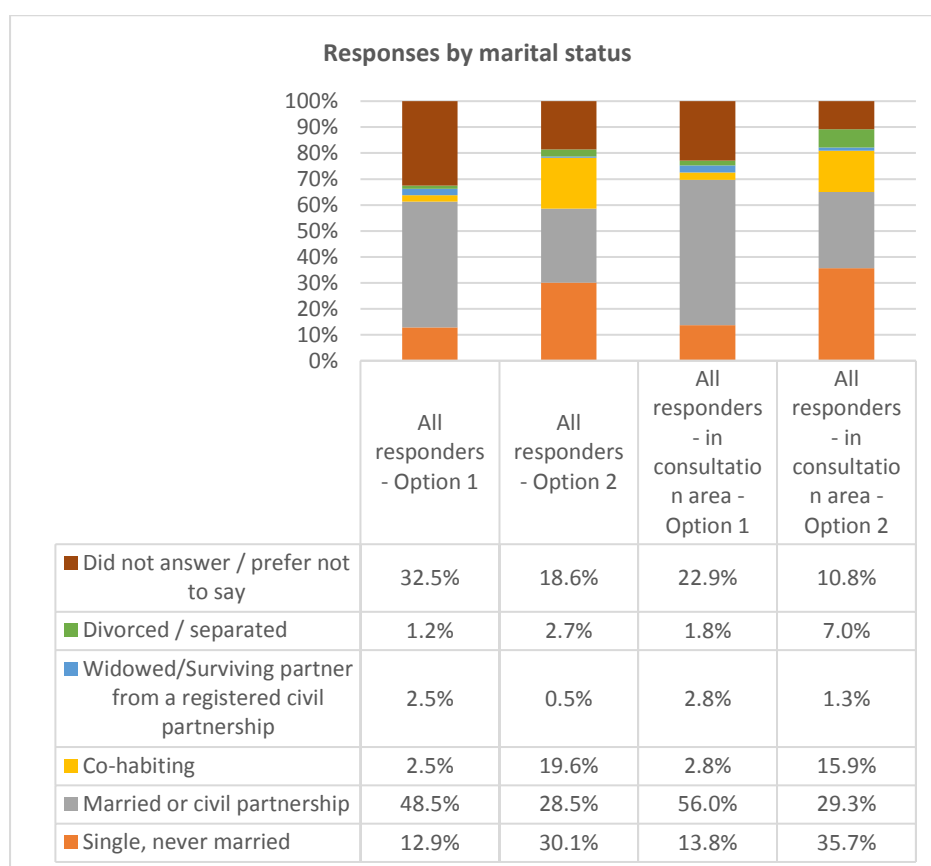


## Marital Status

32.4% of all survey responders said they were married or living in a civil partnership, with 29.5% of this group supported Option 1 and 70.5% supporting Option 2. 26.7% of respondents said they were single, never married. 9.5% of all survey responders who said they were single, never married supported Option 1 and 0.5% supported Option 2.

40.2% of respondents within the consultation area said they were married or living in a civil partnership; 57% of this cohort supported Option 1. All other survey respondents were more supportive of Option 2.

The table below show the proportion of valid responses received from responders living in the scheme area by marital status and support for each option.



## Religion

584 respondents stated they had no religion, or preferred not to say, or did not answer this survey question, equating to 70.8% of all responses received. The majority of these responders supported Option 2.

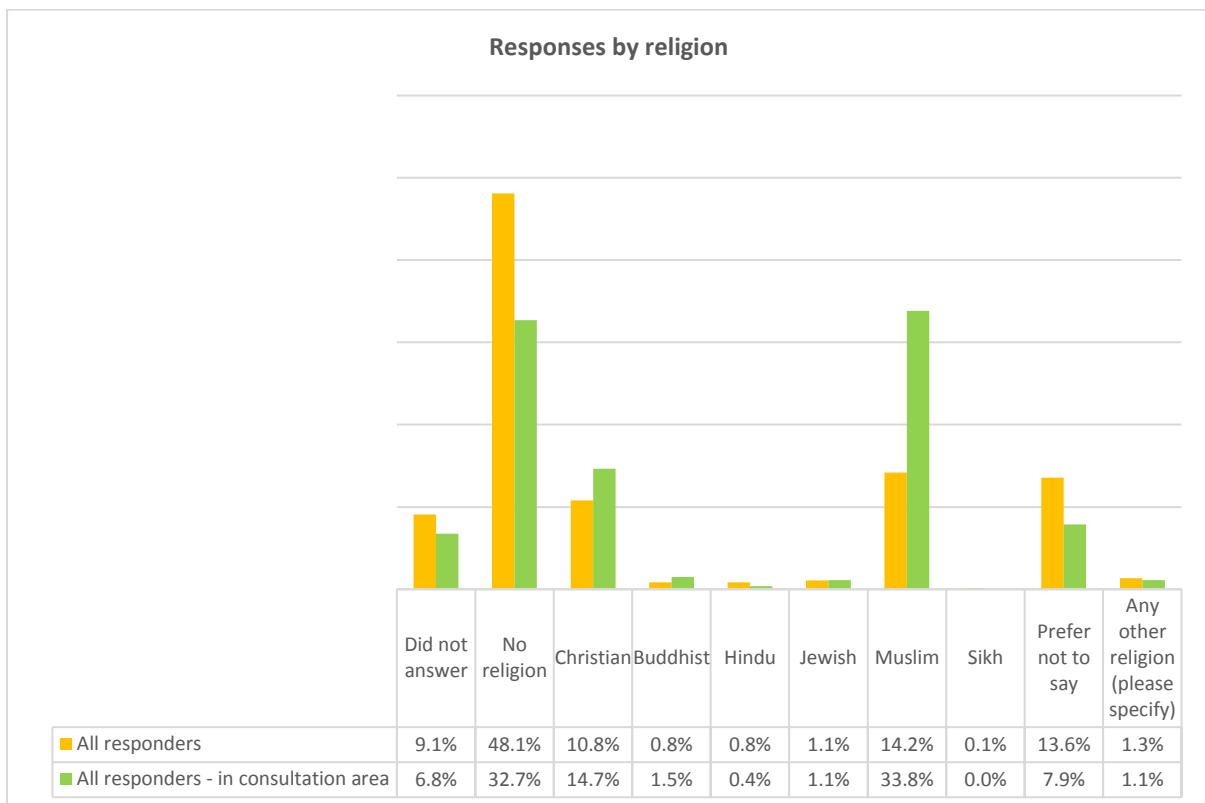
The next highest group was from respondents who said they were Muslim. There were 117 Muslim respondents, equating to 14.2% of all responders. 78.6% of this cohort supported Option 1, and 21.4% supported Option 2. The third highest group was from residents who said they were Christian. 89 survey respondents said they

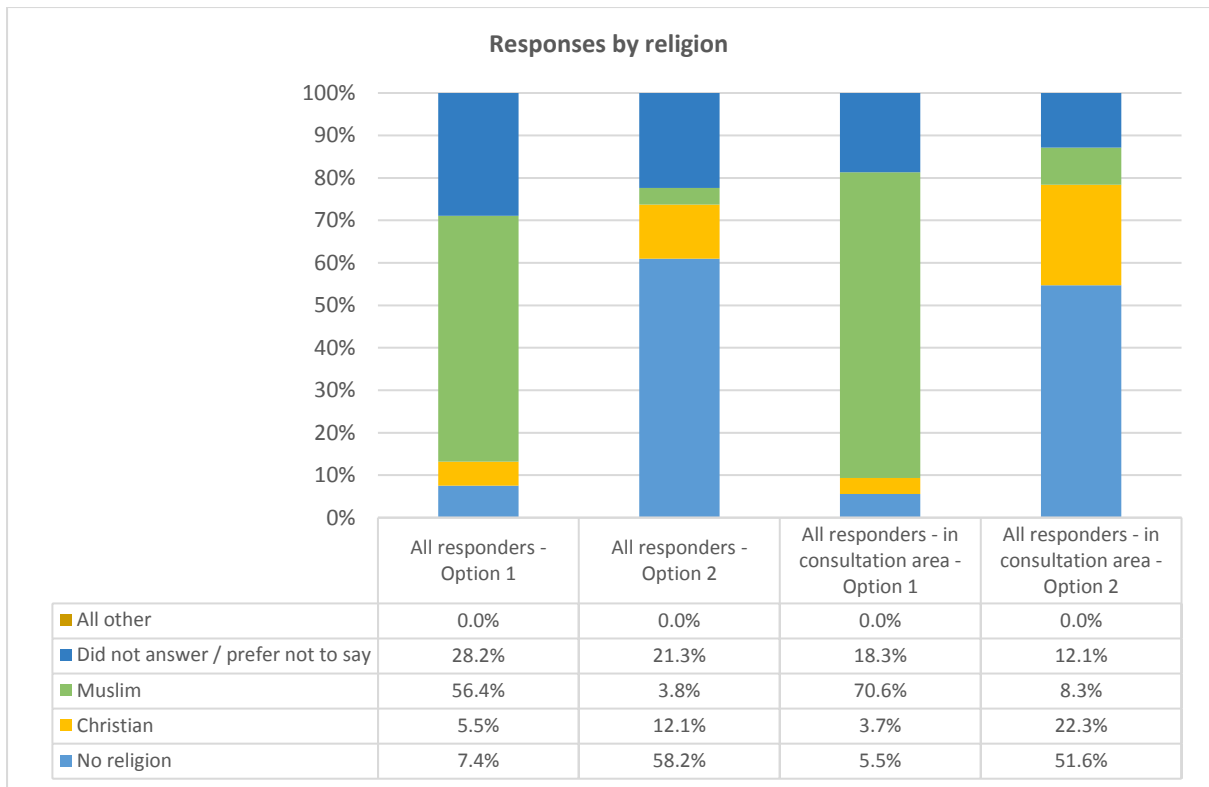


were Christian, equating to 10.7% of all respondents. Overall, Christian respondents were significantly more likely to support Option 2 (89.8%).

Mirroring the responses of all respondents, the majority of responses from respondents from the consultation area said they had no religion, or preferred not to say, or did not answer this survey question (47.3%). The next highest group was from respondents who said they were Muslim, equating to 33.8% of respondents. 85.5% of Muslim respondents supported Option 1. 14.6% of this cohort said they were Christian, and the majority supported Option 2 (89.7%).

The table below show the proportion of valid responses received from responders living in the scheme area by religion and support for each option.

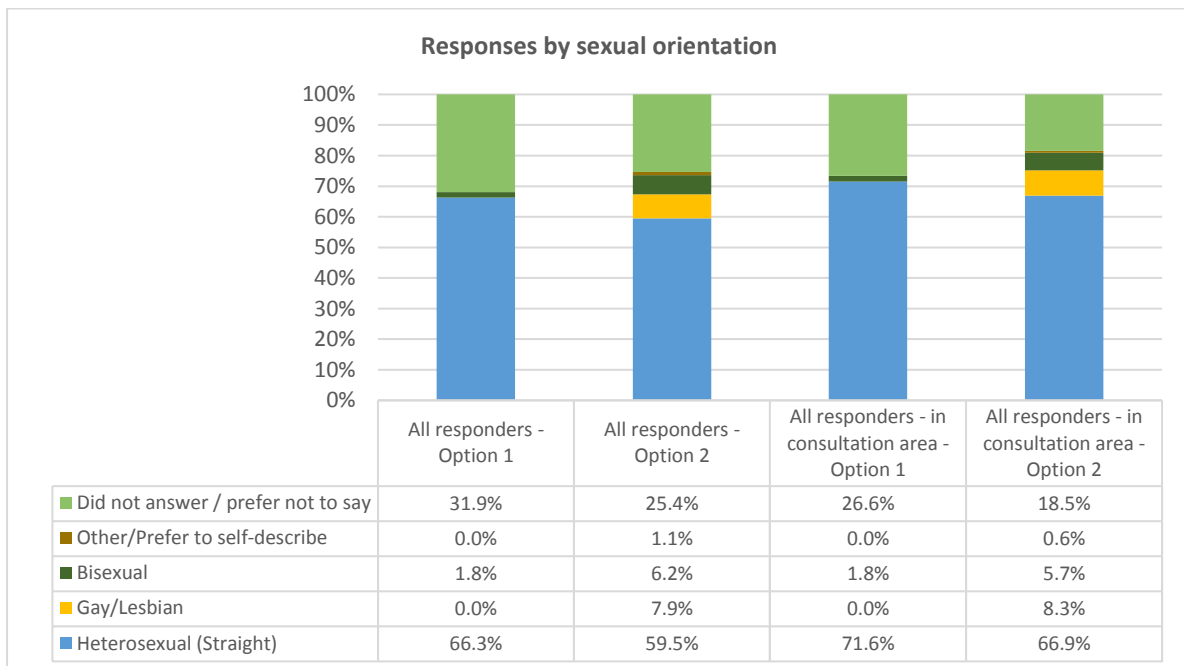




## Sexual Orientation

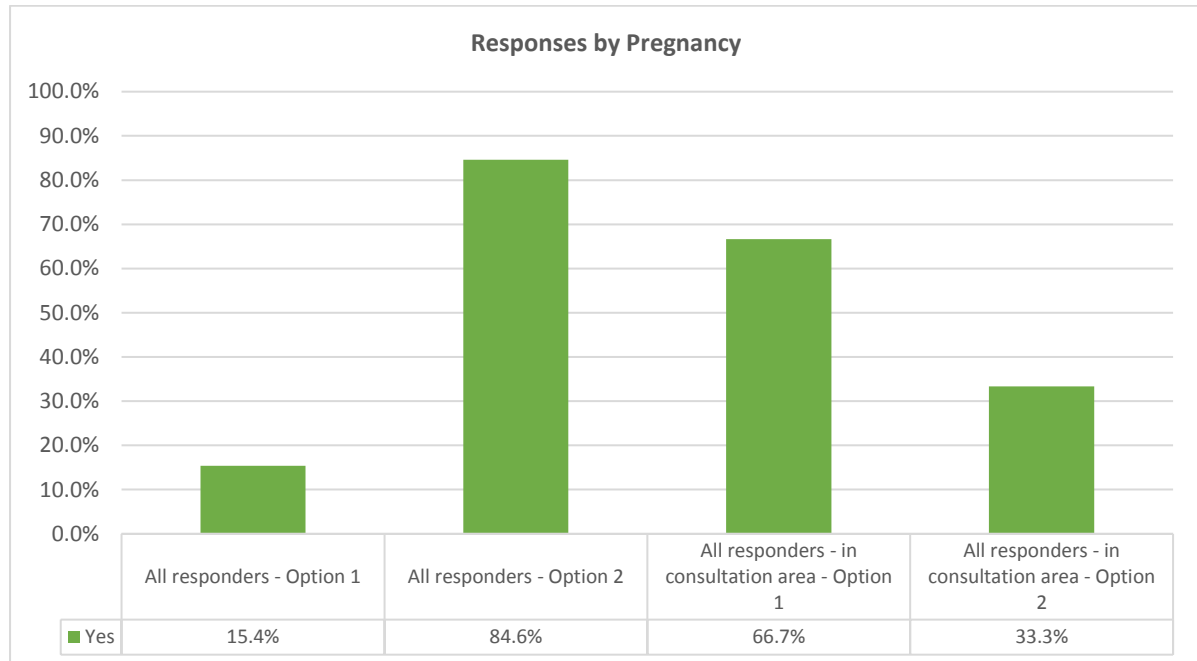
82.9% of all survey respondents who answered this question identified as heterosexual / straight. The vast majority of LGBT respondents supported Option 2 (96.8%).

The table below show the proportion of valid responses received from responders living in the scheme area by sexuality and support for each option.



## Pregnancy and Maternity

13 or 1.5% of overall survey respondents said they were currently pregnant or had been in the past year. Of those the majority were more supportive of Option 2 than Option 1. The number of respondents from the consultation area who said they were pregnant or on maternity leave was three.



## Comments from respondents with a disability or long-term health condition

90 comments were provided by survey responders with a disability or long-term health condition.

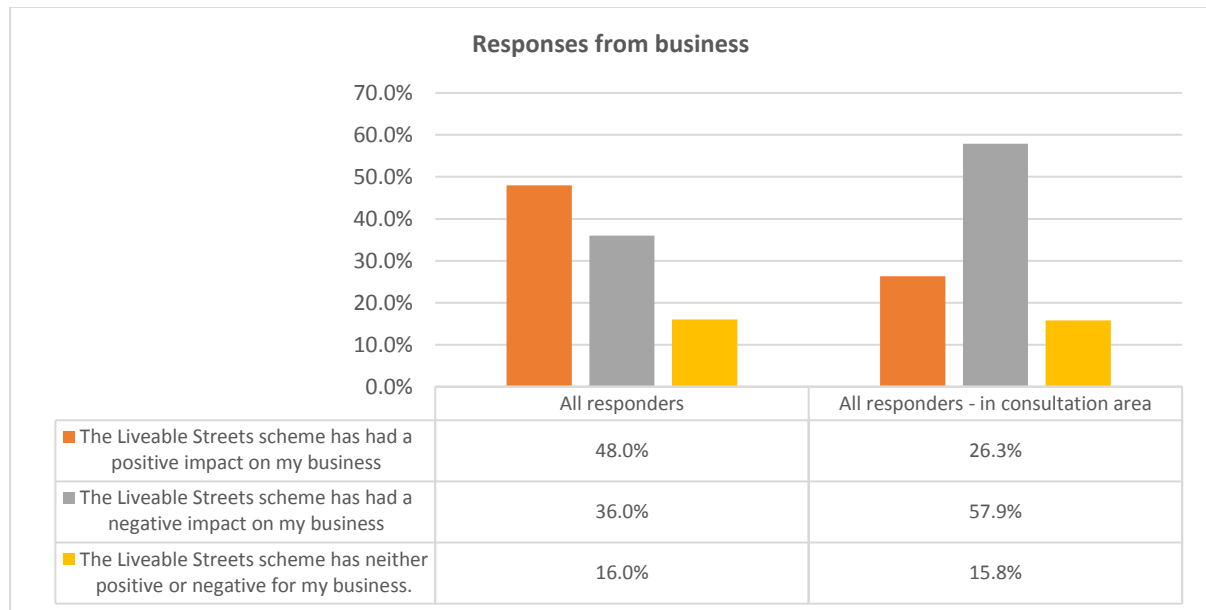
11 comments were provided by respondents with a disability or long-term health condition who supported Option 1. Their comments referred to the following themes. Received fines because of not noticing time constraints; takes longer to travel to appointments; cost of travelling to hospital appointments have increased due to difficulty getting round LTNs; have a mobility issue and have been hit by cyclists riding wrong way and speeding; more crime, more traffic, more pollution due to traffic congestion.

12 comments were provided by respondents with a disability or long-term health condition who supported Option 2. Comments referred to the following themes: Feeling safer for both pedestrians and cyclists; area feels more welcoming; better for mental health; better air quality; better for future generations; resident with long-term health condition can get out more; lung condition improved since closure; less crime, ASB, congestion, illegal parking; easier to shop in the area.

## Comments from business respondents

The consultation asked respondents whether they were responding as a business or owner of a business in the area. 50 of all survey respondents answered yes, when answering the question *are you responding as a business or owner of a business in the area?* representing 6% of overall respondents. 19 respondents from the consultation area answered yes to the same question (7.1% of all respondents in the consultation area).

The majority of all business responders who felt that the scheme had a positive impact on their business. Conversely, the majority of business responders within the consultation area felt that the scheme has had a negative impact on their business.



22 survey respondents who said they were from a business provided comments.

8 comments came from survey responders that said they were a business owner were supportive of Option 1. Comments were on the following themes: Closures divert traffic down longer routes leading to more traffic congestion; adversely affects vehicle access to business / deliveries; couldn't provide access to contractor; worse for pedestrians, workers, drivers and those living in area; feels less safe; noisier.

14 comments came from survey responders that said they were a business owner were supportive of Option 2.

Comments were on the following themes: more footfall; considering expanding which would not be done if closures are reversed; more pleasant meeting clients without traffic noise; walking more pleasant; cleaner air; less danger; better for tourism; nicer environment for walking and cycling; have made use of carbon neutral cargo bikes.

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**Comments from respondents with a disability or long-term health condition – all**

8 comments were provided by respondents with a disability or long-term health condition who supported Option 1.

- I've failed to notice the timings and on several occasions had to pay a PCN to return to my home - many fines - horrible - Evil - I have difficulty walking - You have made my life hell! And most of the community hate your Liveable Streets
- It is more difficult to access my home, and it takes longer for Mr to travel to and from my appointment
- The closure of traffic to parts of Brick Lane is very problematic to people who rely on their car in order to get around for their everyday needs. It is personally impacting myself and other family members due to our mobility problems, the main reason why we need to travel by car.

The safety issues are evident as attempting to walk down Brick Lane when the streets are swamped with people, many of whom are very intoxicated, can feel very unsafe for pedestrians who have mobility issues and may be unstable in their footing. The crowds that the road closures attract are sometime quite hostile seeming to local residents just trying to get around in their neighbourhood.

- Liveable Street scheme has been a nightmare for me. I am registered disabled and it has been a misery.
- Please leave vehicle access open.
- Commuting around Brick Lane is difficult especially when cyclists ride the wrong way down the road. I have been hit by a cyclist speeding down the wrong way (southbound) after closures were implemented. It is not a nice feeling. I also have mobility issues so the collision further compounded my issues.
- Brick Lane is now suffering from greater drug use than ever before. Cyclists also ride down Brick Lane the wrong way so they frequently come into contact with pedestrians crossing the road who expect traffic to be coming from the South and not the North.  
Brick Lane is quieter than before which makes criminal activity more brazen. I have, from my office window, witnessed a person tampering with an ATM in daytime only for the police to not attend.
- Due to the closures journey times and congestion have increased, traffic pollution has increased due to congested and standstill traffic, which then spreads to the rest of the area so in my opinion these schemes make pollution worse.

29 comments were provided by respondents with a disability or long-term health condition who supported Option 2.

- because of the cameras, the following below has impacted.
  - Less crime
  - reduction in illegal parking
  - less drugs dealing, although gangs are still about
  - less Asbos
  - less congestion of traffic
- I am not a business man i can't give you any comment.
- The street closures have improved the character and safety of the area. Without the closures, pedestrians need to cram on the pavements while a small number of cars race up and down the street.
- It's safer to get around and there are more people visiting local businesses. I think we should close more roads and prioritise walking and cycling
- more of a tourist destination. easier for people to wander safely around the area. Friends have said the area feels more pedestrian friendly.
- Easier for my husband who is disabled to get around and ASB has greatly reduced
- It's been a remarkable improvement to Brick Lane - far more pleasant to walk through, fewer cars clogging up the streets (that often park or drive incredibly

dangerously). The air quality is better, and I feel safer walking down what are fairly narrow streets anyway.

- Brick Lane does not have the space or infrastructure to allow cars as well as everyone else. You need to focus on pedestrians as much as possible. I understand the importance of accessibility and the businesses' requirements but we are entering an age of climate crisis. We NEED to move away from a dependence on cars and vehicles and for those who use a car in central London when it is not necessary, they are actively harming the area. There is not the space on the side of the streets when cars come down. I also think Hanbury Street should be entirely pedestrianised or traffic laws better enforced there. The speed at which people take the corner round from Brick Lane into Hanbury Street, by Enso Lounge, is horrific. I have nearly been hit so many times. Think of the future! We should be able to feel safe and catered for walking in our local area. Get rid of the vehicles and take away parking spaces, The vast majority of the population do not need a car - save the spaces for those who cannot get around without them!
- Brick Lane was a nightmare for traffic. I find it hard to believe the Liveable Streets scheme is proposed to be removed. I used to hate having to go anywhere near the location and would detour to avoid. I only live a street away. It is so much easier to visit Brick Lane now.
- Please introduce speed signs. Cars speed all along brick lane resident streets. Brick lane has access to 6 primary schools and more nurseries. You need to make it safe for children on school walk. Clean up the dog mess
- There has been no noticeable change as such, but support retention for symbolic reasons.
- Brick Lane should be closed to traffic 100% of the time.
- Brick lane is quite clearly a vibrant high street with very high pedestrian food traffic. Space is at a premium and your plan to prioritise access by car at all time is maddening. Please don't remove any of the current closures
- It's brilliant. I shop in Brick Lane far more than I ever used to.
- I strongly support option 2 and am firmly against reopening roads - that would cause: more pollution, more noise, and be more dangerous for residents, visitors and children. It also ruins the atmosphere of Brick Lane and surrounding area which is famed for its shops and attracts many visitors - heavy traffic loads reintroduced to the area will be a massive detriment. I am physically disabled with acute mobility issues but I am happy with the current set up as I value community over the need for roaring traffic. It is very disappointing that this could even be up for consulting, having only consulted on it recently. Everyone benefits from cleaner, quieter streets - so I firmly oppose the reopening of roads.
- It is beyond ridiculous that you are proposing to remove the traffic closures on Brick Lane. Do you ever actually spend any time on Brick Lane? I live here and I walk up and down Brick Lane and the streets that run off it every single day. The pavements are already too narrow to be safe for pedestrians, particularly at weekends. We already have to walk in the middle of the road despite there being cars and motorbikes driving up behind us. It is wildly unsafe as it is. It makes absolutely no sense to make it even less safe. This will also damage businesses on and around Brick Lane. They rely on pedestrian footfall, not cars. Why are you trying to do something that will harm our community, all for the sake of the vested interests of a small number of rich car drivers and taxis? Yes, some people with disabilities will need access via car (I am disabled myself by the way). It is entirely possible to meet that need without causing such unnecessary damage to our community by making Brick Lane even more unsafe and inaccessible for pedestrians. Truly, this proposal perfectly illustrates the incompetence and corruption of the officers and the councillors at Tower Hamlets. What a joke you all are.

- It is unequivocally more pleasant to live in the area since the closures/ The decrease in delivery vans using streets as cut-throughs with no regard for those who live here has been wonderful. I would like to acknowledge the potential adverse effect of the closures on those with disabilities, but would suggest the solution lies with increasing the general accessibility of the area - not reversing the closures.
- It is very difficult as a pedestrian to use Brick Lane when it has traffic on it, the closures have really helped to make it a n easier place to spend time in and travel through. If there are issues with how the closures have been implemented they should be kept and improved rather than reversed. The council has an obligation to encourage active travel and the proposal to remove these schemes does the opposite.

As someone with disabilities who can only travel a limited distance from my home, the improvements have significantly improved my quality of life.

- It is notably nicer in the area and definitely more accessible by tourists and the public alike. The closures have obviously benefited Brick Lane in a multitude of different ways.
- The area is so much more pleasant to walk and shop in. Coffee shops I frequent often in the area have a lot more organic foot traffic which improves the atmosphere. Sitting outside is more pleasant because of the improved air quality. Walking pets in the area is also much safer.  
The road closures don't block all roads for cars all day every day so travelling by taxi when needed is no problem at all, so the Liveable Streets scheme has only brought positives in my opinion.
- It has improved immeasurably and feels much better and safer than it used to. The streets are cleaner and air pollution has reduced.
- I have worked in Tower Hamlets for more than 16 years and only see more and more dangerous driving, only the Liveable Streets measures have gone anyway to changing this.
- The limited camera closures have made some difference, however they are far from adequate. Brick Lane feels really unsafe to walk along - the pavements are very narrow, so you end up having to walk in the road, and then threatened by drivers who use the road. I have been nearly knocked over on Brick Lane on several occasions. Such a street - with many restaurants - in any other city would almost certainly be completely pedestrianised (including not allowing cycling). At the moment, the poor safety on the street puts me off coming to the lane at all for any purpose.
- although limited camera closure have improved things slightly more needs to be done
- The street is narrow and very busy with pedestrians all week. The road should be pedestrianised
- The Liveable Streets scheme has made the area safer and more convenient. Brick Lane is an important destination in the borough and making it less safe to walk makes it less attractive for the hundreds of thousand visitors a year. Furthermore as a resident of the borough, I use Brick Lane to get to work and local shops multiple times as week both on foot and on bike. The area is just so much more attractive with reduced motor vehicle traffic. Speeding is a major problem across the borough, so separating vulnerable road users from dangerous motorists is absolutely vital.
- I've found it much more pleasant to cycle and walk in the area. The local businesses are definitely getting more of my business, since its much more convenient to go there, and I often pass through on my way, instead of going the old way,, but much longer.
- I cycle regularly with my family to restaurants and shops and it's now safer.
- Why promote car use? It's divisive and awful.

## Comments from business respondents – all

17 survey responders said they were a business owners supporting Option 1.

- Getting access to move around was a major issue with many unnecessary road closures.
- My business is on Commercial Street so we are not impacted by these measures. But I live on brick lane so walk down it daily and occasionally need to drive up brick lane.
- The current road closures divert vehicles down longer routes along more of the side roads. Some of those side roads have more residential properties and are also very narrow (Woodseer Street in particular). This unfortunately leads to more traffic and congestion along those side roads making them less liveable for people living on them and for businesses trading on them. In addition the road closures unfortunately adversely affects vehicle access to my business, with no mitigation measures having been provided despite having engaged in a lengthy and involved period of engagement on those effects and potential mitigation measures.
- Could not provide the access to site to a contractor coming for a site visit
- The changes made have made it worse for both work, pedestrians, drivers and those living in the area.
- The area is less safe, both pedestrians and drivers I've spoken with have expressed concerns. Those living in the area have also described the negative impacts
- The increased traffic had caused a nice quiet area to become noisy and unsafe.
- Getting deliveries customer coming with the cars is so difficult at weekends, especially for people coming from distance, people are worried to calm down so we are losing customers on BRICKLANE.

32 survey responders said they were a business owners supporting Option 2.

- More foot traffic
- My business is largely unaffected by the closures, but the area has more shoppers and people visiting local businesses and I am now considering applying for a market stall on Brick Lane to expand my business. However, I am unlikely to do this if the road closures are reversed
- Being able to walk on brick lane to meet clients without traffic noise and avoiding cars has made it much easier for me and my clients.
- Less cars in the area make cleaner air and less dangerous for my clients and others
- I run a bed and breakfast and clients have commented on how much better a low traffic neighbourhood is for tourism
- I work in the area as well as I'm a resident and I prefer the street to be close to traffic it's safer when I'm with my kids
- It has been easier for me to go around as I travel to all my business meetings by bike and it
- is also easier for our customer to visit the area
- Our employees enjoy a better environment walking to and from the office as well as on lunch breaks. We do not have a car and use public transport so walking and cycling has become a lot easier.
- My business is online, it does not have a physical storefront. However with cleaner air, it's easier to keep my home office window open for fresh air or go for a walk. Still way too many old polluting diesel vehicles on the road, but that's a separate issue.
- We use carbon neutral cargo bike based transport to get around the borough, without Liveable streets, it wouldn't be possible.



- It is notably nicer in the area and definitely more accessible by tourists and the public alike. The closures have obviously benefited Brick Lane in a multitude of different ways.
- easier to move around
- We have more than 60 colleagues based in Bethnal Green, none of them drive to work yet all of them suffer the pollution and danger of drivers around the office.
- I can walk to work in clean air, safer cycle deliveries, online business

Full response from Tower Hamlets Public Health Team

<b>Public Health Tower Hamlets: Consultation Response</b>	
<b>Consultation name:</b>	Liveable Streets
<b>Date</b>	27 February 2023
<b>For</b>	Tower Hamlets, Highways and Transport
<b>From</b>	Katy Scammell, Acting Director of Public Health
<b>Author:</b>	Matthew Quin, Programme Lead for Healthy Environments
<b>CC</b>	Somen Banerjee, Acting Corporate Director of Health, Adults and Community

The Tower Hamlets Public Health team offers this response to the Tower Hamlets Liveable Streets Programme consultation being run on the low-traffic neighbourhood interventions in Bethnal Green, Weavers and Brick Lane.

Public Health recognises the importance of improving the look and feel of public spaces in neighbourhoods across the borough, to make it easier, safer and more convenient to get around by foot, bike and public transport, as well as to take steps to reduce pollution.

The response focusses on the evidence around low-traffic neighbourhood interventions on a) air quality and b) active travel.

Air Quality

Outdoor air pollution is estimated to kill 4.2 million people worldwide every year<sup>i</sup> and is the largest environmental risk to public health<sup>ii</sup>. In common with much of Inner London, Tower Hamlets suffers from poor air quality. An estimated 195 deaths per

year are attributed to small particulates (PM 2.5) and nitrogen dioxide (NO<sub>2</sub>) in the borough<sup>iii</sup>.

People's environments have important influences on their physical and mental health. Each year in Tower Hamlets we experience several episodes of elevated air pollution concentrations that cause acute health harms. In addition to this, regular long-term exposure to air pollution at lower concentrations is also of significant public health concern. Air pollution affects people's health throughout their lives, including before birth, in the very young, through to older adults. Exposure to air pollution, indoors and outdoors, over a long period of time reduces people's life expectancy.

There is clear evidence that air pollution contributes to the initiation and development of cardiovascular and respiratory diseases and can cause lung cancer. Evidence of links between exposure to air pollution and a wider range of health effects, such as intra-uterine impacts, adverse birth outcomes, poor early life organ development, diabetes, reduced cognitive performance, and increased dementia risk continues to build. Like many London boroughs, Tower Hamlets is exceeding the UK legal limit for NO<sub>2</sub> and PM<sub>2.5</sub> and we are not meeting the World Health Organisation guidelines for NO<sub>2</sub>, PM<sub>2.5</sub> or PM<sub>10</sub>. More needs to be done locally to tackle these harmful levels of pollution which are having a negative impact on residents' health.

A significant proportion of outdoor air pollution we experience today, particularly in cities, is associated with road traffic (exhaust emissions, as well as particles from tyre, brakes and road surface wear). In Tower Hamlets over 222 tonnes alone (of the 392 tonnes attributed to road transport) of NO<sub>2</sub> per year is attributed to diesel cars and diesel LGV<sup>iv</sup>.

We note that data collected from the Brick Lane and Weavers areas between 2019 – 2022 highlights a reduction in NO<sub>2</sub> from within the scheme and boundary roads. These findings are supported by evidence published by Imperial College London that found Low Traffic

Neighbourhoods (LTN) not only cut traffic but reduce air pollution without displacing the problem to nearby streets. In one North London scheme, NO<sub>2</sub> fell by 5.7% within the LTNs and by 9% on their boundaries. They also found that traffic dropped by over half inside the LTNs and by 13% at the boundaries<sup>v1</sup>. Another study by Thomas and Aldred (2023)<sup>vi</sup> reviewed and analysed data from 46 LTNs in 11 London boroughs between May 2020 and May 2021 to explore changes in motor traffic levels. The results suggest that LTNs have typically resulted in a substantial relative reduction in motor traffic inside the scheme area, with particularly strong reductions in Inner London. Very little impact was noted to boundary roads (journey length and times).

Although air pollution can be harmful to everyone, some people are more affected because they live in a polluted area and are exposed to higher levels of air pollution in their day-to-day lives or are more susceptible to health problems caused by air

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<sup>1</sup> Th research team carried out a more complex statistical analysis to ensure other factors that might affect traffic volumes and air pollution at particular times – such as the COVID restrictions in place, school holidays or weather – could be taken into account (<https://www.imperial.ac.uk/news/241731/low-traffic-neighbourhoods-reduce-pollution-surrounding-streets/>)

pollution. Air pollution affects everyone but there are inequalities in exposure with the greatest impact on the most vulnerable. Areas of high deprivation frequently have higher levels of traffic or industrial activities and tend to be more heavily polluted. People in lower socio-economic groups are more likely to have pre-existing health conditions earlier in life, and the higher exposures to air pollution may add to the greater burden of poor health. Analysis of air pollution in London in 2019 found that communities with higher levels of deprivation, or a higher proportion of people from a non-white ethnic background, were also more likely to be exposed to higher levels of air pollution. Liveable streets was intended to help address these inequalities by reducing at-risk groups' exposure to poor air quality.

In 2021, Tower Hamlets conducted a Healthy Streets Survey Study: 258 school children participated across 4 schools from years 4, 5 and 6. This survey enabled us to better understand under which conditions low traffic neighbourhood interventions (in this case, around schools) can increase active travel to school and improve children's views of the roads around their school and their journey to school. The survey highlighted the importance that children give to their environment, with specific insights gained on the importance of reducing air pollution caused by cars.

We note that a range of different road closure measures have been trialled in Tower Hamlets, such as street festivals, liveable streets and school streets. The evidence suggests that low traffic neighbourhoods cut traffic and air pollution as detailed above. Based on the evidence, these types of interventions are likely to protect vulnerable residents from harm.

### Active Travel

Active travel refers to modes of travel that involve a level of activity. The term is often used interchangeably with walking and cycling, but active travel can also include trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, as well as cycle sharing schemes.

The effectiveness of active transport interventions on health improvement is well documented: there are positive health benefits linked to increasing physical activity and active travel including positive impacts on health outcomes such as obesity, stroke, cancer, diabetes, dementia<sup>vii</sup> and mental health<sup>viii</sup>.

Using public transport is also a more sustainable transport option than reliance on cars because it reduces the number of cars on the road. Walking, or cycling can improve health and reduce exposure to health harms such as air pollution<sup>ix</sup>.

The biggest transport-related impact of urban development on public health in London is the extent to which it impacts on physical activity from walking, cycling and using public transport. Streets make up 80% of London's public spaces - making them Healthy Streets<sup>x</sup> will improve the quality of life for everyone in London. This is particularly important for Tower Hamlets given the high levels of development in the borough.

A shift from car use towards more walking and cycling and other forms of active travel is one of the most cost-effective ways of reducing transport emissions and is

the only long-term solution to road congestion. Walking and cycling can decrease congestion, air and noise pollution, and both are linked to health and economic benefits.

Physical inactivity is a large challenge in Tower Hamlets<sup>xi</sup>:

- a. 28% of our adults are physically inactive
- b. Only 23% of children and young people are physically active
- c. Only 7% of adults cycle for travel at least 3 days a week
- d. Only 30% of adults walk for travel at least 3 days a week

The health challenges our residents face follow a social gradient, meaning the less affluent someone is, the more likely they are to fall sick, die sooner, or and/or have a long-term condition, compared to more affluent residents. The greatest benefit is small increases in physical activity by the most sedentary. By increasing active travel, particularly in areas of deprivation with residents that face greater socio-economic challenges we would be taking essential steps towards reducing health inequalities. By making active travel possible for everyone, it will help contribute to efforts to tackle the health crisis and climate change<sup>xii</sup>.

There are also other co-benefits to increasing active travel, such as the economic impact of walking and cycling. Research shows that when streets and public spaces in London's town centres and high streets are improved, retail rental values increase, more retail space is filled and there is a 93 per cent increase in people walking in the streets, compared to locations that have not been improved<sup>xiii</sup>. The research has also found that people walking, cycling and using public transport spend the most in their local shops, 40 per cent more each month than car drivers.

<sup>i</sup> World Health Organisation. Ambient (outdoor) air pollution. (2022) Available from: [https://www.who.int/newsroom/fact-sheets/detail/ambient-\(outdoor\)-air-quality-and-health](https://www.who.int/newsroom/fact-sheets/detail/ambient-(outdoor)-air-quality-and-health)

<sup>ii</sup> World Health Organisation. Ambient (outdoor) air pollution. (2022) Available from: [https://www.who.int/newsroom/fact-sheets/detail/ambient-\(outdoor\)-air-quality-and-health](https://www.who.int/newsroom/fact-sheets/detail/ambient-(outdoor)-air-quality-and-health)

<sup>iii</sup> Walton H, Dajnak D, Beevers S, Williams M, Watkiss P and Hunt A, (2015), Understanding the Health Impacts of

Air Pollution in London, accessed 20-10-2016 at <https://www.kcl.ac.uk/scps/our-departments/institute-ofpharmaceutical-science/aes/analytical-environmental-forensic-sciences> <sup>iv</sup> [London Atmospheric Emissions Inventory \(LAEI\) 2019 - London Datastore](#)

<sup>v</sup> Evolution. LTNs don't displace traffic and air pollution, research finds. (2022). Available from: [LTNs don't displace traffic and air pollution, research find \(transportxtra.com\)](#)

<sup>vi</sup> [Changes in motor traffic inside London's LTNs and on boundary roads - Google Docs](#)

<sup>vii</sup> [Cycling and walking can help reduce physical inactivity and air pollution, save lives and mitigate climate change \(who.int\)](#)

<sup>viii</sup> [Active travel: local authority toolkit - GOV.UK \(www.gov.uk\)](#)

<sup>ix</sup> [How does walking and cycling help to protect the environment? - Sustrans.org.uk](#)

<sup>x</sup> Healthy Streets framework will help to inform how decisions makers can support residents to use their cars less and walk, cycle and use public transport more:

<https://www.london.gov.uk/programmes-strategies/health-andwellbeing/transport-and-health/healthy-streets>

<sup>xi</sup> PHE Fingertips data from (2020/21 and 2019/20). Available form: <https://fingertips.phe.org.uk/> <sup>xii</sup> [Walking, cycling and e-biking can help to mitigate climate change - Sustrans.org.uk](#)

<sup>xiii</sup> Economic benefits of walking and cycling (2018). Available from: <https://tfl.gov.uk/corporate/publications-andreports/economic-benefits-of-walking-and-cycling>



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