

Cabinet Discussion



Wednesday, 26 May 2021 at 5.30 p.m.

Online 'Virtual' Meeting - <https://towerhamlets.public-i.tv/core/portal/home>

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

Mayor John Biggs

Cabinet Members

Councillor Sirajul Islam	(Statutory Deputy Mayor for Community Safety, Faith and Equalities)
Councillor Rachel Blake	(Deputy Mayor and Cabinet Member for Adults, Health and Wellbeing)
Councillor Asma Begum	(Deputy Mayor and Cabinet Member for Children, Youth Services and Education)
Councillor Sabina Akhtar	(Cabinet Member for Culture, Arts and Brexit)
Councillor Danny Hassell	(Cabinet Member for Housing)
Councillor Candida Ronald	(Cabinet Member for Resources and the Voluntary Sector)
Councillor Motin Uz-Zaman	(Cabinet Member for Work and Economic Growth)
Councillor Mufeedah Bustin	Cabinet Member for Planning and Social Inclusion (Job Share) - Lead on Social Inclusion
Councillor Asma Islam*	Cabinet Member for Environment and Public Realm (Job Share) - Lead on Environment
Councillor Eve McQuillan*	Cabinet Member for Planning and Social Inclusion (Job Share) - Lead on Planning
Councillor Dan Tomlinson	Cabinet Member for Environment and Public Realm (Job Share) - Lead on Public Realm

[The quorum for Cabinet is 3 Members]

* Not formal Cabinet Members at this time.

Further Information

Reports for consideration, meeting contact details, public participation and more information on Cabinet decision-making is available on the following pages.



Public Information

Viewing or Participating in Cabinet Discussions

The public are welcome to view discussions of the Cabinet. Procedures relating to Public Engagement are set out in the 'Guide to Cabinet' attached to this agenda. Except where any exempt/restricted documents are being discussed, the public are welcome to view this meeting through the Council's webcast system.

Physical Attendance at the Town Hall is not possible at this time.

Webcast

The discussion is being webcast for viewing through the Council's webcast system.

<http://towerhamlets.public-i.tv/core/portal/home>

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A Guide to CABINET

Decision Making at Tower Hamlets

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

Individual Mayoral Decisions and Covid-19 Restrictions

Executive decisions are all decisions that aren't specifically reserved for other bodies (such as Development or Licensing Committees). In particular, Executive Key Decisions are taken by the Cabinet or by the Mayor as Individual Mayoral Decisions. Due to the ongoing Covid-19 restrictions making it difficult to hold physical meetings at this time. The Cabinet is holding an online Cabinet discussion in relation to the items listed on the agenda. The Mayor will then take Individual Mayoral Decisions on each item having considered the views of the Cabinet.

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

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

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

Published Decisions and Call-Ins

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

- The decisions will be published on: **Friday, 28 May 2021**
- The deadline for call-ins is: **Monday, 7 June 2021**

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

Public Engagement at the Cabinet discussion

There is an opportunity for the public to contribute through making submissions that specifically relate to the reports set out on the agenda.

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

Cabinet Discussion

Wednesday, 26 May 2021

5.30 p.m.

Pages

9 - 10

1. **DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS AND OTHER INTERESTS**

Members are reminded to consider the categories of interest, identified in the Code of Conduct for Members to determine; whether they have an interest in any agenda item and any action they should take. For further details, see the attached note from the Monitoring Officer.

Members are also reminded to declare the nature of the interest at the earliest opportunity and the agenda item it relates to. Please note that ultimately it is the Members' responsibility to identify any interests and also update their register of interests form as required by the Code.

If in doubt as to the nature of an interest, you are advised to seek advice prior to the meeting by contacting the Monitoring Officer or Democratic Services.

Even though this is a Cabinet discussion and not a formal meeting, Members should still operate under the same rules as for regular Cabinet meetings.

2. **ANNOUNCEMENTS (IF ANY) FROM THE MAYOR**

3. **OVERVIEW & SCRUTINY COMMITTEE**

3.1 **Chair's Advice of Key Issues or Questions**

Chair of Overview and Scrutiny Committee (OSC) to report on any issues raised by the OSC in relation to unrestricted business to be considered.

3.2 **Any Unrestricted Decisions "Called in" by the Overview & Scrutiny Committee**

(Under provisions of Section 30, Rule 59 of the Constitution).



4. UNRESTRICTED REPORTS FOR CONSIDERATION

4 .1	Liveable Streets Brick Lane consultation outcome report	11 - 136
<p>Report Summary: This item presents the results of the Brick Lane Liveable Streets project which was taken to public consultation on 17 March until 14 April 2021.</p> <p>This item seeks a decision on the next stages of the Liveable Streets project in Brick Lane</p> <p>Wards: Spitalfields & Banglatown; Weavers Lead Member: Cabinet Member for Environment and Public Realm (Job Share) - Lead on Environment Corporate Priority: A borough that our residents are proud of and love to live in</p>		
4 .2	Liveable Streets Old Ford Road West consultation outcome report	To Follow
<p>Report Summary: This item presents the results of the Old Ford Road West Liveable Streets project which was taken to public consultation on Thursday 19 November until Sunday 20 December 2020.</p> <p>This item seeks a decision on the next stages of the Liveable Streets project in Old Ford Road West.</p> <p>Wards: Bethnal Green; St Peter's Lead Member: Cabinet Member for Environment and Public Realm (Job Share) - Lead on Environment, Cabinet Member for Environment and Public Realm (Job Share) - Lead on Public Realm Corporate Priority: A borough that our residents are proud of and love to live in</p>		
4 .3	Report and Recommendations following Housing Regeneration Scrutiny Sub-committee Challenge session on 2nd March 2020 'The Homelessness Reduction Act (2017) – One year on'	137 - 166
<p>Report Summary: This item submits the report and recommendations of the Housing and Regeneration Overview Scrutiny Sub-committee challenge session and the recommendations arising from the session for implementation.</p> <p>Wards: All Wards Lead Member: Cabinet Member for Housing Corporate Priority: A borough that our residents are proud of and love to live in</p>		



Report Summary:

The Council does not have an agreed procedure for Passthrough - granting Contractors Admitted Body Status to the London Borough of Tower Hamlets Pension Fund. To date this has been done on a case by case basis. It is good practice to have a standard agreed Policy in place to provide certainty for all impacted organizations.

This is not the norm. If the Council may opt to outsource some of its functions. ensuring that employees of the Council who TUPE across to contractors receive the same pension protection on TUPE is key.

Wards: All Wards
Lead Member: Cabinet Member for Resources and the Voluntary Sector
Corporate Priority: A borough that our residents are proud of and love to live in

5. ANY OTHER UNRESTRICTED BUSINESS CONSIDERED TO BE URGENT

6. EXCLUSION OF THE PRESS AND PUBLIC

Should the Mayor in Cabinet consider it necessary, it is recommended that the following motion be adopted to allow consideration of any exempt/restricted documents.

“That, under the provisions of Section 100A of the Local Government Act, 1972 as amended by the Local Government (Access to Information) Act, 1985, the Press and Public be excluded from the remainder of the meeting for the consideration of the Section Two business on the grounds that it contains information defined as Exempt in Part 1 of Schedule 12A to the Local Government, Act 1972”.

EXEMPT/CONFIDENTIAL SECTION (PINK)

The Exempt / Confidential (Pink) Committee papers in the Agenda will contain information, which is commercially, legally or personally sensitive and should not be divulged to third parties. If you do not wish to retain these papers after the meeting, please hand them to the Committee Officer present.

7. EXEMPT / CONFIDENTIAL MINUTES

Nil items.



8. OVERVIEW & SCRUTINY COMMITTEE

8.1 Chair's Advice of Key Issues or Questions in Relation to Exempt / Confidential Business

Chair of Overview and Scrutiny Committee (OSC) to report on any issues raised by the OSC in relation to exempt/confidential business to be considered.

8.2 Any Exempt / Confidential Decisions "Called in" by the Overview & Scrutiny Committee

(Under provisions of Section 30, Rule 59 of the Constitution).

9. EXEMPT / CONFIDENTIAL REPORTS FOR CONSIDERATION

Nil items.

10. ANY OTHER EXEMPT/ CONFIDENTIAL BUSINESS CONSIDERED TO BE URGENT

Next Meeting of the Committee:

Wednesday, 30 June 2021 at 5.30 p.m. in C1, Tower Hamlets Town Hall, Mulberry Place, London



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Agenda Item 1

DECLARATIONS OF INTERESTS AT MEETINGS– NOTE FROM THE MONITORING OFFICER

This note is for guidance only. For further details please consult the Code of Conduct for Members at Part C, Section 31 of the Council's Constitution

(i) Disclosable Pecuniary Interests (DPI)

You have a DPI in any item of business on the agenda where it relates to the categories listed in **Appendix A** to this guidance. Please note that a DPI includes: (i) Your own relevant interests; (ii) Those of your spouse or civil partner; (iii) A person with whom the Member is living as husband/wife/civil partners. Other individuals, e.g. Children, siblings and flatmates do not need to be considered. Failure to disclose or register a DPI (within 28 days) is a criminal offence.

Members with a DPI, (unless granted a dispensation) must not seek to improperly influence the decision, must declare the nature of the interest and leave the meeting room (including the public gallery) during the consideration and decision on the item – unless exercising their right to address the Committee.

DPI Dispensations and Sensitive Interests. In certain circumstances, Members may make a request to the Monitoring Officer for a dispensation or for an interest to be treated as sensitive.

(ii) Non - DPI Interests that the Council has decided should be registered – (Non - DPIs)

You will have 'Non DPI Interest' in any item on the agenda, where it relates to (i) the offer of gifts or hospitality, (with an estimated value of at least £25) (ii) Council Appointments or nominations to bodies (iii) Membership of any body exercising a function of a public nature, a charitable purpose or aimed at influencing public opinion.

Members must declare the nature of the interest, but may stay in the meeting room and participate in the consideration of the matter and vote on it **unless:**

- A reasonable person would think that your interest is so significant that it would be likely to impair your judgement of the public interest. **If so, you must withdraw and take no part in the consideration or discussion of the matter.**

(iii) Declarations of Interests not included in the Register of Members' Interest.

Occasions may arise where a matter under consideration would, or would be likely to, **affect the wellbeing of you, your family, or close associate(s) more than it would anyone else living in the local area** but which is not required to be included in the Register of Members' Interests. In such matters, Members must consider the information set out in paragraph (ii) above regarding Non DPI - interests and apply the test, set out in this paragraph.

Guidance on Predetermination and Bias

Member's attention is drawn to the guidance on predetermination and bias, particularly the need to consider the merits of the case with an open mind, as set out in the Planning and Licensing Codes of Conduct, (Part C, Section 34 and 35 of the Constitution). For further advice on the possibility of bias or predetermination, you are advised to seek advice prior to the meeting.

Section 106 of the Local Government Finance Act, 1992 - Declarations which restrict Members in Council Tax arrears, for at least a two months from voting


In such circumstances the member may not vote on any reports and motions with respect to the matter.

Further Advice contact: Janet Fasan, Director of Legal and Interim Monitoring Officer, Tel: 020 7364 4348.

APPENDIX A: Definition of a Disclosable Pecuniary Interest

(Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012, Reg 2 and Schedule)

Subject	Prescribed description
Employment, office, trade, profession or vacation	Any employment, office, trade, profession or vocation carried on for profit or gain.
Sponsorship	Any payment or provision of any other financial benefit (other than from the relevant authority) made or provided within the relevant period in respect of any expenses incurred by the Member in carrying out duties as a member, or towards the election expenses of the Member. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.
Contracts	Any contract which is made between the relevant person (or a body in which the relevant person has a beneficial interest) and the relevant authority— (a) under which goods or services are to be provided or works are to be executed; and (b) which has not been fully discharged.
Land	Any beneficial interest in land which is within the area of the relevant authority.
Licences	Any licence (alone or jointly with others) to occupy land in the area of the relevant authority for a month or longer.
Corporate tenancies	Any tenancy where (to the Member's knowledge)— (a) the landlord is the relevant authority; and (b) the tenant is a body in which the relevant person has a beneficial interest.
Securities	Any beneficial interest in securities of a body where— (a) that body (to the Member's knowledge) has a place of business or land in the area of the relevant authority; and (b) either— (i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or (ii) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which the relevant person has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

<p>Individual Mayoral Decision</p> <p>26 May 2021</p>	 <p>TOWER HAMLETS</p>
<p>Report of: Ann Sutcliffe – Corporate Director, Place</p>	<p>Classification: Unrestricted</p>
<p>Liveable Streets Brick Lane</p>	

Lead Member	Cllr Dan Tomlinson, Cabinet Member for Environment
Originating Officer(s)	Dan Jones, Divisional Director, Public Realm Chris Harrison, Programme Director
Wards affected	Banglatown and Spitalfields, and Weavers
Key Decision?	Yes
Forward Plan Notice Published	15 April 2021
Reason for Key Decision	Financial threshold
Strategic Plan Priority Outcome	Priority 2 – A borough that our residents are proud of and love to live in. Priority 3 – A dynamic, outcomes-based council using digital innovation and partnership working to respond to the changing needs of our borough.

Executive Summary

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

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

Through an online engagement forum, community meetings, co-design workshops, and liaison with Ward Councillors, the Liveable Streets team created a series of proposals to carry out improvements in the Brick Lane area. These proposals were presented to the Brick Lane community for comment through a public consultation from Wednesday 17 March to Wednesday 14 April 2021.

This report details the results of the public consultation and seeks approval on the final design and next steps.

Recommendations:

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

1. Consider the results of the engagement to date and public consultation of the Brick Lane area as part of the Liveable Streets programme (Appendix D).
2. Approve the final scheme design for the Brick Lane area as shown in Appendix B which includes but not limited to:
 - Timed closures on Brick Lane on Thursday and Friday between 5:30pm to 11pm and Saturday and Sunday between 11am and 11pm.
 - A school street on Underwood Road, Buxton Street and Hunton Street
 - One-way southbound on Deal Street between Underwood Road and Woodser Street.
 - Implementation of at least ten cycle hangers.
3. Approve the use of existing frameworks or term contracts to award an order up to the value of £1.1 Million for completion of the works.
4. Consider the Equalities Impact Assessment and specific equalities considerations summarised in paragraph 4 of the report and the full Equalities impact Analysis (EqIA) detailed in Appendix F; and
5. Approve the use of an Experimental Traffic Order for the works specified with the final scheme design shown in Appendix B to allow any objections, comments or observations to be made before a review is undertaken within 18 months of the order being made.

1 REASONS FOR THE DECISIONS

- 1.1 This project will make fundamental improvements to infrastructure on the street, public spaces and change the travel behaviour of residents, businesses and visitors to the Brick Lane area. These changes seek to address the following known issues in the area:
 - High volume of vehicles using Brick Lane during the evening and weekend which is the busiest time for pedestrians.
 - Lack of planting, cycle parking facilities, poor street lighting
 - High volume of vehicles using streets outside schools during pick up and drop off
- 1.2 An extensive engagement process has been undertaken over the past 18 months involving residents, businesses, key groups, emergency services and internal council services.
- 1.3 As part of the 30 October 2019 Cabinet approval, the decision making for the Liveable Streets programme is:

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

1.4 The Brick Lane proposals will be affecting two wards and over £1 million, therefore is being taken to cabinet for political decision.

2 **ALTERNATIVE OPTIONS**

2.1 Throughout the public consultation, we have received suggestions and alternative proposals which have been assessed by the project team for viability and alignment with the Liveable Streets objectives. A full list of the alternatives considered and justification for adopting or discounting can be found in Appendix E

2.2 A summary of the key alternatives that have been discounted and adopted and the justifications for both are set out below:

2.3 Alternative suggestions discounted:

- Leaving Princelet Street one-way eastbound to avoid an increase in motor vehicle usage.

Concern has been raised that if the western side of Princelet Street is changed to one-way westbound there will be an increase in vehicle movements and large vehicle will overrun the footway as they enter Wilkes Street.

Making Princelet Street one-way, westbound, is important to ensure access for residents' access either side of Brick Lane during the closure times. Traffic surveys during the 10-week TfL Streetspace scheme didn't show a significant increase in vehicles. Vehicle tracking demonstrates that the movement of large vehicles into Wilkes Street is possible. Therefore, the change has not been included into the scheme however additional measures, such as bollards, will be considered the junction of Wilkes Street and Princelet Street to reduce concerns and traffic levels will continue to be monitored.

2.4 Alternative suggestions adopted:

- Different timings for Brick Lane closures

Many respondents from businesses and residents close to Brick Lane suggested a further option of a timed closure on Brick Lane on Thursday and Friday between 5:30pm to 11pm and Saturday and Sunday between

11am and 11pm.

In consideration to the split in survey responses from businesses between the options provided, it is recognised that this would reduce concerns for some while providing the benefits of kerbside activity for others during the busiest times of the week. Therefore, this suggestion has been adopted as the recommended option and should be reviewed as part of the identified process for the scheme.

- A number of suggested locations for dropped kerbs were put forward to the team including:
 - Dray Walk to the west;
 - Corbet Place;
 - Junction of Calvin Street and Jerome Street;
 - Hanbury Street, west of the junction with Spital Street;
 - near the junction with Hanbury Street, northern footway; and
 - Grey Eagle street and Quaker Street junction.

These have been added to the scheme for implementation.

- Numerous suggestions for increased traffic calming in the area.

A number of requests were made to increase the level of traffic calming due to vehicle speeds especially during the peak times and evenings. The main request included Old Montague Road, Deal Street, Wentworth Street and Greatorex Street.

These have been added to the scheme for implementation.

3 DETAILS OF THE REPORT

Engagement and consultation

- 3.1 Starting in June 2019, Tower Hamlets council has been undertaking an extensive engagement process in the Brick Lane area. This has included the following:

- 3.1.1 Early engagement to obtain information about people's travel habits, key issues in the area and suggestions for improvement. This engagement was carried out using an online survey, interactive map, drop-in sessions and meetings with groups in the community. A walkabout was carried out with Ward Councillors. Leaflets were delivered to the area, and over 100 stakeholder emails were sent. In total, over 200 residents responded.
- 3.1.2 In January and February 2020, four community co-design workshops took place with 59 attendees. The attendees were presented with plans showing suggestions to improve the area and tackle issues based on feedback received from residents, businesses, schools and other stakeholders during early engagement. The workshops consisted of

two exercises, the first focussed on traffic management and cycling improvements, and the second exercise focussed on improving the pedestrian environment, accessibility to public transport and public spaces. Attendees were asked to feedback on the suggestions presented to further develop the designs to the desires and needs of the community. We also met with schools during this time to discuss potential School Streets proposals and get their feedback on the suggestions.

- 3.1.3 Throughout the engagement period, we met with Council departments and reached out to emergency services and Safer Neighbourhood Team contacts.
- 3.1.4 A public consultation exercise was carried out, from Wednesday 17 March to Wednesday 14 April 2021. Consultation packs were delivered to over 6,525 residential and business addresses within the consultation area, with extra copies available upon request. Emails were sent to residents, internal and external stakeholders on the Tower Hamlets mailing list during the consultation period.
- 3.1.5 In place of face-to-face drop in sessions, virtual 'chat with the team' sessions were organised over the phone and zoom which provided the opportunity for attendees to review the proposals with the project manager or programme team to discuss any changes which may be desired. Virtual meetings were offered to all schools in the area and community groups.
- 3.1.6 Materials were made available in Bengali and publicised in the area. Additional materials such as banners, posters and large-scale maps have also been put in key locations in the area.
- 3.1.7 Meetings with key groups were also arranged by the project team to obtain as many views from the community as possible.

Proposals

- 3.2 The design proposals can be seen on the map in Appendix A on pages 4 and 5. The objectives are to be achieved through a combination of footway improvements, road closures, improvement of shared public spaces, greening and safety improvements. The key elements of the final scheme are:
 - Restricting traffic movements and giving priority to pedestrians in sections of Brick Lane on Thursday and Friday evenings and the weekends (Brick Lane will be open to all traffic before 5.30pm on weekdays and before 11am on weekends) to support businesses to trade safely and make use of outside dining space.
 - Improving the accessibility of Brick Lane with dropped kerbs and new disabled parking spaces.

- Enhancing the neighbourhood with improved lighting, planting and traffic calming measures to create a better and safer environment for the local community and visitors to walk and cycle around Brick Lane.
- Installing new cycle hangars and cycle stands to encourage sustainable travel.
- Creating accessible and safer school travel routes to improve air quality and road safety for children.

Consultation results

3.3 Over the 4-week period we received a total of 1,115 respondents to the consultation of which 901 were received online and the remaining 214 were paper responses. Overall, there were 311 responses from within the consultation area. (residents could choose more than one option if it applies). The responses in key categories are as follows:

- 307 residents that live within the scheme area
- 77 business owners
- 307 visitors
- 160 working in the area

A breakdown of each question is provided in Appendix D, Consultation Results. The results show an overall support to all the proposals and overwhelming so favoured by residents, workers and visitors to the area.

Business responses were supportive of most measures with a split on the proposed times of the closures on Brick Lane with 36% opting for weekends only the highest supportive, followed by 23% opting for weekdays after 5:30pm and weekends.

The results for those responding with addresses on Brick Lane only were 63% supportive of the closures and 50% supportive of the weekday and weekend proposal.

Overall, those respondents that indicated they were disabled were in support of the scheme with 65% supportive.

Finance

3.4 The total cost of the scheme is estimated at £1.1million. Capital Investment in the Liveable Streets programme will be required for the financial year 2021/22.

3.5 The procurement of works and service will be carried out using existing frameworks or term contracts which have already received Council approval.

3.6 Detailed design will take place following Cabinet's decision, if so minded to grant the Recommendations set out within the report, on all proposals with works to start in summer 2021.

4 EQUALITIES IMPLICATIONS

4.1 A full Equalities Impact Assessment (EqIA) has been carried out on the Brick Lane Liveable Streets scheme final proposals. The EqIA can be seen in Appendix F and contains a full assessment for each protected characteristic.

4.2 The initial EqIA assessment has highlighted the potential for positive and negative impacts on groups sharing protected characteristics. Additionally, evidence has been drawn upon through existing studies, data sets, as well as data and evidence collected as part of this programme through engagement stage, consultation, and surveys.

4.3 The identified negative impacts of the proposal are related to the requirement for those using a motor vehicle to use alternative routes to reach their destination in the area. Within the school streets the following will still be able to gain access with a motor vehicle if they fall within one of the below categories:

- Residents whose vehicles are registered or insured on a school street
- vehicles registered to or insured to a school street address
- Blue badge holders
- Parent or carer taking a child with special educational needs (SEN) to school
- School staff at the school
- Businesses based on school streets

4.4 However, those who do not meet the above criteria will have to use alternative routes during the 2 hours of operation during the weekdays and term time. The alternative route for motor vehicles during the hours of operation is approximately 1 mile and will take on average an additional 3-5 minutes.

4.5 Within Brick Lane, there are sections which will not allow motor vehicles during the hours of operation however the sections are limited to a maximum of 55 metres and motor vehicle access is within 30 meters at any given point.

4.6 Due to the limitations described above the negative impacts are more likely to impact on those that require a vehicle to access these areas. Data collected shows that this mostly likely be those who are elderly or have a disability. In order to mitigate these impacts the design has limited hours of operation, the east/west movements across Brick Lane remain accessible and additional blue badge parking has been proposed on roads adjacent to the closure points.

- 4.7 In line with data gathered we are reducing the potential pedestrian motor vehicle conflict during the busiest times of the day, making the place and environment safer. This also leads to better localised air quality for those using the local streets actively to reach their destinations. The recommended scheme will positively impact on those characteristics who are more likely to be involved in accidents and have underlying health issues exacerbated or triggered by increased pollution.
- 4.8 For example, the borough's Transport Strategy identifies Black and minority ethnic groups as more likely to be a casualty in a road collision, particularly as a pedestrian which this scheme would help improve by removing the conflict with motor vehicles and improvements to crossings and accessibility through the area. Those who are Black and minority ethnic and elderly are also more likely to have a respiratory condition, as outlined in the Transport Strategy and would benefit from reduced traffic levels. The elderly and young are also the most likely groups to be involved in a collision, as well as being impacted by the poor air quality, walking environment and outdoor space.
- 4.9 Further, it is recommended the scheme is undertaken on an experimental basis to ensure a review of the scheme is carried out. This will include the monitoring of the potential positive and negative impacts identified through the assessment and where necessary provide a mechanism for alterations made to the scheme which will be undertaken following engagement with stakeholders. As part of this review the EqIA will be further updated with results from any surveys and feedback provided from all road users and the local community.

5 OTHER STATUTORY IMPLICATIONS

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

6 COMMENTS OF THE CHIEF FINANCE OFFICER

- 6.1 In September 2020, Cabinet approved the funding sources for the delivery of Liveable Streets schemes at Bethnal Green (£2.7m), Wapping (£1.1m) and Barkantine (£1.0m) - totalling £4.8m. After accounting for the retrospective spend incurred on these schemes from prior years, the remaining budget totals £4.5m. In November 2020, Cabinet approved the funding sources for Liveable Streets schemes at Bow (£3.0m) and Brick Lane (£1.7m) – totalling £4.7m. Most recently, in January 2021, Cabinet approved the funding sources

for the next schemes in Liveable Streets projects, including Old Ford West (£1.0m), Shadwell (£1.0m), Whitechapel (£1.2m) and Mile End West (£1.0m) – Totalling £4.2m. Hence, The current total approved budget for Public Realm Liveable Streets projects as part of the Council's 2020/21 and 2021/22 approved capital programme is a combined budget of £13.4m, funded through a combination of S106 (£4.8m) and CIL (£8.6m) monies.

- 6.2 This report is requesting for a release of £1.1m which is the estimated total cost of the Brick Lane scheme and this can be accommodated within the budgets.
- 6.3 The procurement of works and service will be carried out using existing frameworks or term contracts which have already received council approval.

7 COMMENTS OF LEGAL SERVICES

- 7.1 The common law provides that a public body must adopt a fair procedure to decision-making to ensure that members of the public, affected by a potentially adverse decision, are given a fair and informed opportunity to make representations and provide their comments before the decision comes into effect. If a public body embarks on a consultation procedure, the outcome of which may be to deprive someone of a benefit that they previously enjoyed, then the common law imposes basic criteria that must be satisfied in order for that procedure to be considered lawful and fair.
- 7.2 The case of *R. v Brent London Borough Council, ex. p. Gunning* [1985] 84 LGR 168 established the following basic criteria (now known as the Sedley criteria), that all fair consultations must satisfy:
1. consultation must be undertaken at a time when proposals are still at a formative stage;
 2. sufficient reasons must be given for any proposal to allow an intelligent consideration of and response to the proposal;
 3. adequate time must be given for consideration and response; and
 4. responses must be conscientiously taken into account in finalising any proposal.
- 7.3 It is also worth noting that more recent case law has suggested that "consulting about a proposal does inevitably involve inviting and considering views about possible alternatives," and "sometimes... discarded alternative options."
- 7.4 Paragraph 3.3 and Appendix D of the report sets out the extent of the consultation exercise undertaken and demonstrates a fair and legally robust process. Further, paragraph 2 of the report and Appendix E set out the assessment of the alternative options undertaken and that "intelligent consideration" was provided by the Council in its review and account of consultation responses. Full reasons are provided where particular options are not being pursued which demonstrates the fairness of the consultation process thereby satisfying the legal tests set out above.

- 7.5 The Council is required to adhere to the Public Sector Equality Duty in accordance with s149 of the Equality Act 2010 which must be given due regard in its decision making. Paragraph 4 advises that a full EqlA has been undertaken in respect of the proposals whilst taking into account the wider design of the Brick Lane scheme. The EqlA is attached at Appendix F of the report.
- 7.6 The Cabinet will note that the EqlA identifies a number of positive and negative impacts upon individuals that share particular protected characteristics. Paragraphs 4.1-4.8 of the report set out the justification and mitigations proposed in respect of any adverse effects.
- 7.7 It is noted that paragraph 4.9 of the report advises that the scheme implementation has been recommended to be undertaken on an experimental basis to ensure a review of the scheme is carried out. This will include the monitoring of the potential positive and negative impacts identified through the assessment and where necessary alterations made to the scheme. As part of this review the EqlA will be updated with results from any surveys and feedback provided from all road users and the local community.
- 7.8 The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996, or the Road Traffic (Temporary Restrictions) Procedure Regulations 1992 (in respect of temporary orders) sets out the legal process to be satisfied when making traffic orders. The legal procedure includes provision for calling a Public Inquiry where appropriate. The Road Traffic Regulation Act 1984 section 1, 6 and Schedule 1 sets out the purposes for which a Road Traffic Regulation Order may be made. Legal services will provide advice in relation to each such Order at the time that they are proposed to be made.
- 7.9 The Council is entitled to use a framework provided it is procured correctly in compliance with the statutory requirements of the Public Procurement Regulations 2015.

Linked Reports, Appendices and Background Documents

Linked Report

- NONE

Appendices

Appendix A – Consultation Document
Appendix B – Final Scheme Map
Appendix C – Engagement and Consultation
Appendix D – Consultation Results
Appendix E – Alternatives Considered
Appendix F – Equalities Impact Assessment

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

- NONE

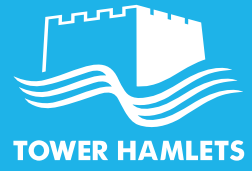
Officer contact details for documents:

Chris Harrison – Liveable Streets Programme Director

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**LOVE
YOUR
NEIGHBOUR
HOOD**



TOWER HAMLETS

INVESTING IN BRICK LANE

The Council is committed to supporting Brick Lane's recovery from the Covid - 19 pandemic and wants to use the investment of the Liveable Streets programme to support Brick Lane businesses and the local community in months and years ahead.

These proposals have been developed on feedback based on residents, businesses and local community. We are consulting on these proposals now, so that if they are supported we can implement them in time for Summer to benefit businesses, the local community and visitors. Our proposals:

- Pedestrianising sections of Brick Lane in the evenings and the weekends (Brick Lane will be open to all traffic before 5.30pm on weekdays) to support businesses to trade safely and make use of outside dining space.
- Improving the accessibility of Brick Lane with dropped kerbs and new disabled parking spaces.
- Enhancing the neighbourhood with improved lighting, planting and traffic calming measures to create a better and safer environment for the local community and visitors to walk and cycle around Brick Lane.
- Installing new cycle hangars and cycle stands to encourage sustainable travel.
- Creating accessible and safer school travel routes to improve air quality and road safety for children.

Read more about the proposals in this booklet, and have your say by filling in the survey before 11:59pm on Wednesday 14 April 2021.

COVID-19: Please refer to page 4 for details on our response to the pandemic.



Future visualisation of Brick Lane

[Talk.towerhamlets.gov.uk/LSBrickLane](https://talk.towerhamlets.gov.uk/LSBrickLane)

Need a translated copy?

A Bengali version of this leaflet is available on request.

Email us at LiveableStreets@towerhamlets.gov.uk or call 020 3092 0401 (9am to 5pm on weekdays).

**MAYOR OF
TOWER HAMLETS**

আরও তথ্য চান?

LiveableStreets@towerhamlets.gov.uk -এ ইমেল করুন

THE PROPOSALS



KEY

--- Scheme Boundary

EXISTING

- Road Closure
- Two-way Street
- One-way Street

PROPOSED TRAFFIC MANAGEMENT

- Timed Road Closure
(Weekdays: 5.30pm-11pm, Weekends: 11am-11pm)
- Two-way Street
- One-way Street
- Speed Hump
- School Street (8.15am-9.15am and 3pm-4pm)

PROPOSED CYCLE FACILITIES

- Cycle Stands
- Cycle Hangar

PROPOSED PUBLIC REALM IMPROVEMENT

- Public Space
(Weekdays: 5.30pm-11pm, Weekends: 11am-11pm)
- Planters
- Parklet
- Street Lighting
- School Street Initiative
- Junction Surface Treatment

INVESTMENT IN THE AREA

- Allen Gardens Improvements
- Brick Lane Public Realm Improvements
- Buxton Street Improvements

SCHOOLS

- 1 Thomas Buxton Primary School
- 2 St Anne's RC Primary School
- 3 Osmani Primary School
- 4 Christchurch C of E Primary School
- 5 Canon Barnett Primary School

Page 24



Aldgate East Station
UNDERGROUND

Whitechapel Stations
OVERGROUND UNDERGROUND

BRICK LANE

24 June - 31 August 2019
Early Engagement

You gave us your feedback through an online survey, interactive map and drop-in sessions. Almost 400 comments and ideas were received and around 50% of these responses came from residents within the Brick Lane area.

25 January - 5 February 2020
Co-design Workshops

Residents and businesses provided feedback on the concept designs and had discussions with the project team. We also had a business specific co-design workshop in January 2020 to gain feedback related to access and deliveries.

17 August - 5 November 2020
Streetspace for London (Brick Lane)

Temporary road closures were in place on Brick Lane. An online feedback survey took place and over 450 responses were received from the local community and businesses.

17 March - 14 April 2021
Public Consultation (Current stage)

Presenting the proposals to the community, where feedback can be provided by both online and hard copy survey.

There is also the opportunity to ask questions about the project via "Chat to the Team" sessions, online Q&A, emailing or calling the team. For more information please visit or contact us:

Webpage:
talk.towerhamlets.gov.uk/LSBrickLane
Email:
liveablestreets@towerhamlets.gov.uk
Contact number:
0203 092 0401 (weekdays 9am-5pm)

Our response to Coronavirus

The council is working with its partners across Tower Hamlets to tackle the spread of the virus and make sure that residents, particularly those most vulnerable, are given all the support they need.

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

Coronavirus has given a new urgency to the question of how we share our public spaces and how we can champion walking, cycling and the safe use of public transport. There has never been a more important time to be moving forward with projects that will positively contribute to that effort.

What is being proposed?

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

- Scheme 1: Enhancing the Neighbourhood
- Scheme 2: Brick Lane
- Scheme 3: School Streets

Our proposals include environmental enhancements and traffic calming measures to improve accessibility and safety for all and to encourage active travel. The map on page 2-3 shows an overview of the project area and proposals.

Why are these proposals important?

Brick Lane is an iconic area of London which attracts over 18,500 pedestrians every day. This space is also shared with over 4,000 vehicles, many of which use Brick Lane to cut through the area. This means they are not visiting local businesses, schools or places of worship but are significant contributors to the already unacceptable levels of air pollution and congestion along Brick Lane.

School streets are central to our Brick Lane proposals to address key safety and air quality issues. Our initiatives will create accessible and safer school travel routes by reducing the number of cars polluting the school environment and improving road safety for children.

These proposals are a key part of Tower Hamlets commitment to support Brick Lane's economic recovery from the Covid-19 pandemic and aims to attract more visitors to the area and support businesses to trade safely.

SCHEME 1 ENHANCING THE NEIGHBOURHOOD

A big part of this project is to improve the look and feel of the neighbourhood to create a better and safer environment for the community to enjoy. We are proposing both environmental and traffic management improvements.

Planting

Our proposals aim to create a more attractive environment for those walking and cycling:

- Create a planting area at the junction of Hanbury Street and Old Montague Street.
- Install plants and flowers on Brick Lane including outside Brick Lane Mosque.
- Additional planting in the parklets proposed at the junction of Hanbury Street and Brick Lane.
- Additional planting where possible within the scheme.

Parklets

We are proposing two new parklets (a small seating area with green space and planting on the pavement) in the surroundings within the Brick Lane and Hanbury Street junction. The parklets will require the relocation of one parking space which will be moved to surrounding roads. Details of the parking relocation will be found on the online parking map (talk.towerhamlets.gov.uk/LSBrickLane).

Accessibility

Brick Lane is an iconic and historic area with a large footfall of local community and attracting visitors worldwide. Our proposals aim to improve the accessibility for all those that travel, walk and cycle to Brick Lane. These include:

- Relocating motorcycle parking on Brick Lane, at the south of Buxton Street, to enable pavement width for a pushchair or wheelchair.
- Adding dropped kerbs to create safer crossings within the area.
- At each timed closure point junction, surface treatment is proposed. This will be a coloured surface in contrast with the road surface so drivers are aware they are crossing/entering the timed section.
- Creating new disabled parking spaces on the Chicksand Street, Fashion Street and Fournier Street.
- Upgrade street lighting on Buxton Street, Underwood Road and Code Street to create a safer walking and cycling route.

Details of the proposed locations can be found on the online parking map (talk.towerhamlets.gov.uk/LSBrickLane).

Road safety improvements

Hanbury Street is a key walking and cycling route for the area. It provides an alternative to the main road and is used by the local community and visitors to get to Brick Lane and Commercial road. Currently over 500 cyclists use this every day and it will become an even busier route once the Crossrail station opens at Whitechapel. To improve the road safety along the route we are proposing the:

- Relocation of all the parking on Hanbury Street, from Wilkes Street to Spital Street, to the northern side of the road.
- Relocation of five parking spaces on Hanbury Street, between Greatorex Street and Deal Street.

There will be no overall parking loss through these changes as parking spaces will be relocated to the surrounding roads.

Traffic calming measures

Traffic counts show that many residential roads experience high levels of motor vehicle traffic every day. Residential streets like Deal Street currently have more than 4,100 vehicles using them every day. A high percentage of these are non-residents cutting through your area leading to noise, air pollution and road safety issues. We are proposing:

- Southbound one-way section along Deal Street between Underwood Road and Woodseer Street.
- Traffic calming features in Spital Street to make the road safer.

This would be to:

- Reduce cut through traffic to improve air quality.
- Reduce vehicle movement at the junction of Deal Street and Hanbury to improve road safety.

Safe cycle storage and parking

To help encourage more local residents to cycle we are proposing a number of improvements:

- Safe and secure cycle hangars on Old Montague Street, Chicksand Street, Fashion Street, Hanbury Street and Woodseer Street.
- New cycle stands on Osborn Street, Old Montague Street, Brick Lane, and Buxton Street.

To register your interest in a cycle hangar or receive more information, please tick the box in the survey or email to LiveableStreets@towerhamlets.gov.uk

SCHEME 2 BRICK LANE

Our current traffic management proposals are very different from the Streetspace for London scheme that was trialled in Summer 2020, see below:

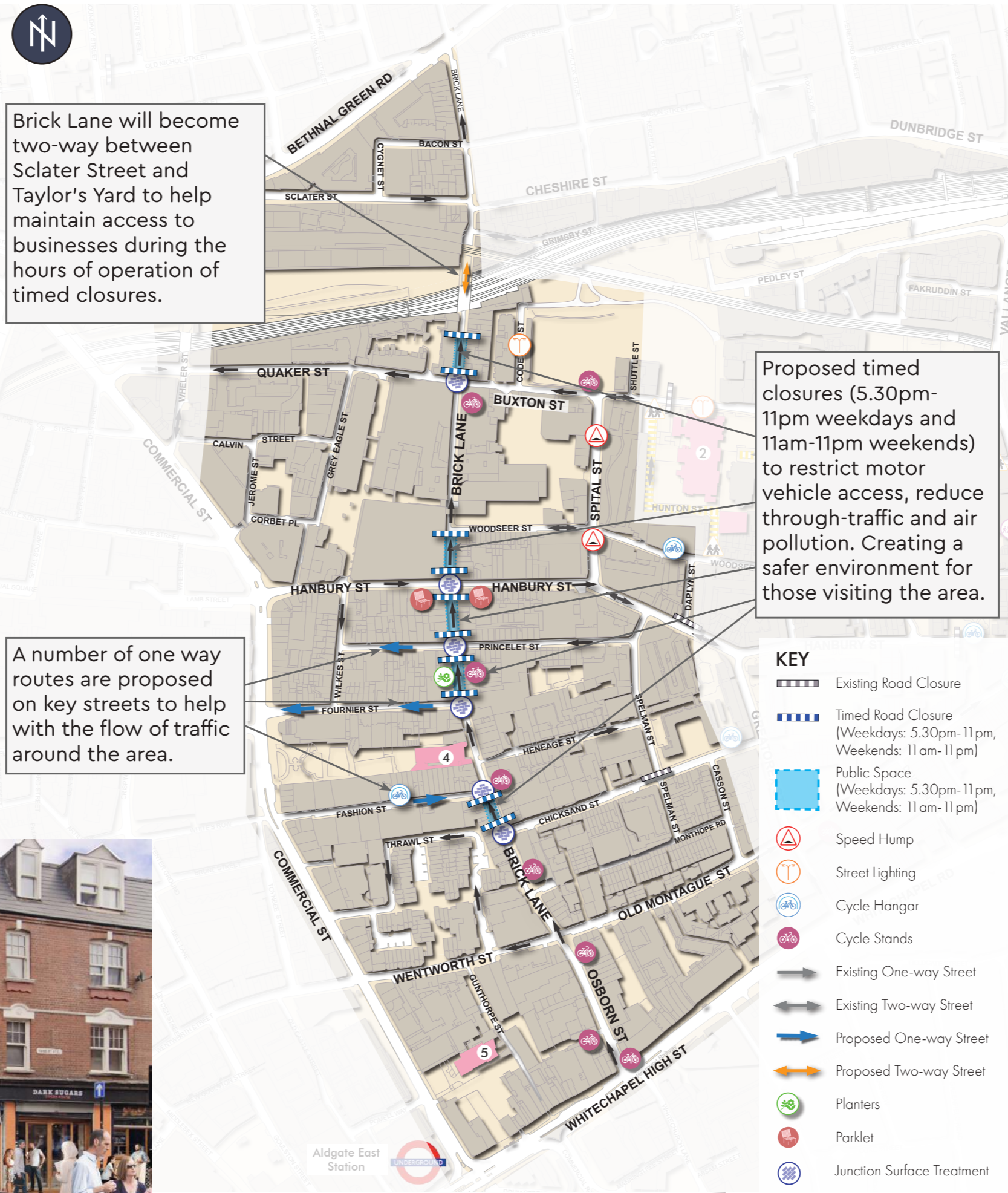
- During the trial there were 24/7 closures – we are proposing timed closures (5.30pm- 11pm weekdays and 11am-11pm weekends) during peak visiting times.
- During the trial Closures blocked with planters to restrict all vehicle access -we are proposing timed closures will be monitored by Automated Number Plate Recognition (ANPR) cameras and will allow 24/7 access for emergency services.

Traffic Management

We are proposing timed restrictions for motor vehicles to ensure businesses can continue to receive deliveries and collections during the day on weekdays. The timed closures will provide a safer environment for pedestrians during evenings and weekends.

We are proposing some sections of Brick Lane stay open at all times for access requirements. These are:

- Between Wentworth Street and Chicksand Street to ensure access for Spitalfields Health Centre and residential car park.
- Between Fashion Street and Fournier Street to enable access to Heneage Street and Seven Stars Yard.
- Between Woodseer Street and Buxton Street for deliveries and access to the public car park.



To ensure that large vehicles are able to leave Brick Lane during the hours of operation of the timed closures, three parking spaces at the junction within Chicksand Street will need to be relocated in the surrounding area.

Details of the parking relocation will be found on talk.towerhamlets.gov.uk/LSBrickLane and advertised locally.

Public spaces

The proposed timed closures will create safer public spaces for the community by limiting vehicle movements during evenings and weekends, when Brick Lane is at its busiest.

These public space changes will help enhance the area for pedestrians, encouraging more visitors to local businesses.

Parking, deliveries and access

During the hours of operation of the timed closures, parking located within the public spaces will not be allowed. This includes 17 pay and display bays and 9 loading bays.

Further parking changes will be required during the hours of operation of the timed closures on:

- Brick Lane between Fashion Street and Fournier Street to allow space for outdoor seating.
- Woodseer Street to allow access for larger vehicles.

There will be no changes to the loading and business bays on the side streets next to Brick Lane. Businesses access to load and receive deliveries on these streets will remain during the timed closures hours of operation.

The timed closures will be monitored by Automated Number Plate Recognition (ANPR) cameras, which will restrict vehicle movements but still allow access for emergency services during hours of operation. We will continue to work closely with the emergency services to make Brick Lane an even safer place to live, work and visit.

If the traffic management proposals for evening closures is supported, further discussion will take place with local residents and businesses whether they are still preferred in winter time, when the benefits of facilitating outdoor dining are much smaller.

You said: "Brick Lane should not be a through road. Please filter it, or better yet, make significant stretches of it bike/ pedestrian only."

We propose: Sections of Brick Lane to be pedestrianised in the evenings and weekends.



Future visualisation of Brick Lane

SCHEME 3 SCHOOL STREETS

As part of our ongoing commitment to reduce emissions around schools, we are proposing to introduce new School Streets and School Street initiatives in the Brick Lane area.

School Streets

School Streets enable streets to be closed to motor vehicles either permanently or during mornings and afternoons on school days to allow children, parents and staff to arrive and leave the schools in a safe and healthy environment whilst encouraging more active travel.

It is proposed that roads outside these schools will be closed to motor vehicles between 8.15am to 9.15am in the morning and 3pm to 4pm in the afternoon.

School Streets are being proposed at the following locations:

- Buxton Street, between Deal Street and Vallance Road
- Deal Street, between Woodseer Street and Buxton Street
- Underwood Road
- Hunton Street

Why do we need School Streets?

To improve road safety - Unfortunately, children are some of the most vulnerable road users. As part of the School Street we look at the design of the roads and pavements to make it as safe as possible for children on the way to and from school.

To protect children from pollution - Harmful air pollution affects the health and well-being of children. Children's lung capacity can be reduced by breathing toxic air which can affect all organs in their body and their long term health. Find out more at www.towerhamlets.gov.uk/breatheclean

To encourage active travel - Busy roads can make it feel unsafe to walk and cycle. We can widen pavements, introduce crossings and calm traffic to allow more children to safely walk, scoot and cycle. Where possible, schools can provide space for storing bikes and scooters safely. Find out more at www.towerhamlets.gov.uk/cycling

How will the school street work?

- The School Street will be enforced by Automatic Number Plate Recognition (ANPR) cameras and vehicles entering not exempt, will automatically be issued a penalty charge notice.
- Access for residents & businesses of those streets, school staff, blue badge users and Special Educational Needs and Disabilities (SEND) children will be allowed if the vehicle is registered for an exemption. This can be requested free of charge by complementing the online form online, please visit: www.towerhamlets.gov.uk/schoolstreets
- All other vehicles not registered for exemption will not be permitted to enter the School Street during operational hours between 8.15am-9.15am and 3pm-4pm on school days.
- All vehicles parked within the School Streets will be permitted to leave the area at all times.

You said: "Please close Buxton Street and Underwood Road to traffic at the start and end of the school day."

We propose: New School Streets during pick-up and drop-off times to create a safer environment for school children.

School Streets initiatives

School initiatives create a more attractive environment for children on their way to and from school. We are proposing:



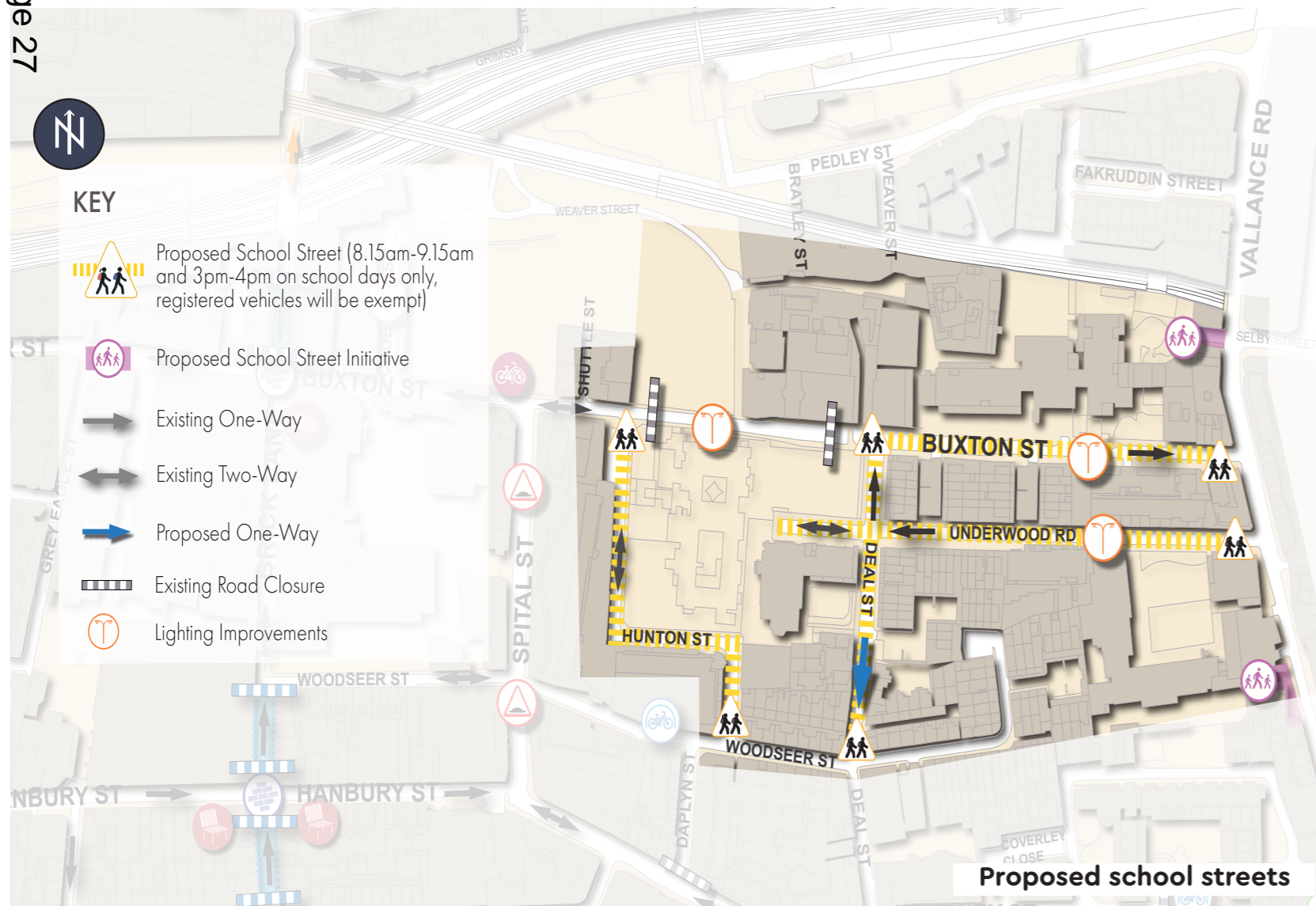
Planters outside Osmani Primary School on Vallance Road.



Planters and community area outside Thomas Buxton Primary School on Selby Street. This will require the loss of an existing loading bay and solo motorcycles bay.

If the proposals are approved, school workshops will be arranged. The design will be developed through workshops to create a design that understands children's journeys to and from school, air quality impact, health and well-being improvements.

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



Proposed school streets



This is an example of a school initiative within Tower Hamlets. Local school children were involved in designing the changes to this cul-de-sac which is now more friendly and a safer environment. We are proposing to work with Thomas Buxton School to create a similar public space for the community.

COMPLEMENTARY MEASURES

Activities and events

As part of the Liveable Streets programme the council is developing a number of complementary measures and monitoring.

These will include the following:

- Cycle training and maintenance classes
- Cargo bike use for businesses
- School and workplace travel initiatives
- Play Streets
- Air quality monitoring
- Residential cycle hangars
- Electric vehicle charge points

If you are interested in play streets, cycle training or cycle hangars, please email us at liveablestreets@towerhamlets.gov.uk

INVESTMENT IN THE AREA

The Council is developing other exciting proposals for further investment in Brick Lane. We have already consulted on a range of improvements and we hope to implement these projects alongside the Liveable Streets proposals, this will be an historic level of investment in Brick Lane.

Buxton Street

The project aims to make the street feel more connected to Allen Gardens and Spitalfields City Farm. The street width would be reduced to create more opportunity for planting and art features, to encourage more pedestrians and cyclists to visit. Improvements would also be made near Thomas Buxton Primary School, located on the eastern end of Buxton Street.



Visualisation of Buxton Street

Allen Gardens

As part of a regeneration programme, the Parks and High Streets and Town Centres teams are making improvements to Allen Gardens, one of the borough's most important inner-city open spaces. Allen Gardens is facing issues of crime, anti-social behaviour, littering and fly tipping.

The 2018 consultation identified key areas for improvement, including:

- Play area for young children
- Clear sight lines
- Keep grassed areas
- Informal community space – for activities like exercise and performance
- Integration of Spitalfields City Farm into the park

For more information on the proposed improvements please contact:

Allen.Gardens@towerhamlets.gov.uk



Brick Lane public realm

The High Streets and Town Centres team has developed a series of proposals after speaking to residents, businesses, visitors, councillors and landowners. Working with urban designers, architects, artists and lighting designers to develop a range of street improvements along Brick Lane, the proposals will help:

- Improve signage and wayfinding, including renaming Osborn Street, to help promote footfall in the southern section of Brick Lane and links to Whitechapel
- Create a welcoming and visually appealing streetscape, particularly in the 'central area' between Wentworth Street and Fashion Street
- Improve air quality by adding urban greening (parklets) and places to rest for visitors
- Improve the Allen Gardens and Pedley Street link
- Improvements to pavements to make walking and cycling safer
- Highlight Brick Lane's historic buildings and artwork using architectural lighting
- Improve the Banglatown Arch by refurbishing the existing structure



Visualisation of frontage upgrades



Visualisation of architectural lighting

HAVE YOUR SAY LIVEABLE STREETS

Your views are important to us. We want everyone who lives, works, studies and visits in the Brick Lane area to have their say on the proposals.

Have your say by filling out the survey:

Online via: talk.towerhamlets.gov.uk/LSBrickLane

Hard copy and send via post in the freepost envelope provided

Please provide your feedback by 11:59pm on Wednesday 14 April 2021.



There is an opportunity to chat with the Liveable Streets Team by booking a one to one meeting. All details can be found on the above webpage in the section "Chat to the Team".

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

@ LiveableStreets@towerhamlets.gov.uk

☎ 0203 092 0401 (weekdays, 9am-5pm)

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



Need a translated copy?

A Bengali version of this leaflet is available on request.

Email us at LiveableStreets@towerhamlets.gov.uk or call 020 3092 0401 (9am to 5pm on weekdays).

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LiveableStreets@towerhamlets.gov.uk -এ ইমেল করুন

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KEY

--- Scheme Boundary

EXISTING

- Road Closure
- Two-way Street
- One-way Street

PROPOSED TRAFFIC MANAGEMENT

- Timed Road Closure (Thursday and Friday: 5.30pm-11pm, Weekends: 11am-11pm)
- Two-way Street
- One-way Street
- Speed Hump
- School Street (8.15am-9.15am and 3pm-4pm)
- Junction Improvements

PROPOSED CYCLE FACILITIES

- Cycle Stands
- Cycle Hangar

PROPOSED PUBLIC REALM IMPROVEMENT

- Public Space (Thursday and Friday: 5.30pm-11pm, Weekends: 11am-11pm)
- Planters
- Parklet
- Street Lighting
- School Street Initiative
- Junction Surface Treatment
- Footway Improvements
- Remove Street Furniture

INVESTMENT IN THE AREA

- Allen Gardens Improvements
- Brick Lane Public Realm Improvements
- Buxton Street Improvements

SCHOOLS

- 1 Thomas Buxton Primary School
- 2 St Anne's RC Primary School
- 3 Osmani Primary School
- 4 Christchurch C of E Primary School
- 5 Canon Barnett Primary School

BRICK LANE - FINAL DESIGN



Whitechapel Stations
OVERGROUND
UNDERGROUND



LOVE YOUR NEIGHBOURHOOD



PROJECT CENTRE

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Liveable Streets Brick Lane

Appendix C – Consultation and engagement delivery

29/03/2021

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Background

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

The council has developed proposals based on feedback from residents and businesses in the area. This approach meets the aims and objectives of the Liveable Streets programme (to improve the look, feel and safety of the area for the Brick Lane community), as well as to aid economic recovery for businesses within our project area. An eight-step plan to deliver the Liveable Streets project in Brick Lane is followed, as shown in the table below, Phase 1 – Phase 5 has been carried out to date.

Our proposals

Three schemes have been developed to improve walking and cycling, create better public spaces, discourage through-traffic and improve air quality. Our scheme details include:

- Pedestrianising sections of Brick Lane in the evenings and weekends.
- Improving the accessibility of Brick Lane with dropped kerbs and new disabled parking spaces.
- Enhancing the neighbourhood with improved lighting, planting and traffic calming measures.
- Installing new cycle hangars and cycle stands to encourage sustainable travel.
- Creating accessible and safer school travel routes to improve air quality and road safety for children.

Design process

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

Phase 1 – Early Engagement

Phase 1 - Early Engagement took place from June to August 2019. The full Early Engagement report can be found online at the Talk Tower Hamlets webpage:

- talk.towerhamlets.gov.uk/lsbricklane

By using an online survey, interactive map, drop-in sessions, and stakeholder meetings with community groups, the Early Engagement phase heard the views of over 200 people. The deadline for Early Engagement feedback via the online survey was 31 August 2019, although where practical, feedback received after this deadline was considered.

Using online engagement and printed promotional materials across a range of methods such as:

- Posters
- Flyers
- Social media; and
- TH e-newsletter

This has ensured that an extended spread of the community had access to the Liveable Streets Brick Lane early engagement campaign and key messages circulated by the project team.

Phase 2 – Concept Design

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

Phase 3 – Workshops

Co-design workshops were held with residents, stakeholders, and businesses of the Brick Lane community on the following dates:

- Saturday 25 January 2020 – resident workshop
- Wednesday 29 January 2020 – business workshop
- Wednesday 5 February 2020 – resident workshop

The workshops were designed to:

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

The presentation was followed by two exercises in which suggestions for improvements were presented and residents and businesses were able to provide their thoughts in a smaller group workshop. Issues and opportunities were actively

debated between groups and suggestions on improving the scheme and the area overall were recorded.

The feedback received during the workshop exercises was collated and used to inform the development of Phase 4 - Preliminary Design.

Phase 4 – Preliminary Design

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

Phase 5 – Public Consultation

The Brick Lane consultation ran from Wednesday 17 March 2021 to Wednesday 14 April 2021. The deadline for feedback was Wednesday 14 April 2021. Hard copy responses received up to 7 days after this date were also included in the analysis.

Before the consultation launched, pre-consultation engagement meetings with key stakeholders, including EqlA stakeholders, were held between December 2020 and March 2021.

Consultation pack distribution

Consultation packs, containing an information booklet (including a link to online survey) hard copy survey and freepost return envelope, were delivered to the 6,525 residential and business properties within the consultation area.

Translated materials

There was an opportunity for those within the community who did not have English as a first language to request translated documents. According to local census information, Brick Lane has a high population of Bengali speakers so the consultation document and survey were available in this language to download from our website. The English version of consultation document also included a sentence in Bengali advising there was a full Bengali version and how to access or order it.

Postcard distribution

Postcards were delivered to the 6,525, residential and business properties within the Brick Lane consultation area on Wednesday 31 April 2021 to serve as further awareness and a reminder of the public consultation date closing date.

Community Engagement and Communications

Due to COVID-19 and associated government restrictions, the Liveable Streets team did not engage with community groups in a face-to-face setting. However, the team remained focussed on keeping everyone up to date and involved in the Liveable Streets Brick Lane consultation. Digital communication methods were used to ensure an inclusive engagement approach with residents, businesses and targeted stakeholder groups.

Posters and banners were put up around the consultation area on Monday 22 March 2021, detailing the consultation dates and webpage.

Additional flyers were handed out to key stakeholders and businesses on Wednesday 31 March 2021, Monday 12 April 2021 and Wednesday 14 April 2021.

Stakeholder meetings

Stakeholder meetings were held both in advance of and during the Public Consultation window to ensure major community groups and essential emergency services were aware of the programme and had time to provide their feedback. Prior and during the consultation, the Liveable Streets team also met with key stakeholders over Microsoft Teams, including but not limited to:

- Thomas Buxton Primary School
- St Anne's and Guardian Angels Catholic Primary School
- Banglatown Restaurant Association
- Spitalfields Neighbourhood Planning Forum
- Emergency Services
- Brick Lane Mosque
- The Truman Brewery
- Aldgate Connect
- Wheelers

Drop-in Events

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

- Wednesday 24 March, 5 to 8pm
- Saturday 27 March, 11am to 2pm
- Wednesday 31 March, 3 to 6pm
- Thursday 8 April, 5 to 7pm
- Saturday 10 April, 11am to 1pm

Email distribution and enquiry

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

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

A Tower Hamlets e-newsletter was sent out twice during the consultation period notifying all registered people in the community of the consultation and associated

survey and drop-in sessions. These were sent on Monday 22 March 2021 and Wednesday 31 March 2021.

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

External media

A press release promoting the consultation was issued on Tuesday 16 March 2021. We also received coverage from the media on the following dates, via the following channels:

21 March 2021 – Tower Hamlets News

22 March 2021 – East London Advertiser

23 March 2021 – Time Out

25 March 2021 – My London

14 April 2021 – BBC News

Social Media

The consultation was also advertised via London Borough of Tower Hamlets social media channels (Twitter, Facebook and LinkedIn) throughout the consultation period, which linked to the consultation webpage. These posts were made on Thursday 25 March 2021 and Tuesday 13 April 2021.

Let's Talk Tower Hamlets

- The Brick Lane area page received 5,587 page views throughout consultation period. The site featured various ways to feedback such as the online consultation survey, a Q&A tool and a registration form to talk to the team function.
- The Q&A function received three queries from the public during the consultation period. The Liveable Streets team addressed each question, answering either publicly or privately based on the nature of the question.
- The "Register your interest to talk to the team" survey received three responses where meetings were held with the individuals.
- There were 901 online surveys submitted via the Let's Talk Tower Hamlets webpage.

School Engagement

- While the programme team were not able to engage with school communities in a face-to-face setting, the team remained focused on keeping schools in the Brick Lane area up to date and engaged in the consultation. All schools in the area were offered a meeting with the project team.

- The Liveable Streets team held virtual meetings with the following school during the consultation period:
 - St Anne's and Guardian Angels Catholic Primary School
 - Governors of Thomas Buxton Primary School
 - All schools in the project area also received a hard-copy consultation pack through the post as well as electronic material. Schools were encouraged to share this information via their internal channels and newsletters with parents, teachers, and students.

Business engagement

Due to COVID-19, the team were unable to engage with businesses face-to-face for the majority of the consultation period.

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

We visited over 75 businesses in the Brick Lane project area to inform them of our proposals and to encourage them to formally provide a response to our consultation. We visited these businesses throughout the 12 – 14 of April in accordance with government guidelines for COVID-19 restrictions.

Those who were unsupportive were mainly due to deliveries for their business, and also concerns about traffic being pushed onto neighbouring roads.

Liveable Streets phonenumber

- A dedicated phonenumber was available for public queries on weekdays 9am - 5pm - excluding public holidays.

Phase 6 – Detailed Design

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

Phase 7 – Construction

If approved, construction will begin in Summer 2021. The implementation will be carried out using an experimental traffic order.

Phase 8 – Review

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

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Brick Lane Liveable Streets

Appendix D – Consultation Results

30/04/2021

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Introduction - Consultation results

This report details the responses received for the Brick Lane Liveable Streets public consultation and responses from those within the consultation area.

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

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

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

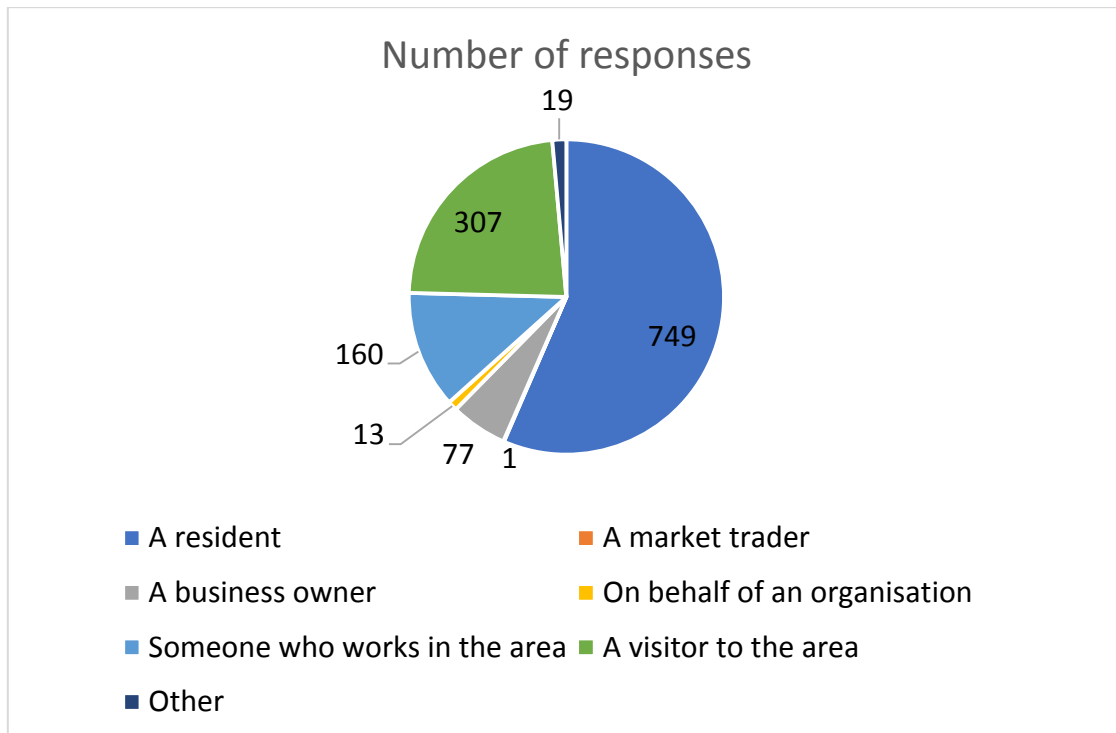
Section 4 provides further analysis of responses plus responses to questions unrelated to specific proposals.

Section 5 provides a further analysis of responses by different groups

SECTION 1

This section provides a summary of the respondents to the consultation and how they travel around the Brick Lane area. There was a total of 1115 respondents to the consultation of which 901 were received online and the remaining 214 were paper responses. In the responses below respondents could choose more than one option.

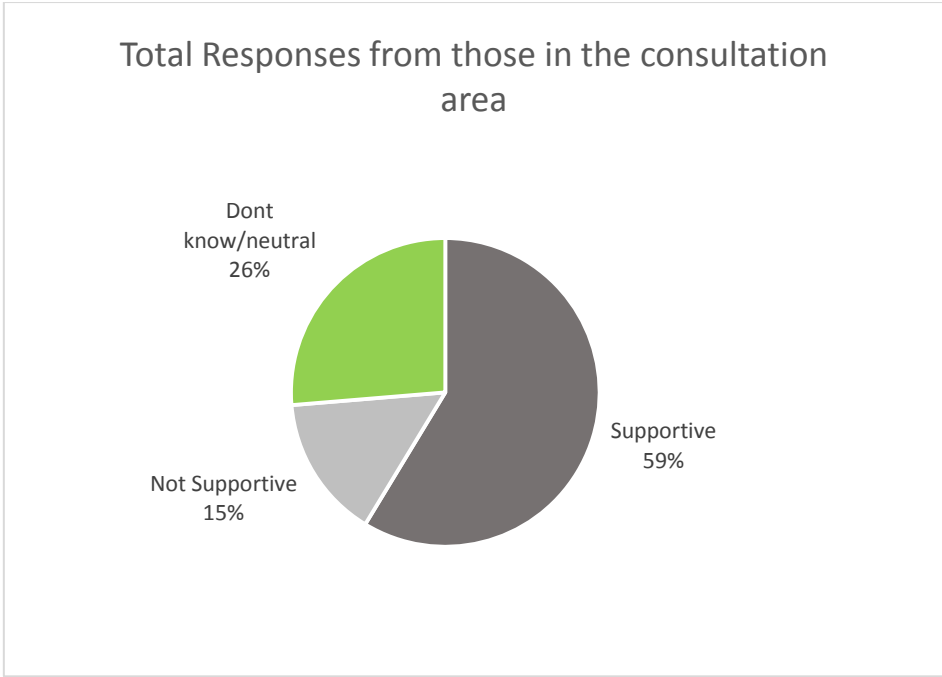
Number of respondents



1,126 responses to this question. Please note respondents could answer for more than one option for this question. 749 responses were received by people who identified themselves as residents although they may not reside within the consultation area.

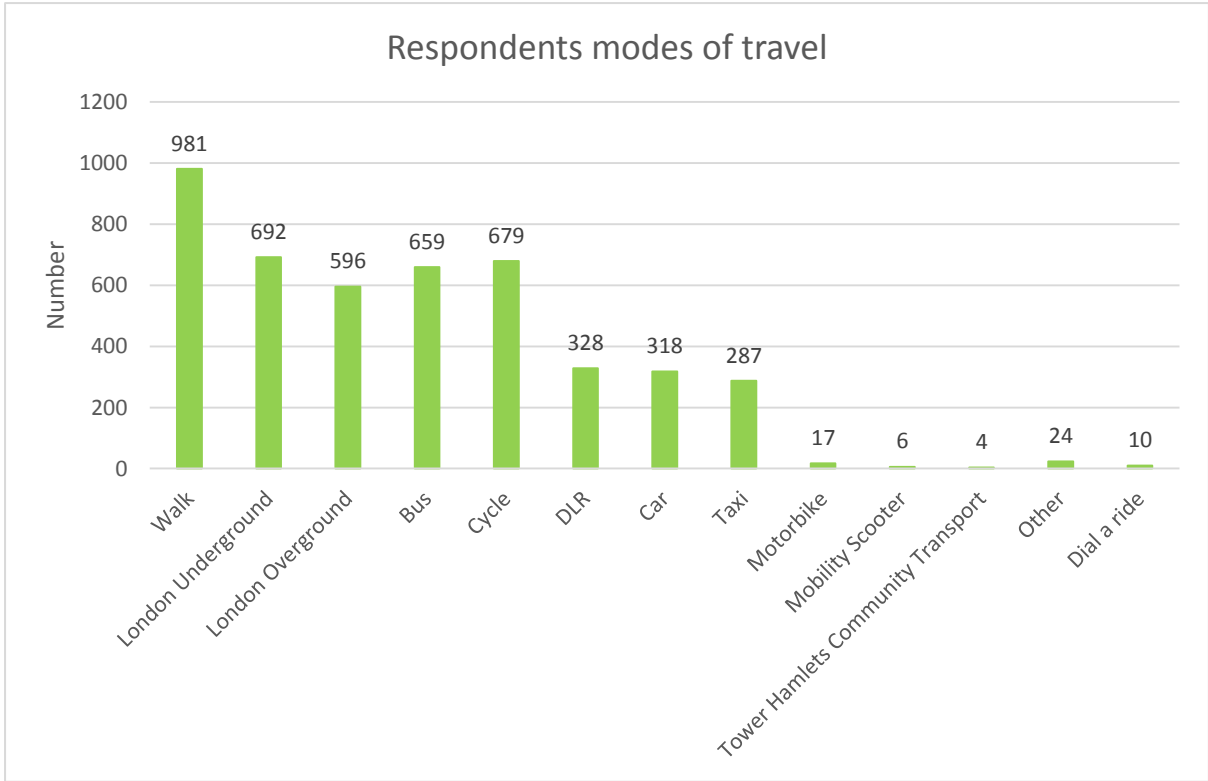
Overall, 311 people responded from within the consultation area, this has been further analysed in Section 2 of this document.

Taking each response from every question from respondents in the consultation area shows that 59% are supportive of the Liveable Streets proposals across the area.



Mode of travel in Tower Hamlets

The graph below shows how respondents travel. Respondents could choose more than one option. A total of 1,126 people answered this question.



SECTION 2

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

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

Scheme 1

The proposals in Scheme 1 aim to improve the look and feel of Brick Lane and create a better and safer environment for the community to enjoy.

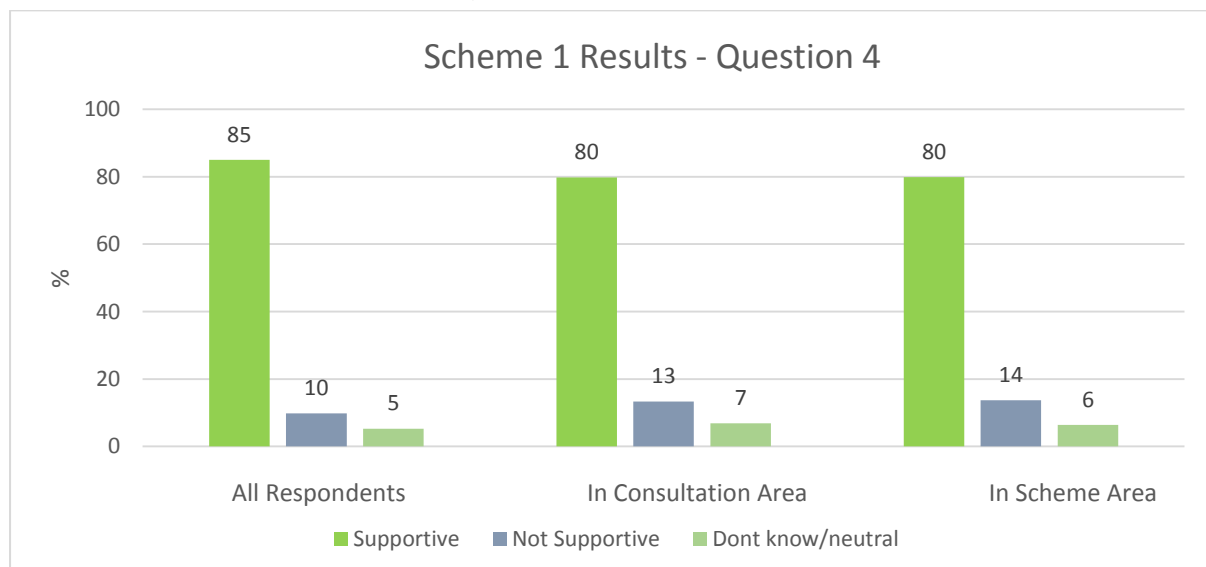
The results have been analysed considering all respondents, residents within the consultation area and residents within the scheme area.

The scheme area for Scheme 1 has been defined as those who live or work on the following roads: Brick Lane, Buxton Street, Chicksand Street, Code Street, Coverley Close, Daplyn Street, Davenant Street, Deal Street, Fashion Street, Fournier Street, Greatorex Street, Hanbury Street, Links Yard, Moss Close, Old Montague Street, Regal Close, Spelman Street, Underwood Road, Wentworth Street and Woodseer Street.

Question 4

How supportive are you of additional planting:

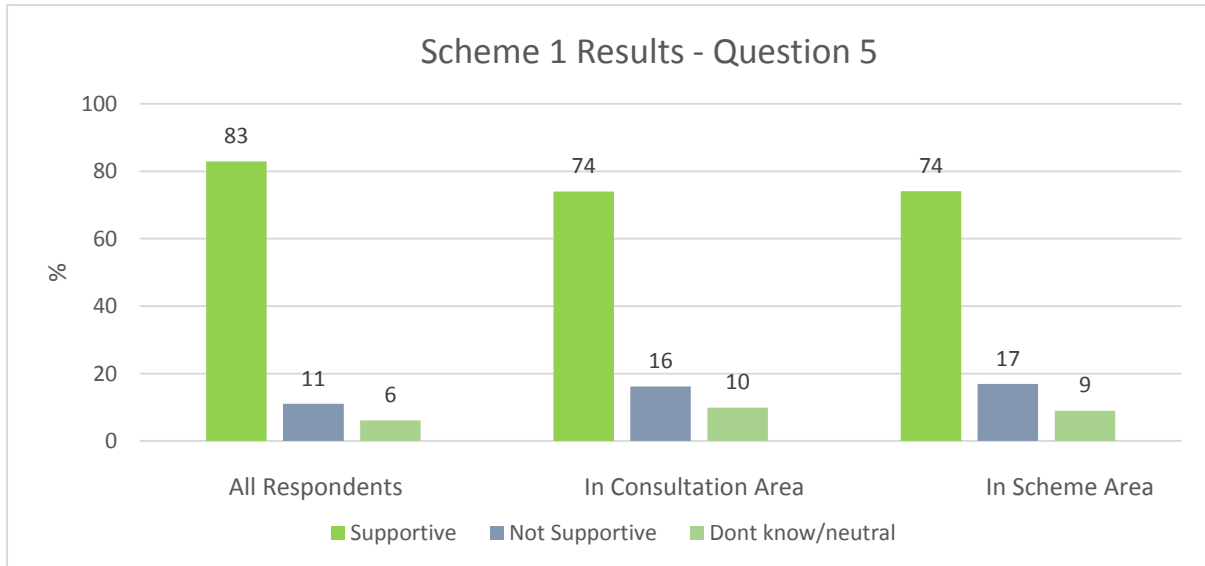
- At the junction of Hanbury street and Old Montague Street
- On Brick Lane including outside Brick Lane Mosque
- In the parklets proposed at the junction of Hanbury Street and Brick Lane
- Additional planting where possible within the scheme



The total number of respondents were 1,117 and the total number of respondents within the consultation area were 307. There were 204 respondents from within the scheme area.

Question 5

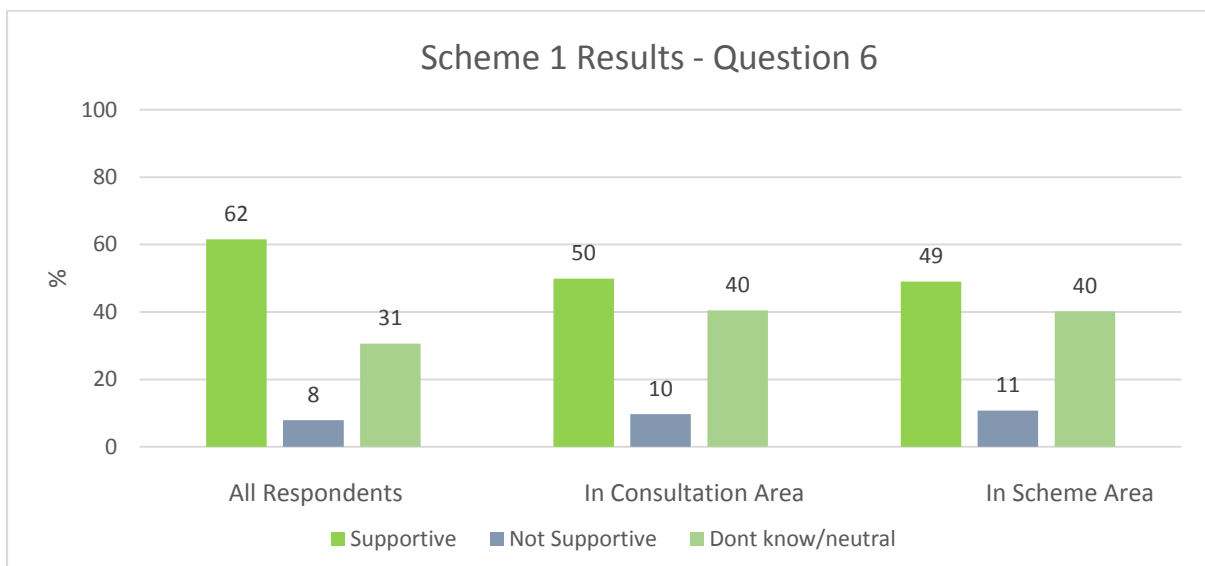
How supportive are you to the proposed parklets (a small seating area with green space and planting on the pavement) near the Brick Lane / Hanbury Street junction and the relocation of one parking space to accommodate this?



The total number of respondents were 1,110 and the total number of respondents within the consultation area were 304 There were 201 respondents from within the scheme area.

Question 6

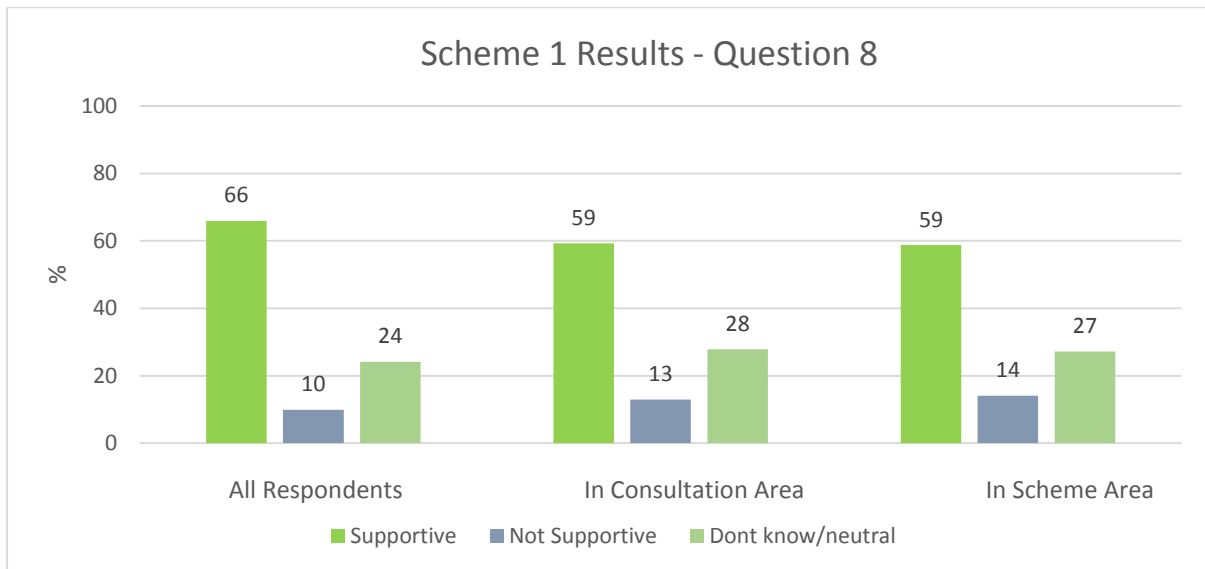
How supportive are you of the relocation of the motorcycle parking on Brick lane, at the south of Buxton Street?



The total number of respondents were 1,115 and the total number of respondents within the consultation area were 309 There were 204 respondents from within the scheme area.

Question 8

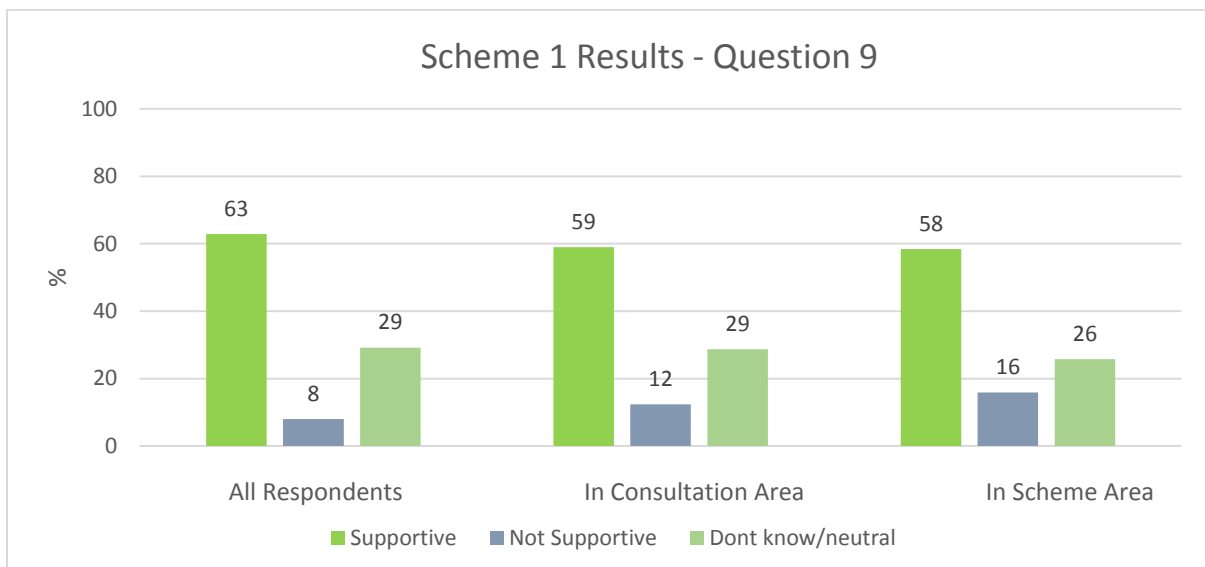
How supportive are you of a surface treatment at the entry of each proposed timed closure point junction along Brick Lane?



The total number of respondents were 1,107 and the total number of respondents within the consultation area were 302. There were 199 respondents from within the scheme area.

Question 9

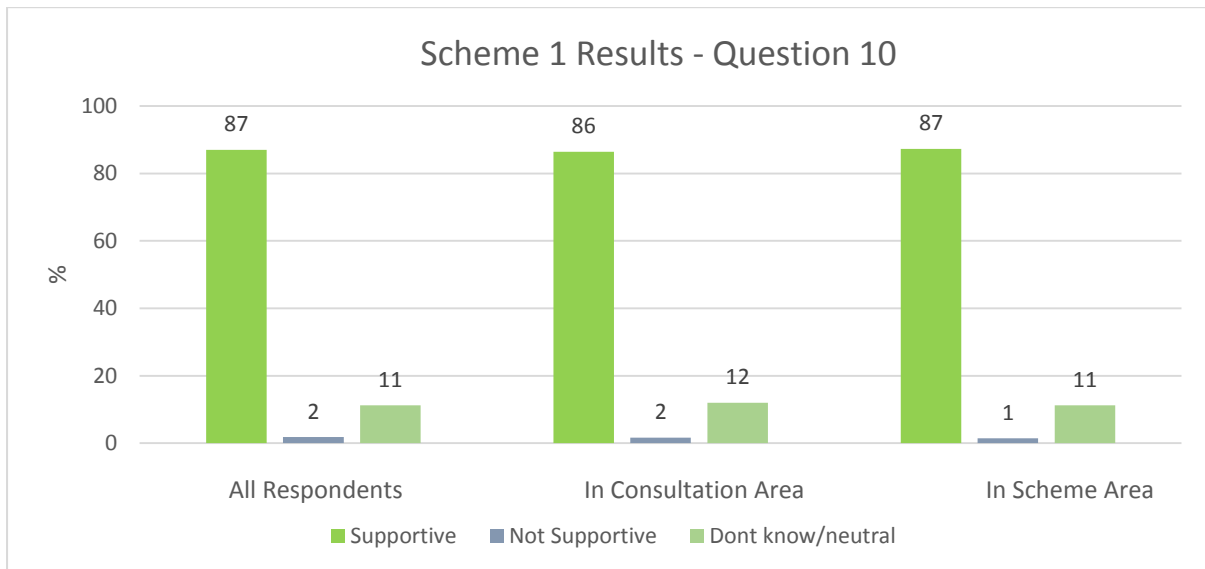
How supportive are you of creating new disabled parking spaces on Chicksand Street, Fashion Street and Fournier Street?



The total number of respondents were 1,115 and the total number of respondents within the consultation area were 307. There were 202 respondents from within the scheme area.

Question 10

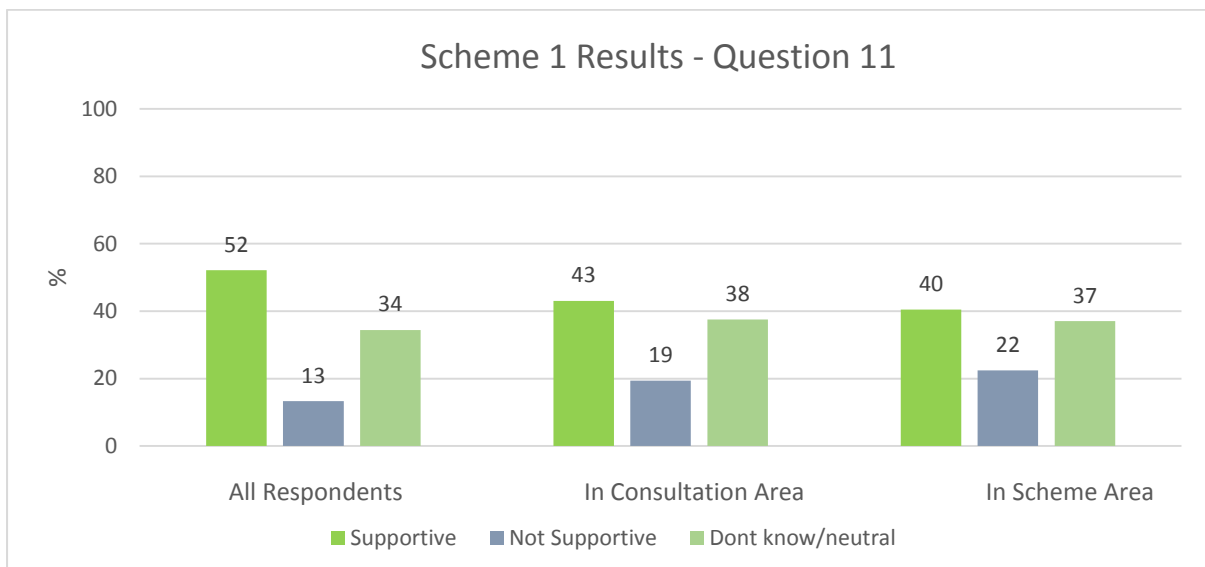
How supportive are you of lighting improvements along Buxton Street, Underwood Road and Code Street?



The total number of respondents were 1,116 and the total number of respondents within the consultation area were 309 There were 305 respondents from within the scheme area.

Question 11

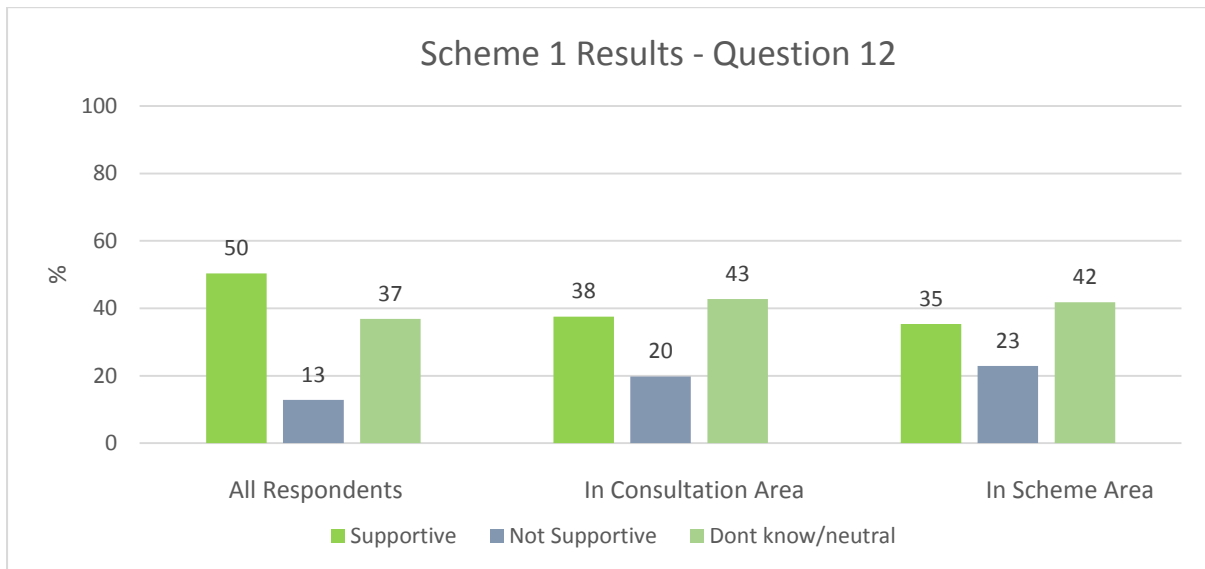
How supportive are you of the relocation of all the parking on Hanbury Street, from Wilkes Street to Spital Street, to the northern side of the road?



The total number of respondents were 1,115 and the total number of respondents within the consultation area were 309. There were 205 respondents from within the scheme area.

Question 12

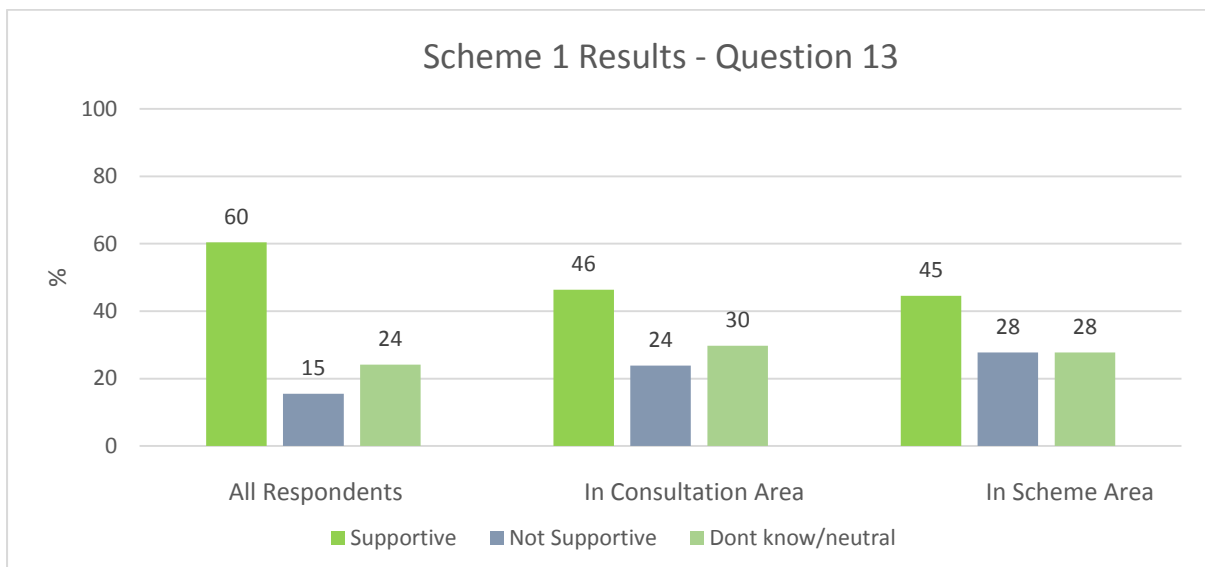
How supportive are you of the relocation of five parking spaces on Hanbury Street, between Greatorex Street and Deal Street to the surrounding roads?



The total number of respondents were 1,108 and the total number of respondents within the consultation area were 304. There were 201 respondents from within the scheme area.

Question 13

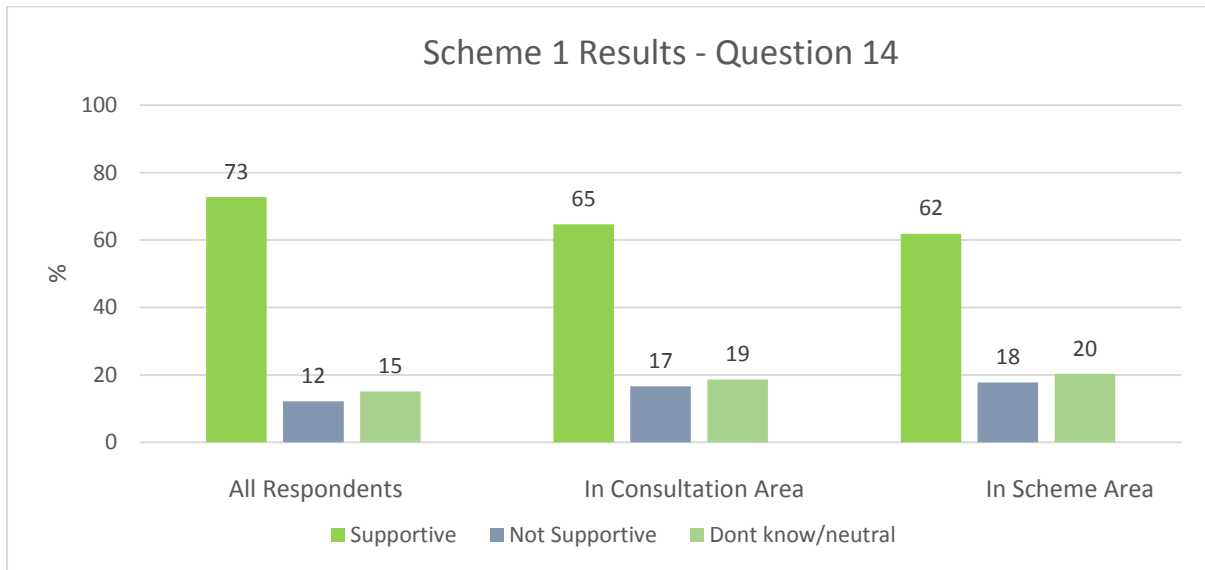
How supportive are you of the proposed southbound one-way on Deal Street from Underwood Road to Woodseer Street?



The total number of respondents were 1,106 and the total number of respondents within the consultation area were 306. There were 202 respondents from within the scheme area.

Question 14

How supportive are you of traffic calming features on Spital Street?

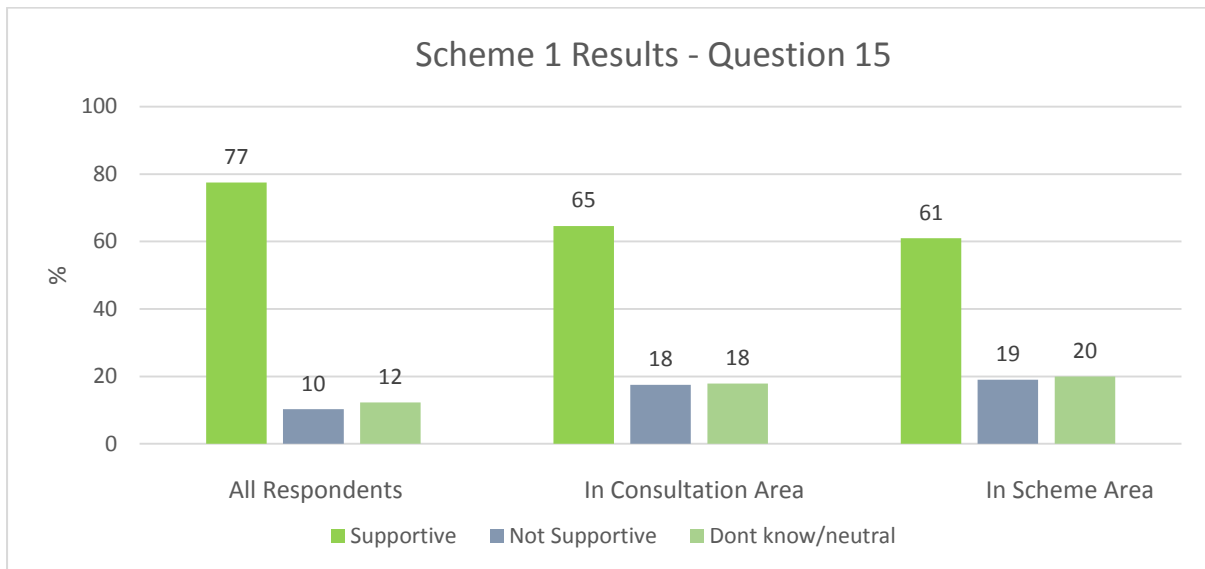


The total number of respondents were 1,107 and the total number of respondents within the consultation area were 306. There were 202 respondents from within the scheme area.

Question 15

How supportive are you of more cycle hangars along the following roads:

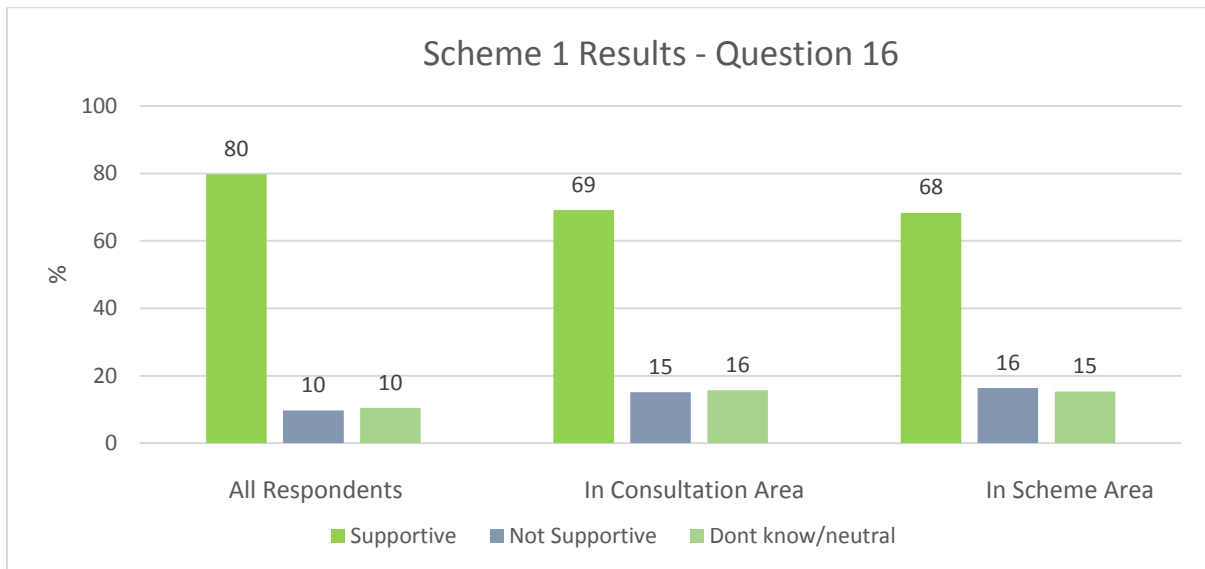
- Chicksand Street
- Fashion Street
- Hanbury Street
- Old Montague Street
- Woodseer Street



The total number of respondents were 1,118 and the total number of respondents within the consultation area were 308. There were 205 respondents from within the scheme area.

Question 16

How supportive are you of new cycle stands on Osborn Street, Old Montague Street, Brick Lane, and Buxton Street?



The total number of respondents were 1,108 and the total number of respondents within the consultation area were 305. There were 202 respondents from within the scheme area.

Scheme 2

Scheme 2 proposes timed restrictions along Brick Lane for motor vehicles to ensure businesses can continue to receive deliveries and collections during the day on weekdays. The timed closures will provide a safer environment for pedestrians during evenings and weekends.

The scheme area for Scheme 2 has as addressed on Bacon Street, Brick Lane, Buxton Street, Cheshire Street, Chicksand Street, Code Street, Cygnet Street, Deal Street, Fashion Street, Grimbsy Street, Gunthorpe Street, Hanbury Street, Hopetown Street, Links Yard, Monthope Road, Old Montague Street, Osborn Street, Princelet Street, Quaker Street, Sclater Street, Seven Stars Yard, Spelman Street, Spital Street, Wentworth Street and Woodseer Street.

Question 17

The following proposals are required to be implemented as a group for **SCHEME 2**:

Proposed timed closures (5.30pm-11pm weekdays and 11am-11pm weekends) along:

Brick Lane between:

- Chicksand Street and Fashion Street
- Fournier Street and Princelet Street
- Princelet Street and Hanbury Street
- Hanbury Street and Woodseer Street
- Buxton Street and Taylor's Yard entrance

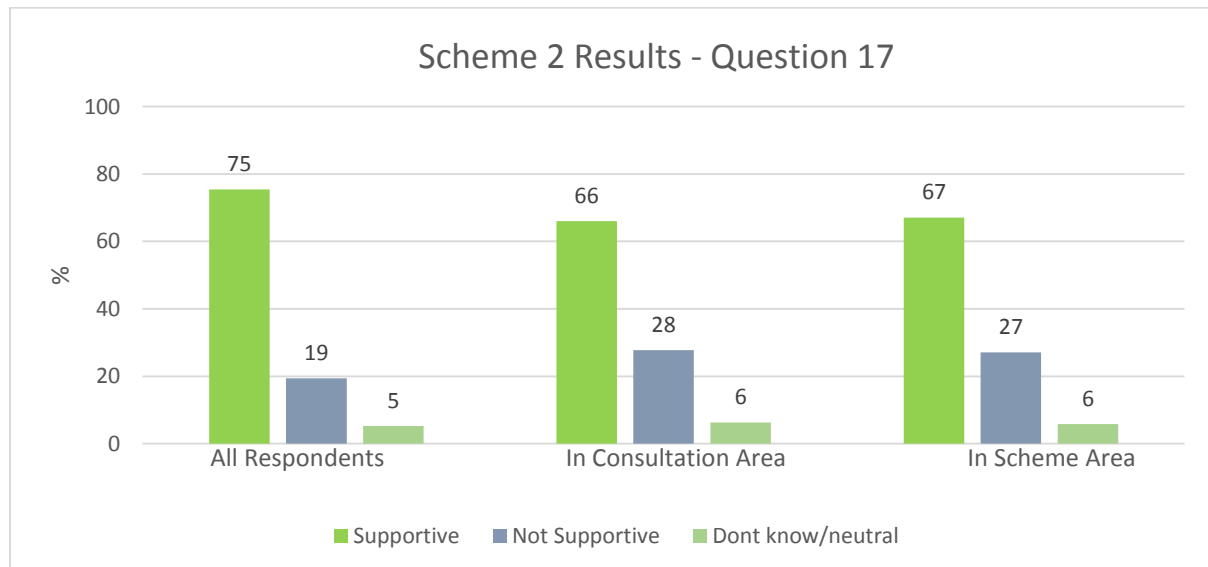
Proposed one-way along:

- Fashion Street, eastbound
- Fournier Street, westbound
- Princelet Street, westbound

Proposed parking suspensions during the closure times of operation (5.30pm-11pm weekdays and 11am-11pm weekends) along:

- Woodseer Street, between Spital Street and Brick Lane
- Brick Lane, between Fashion Street and Fournier Street

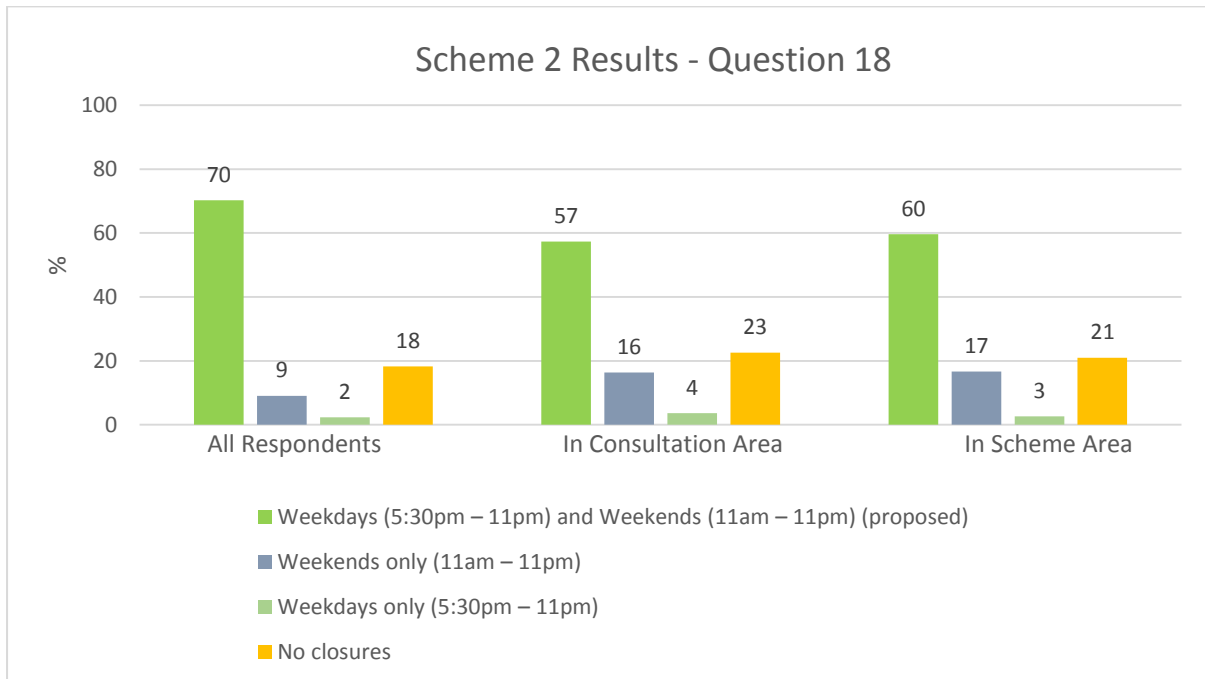
How supportive are you of the listed Traffic management proposals above?



The total number of respondents were 1,110 and the total number of respondents within the consultation area were 303. There were 188 respondents from within the scheme area.

Question 18

What is your preference on the operating times of closures on Brick Lane?

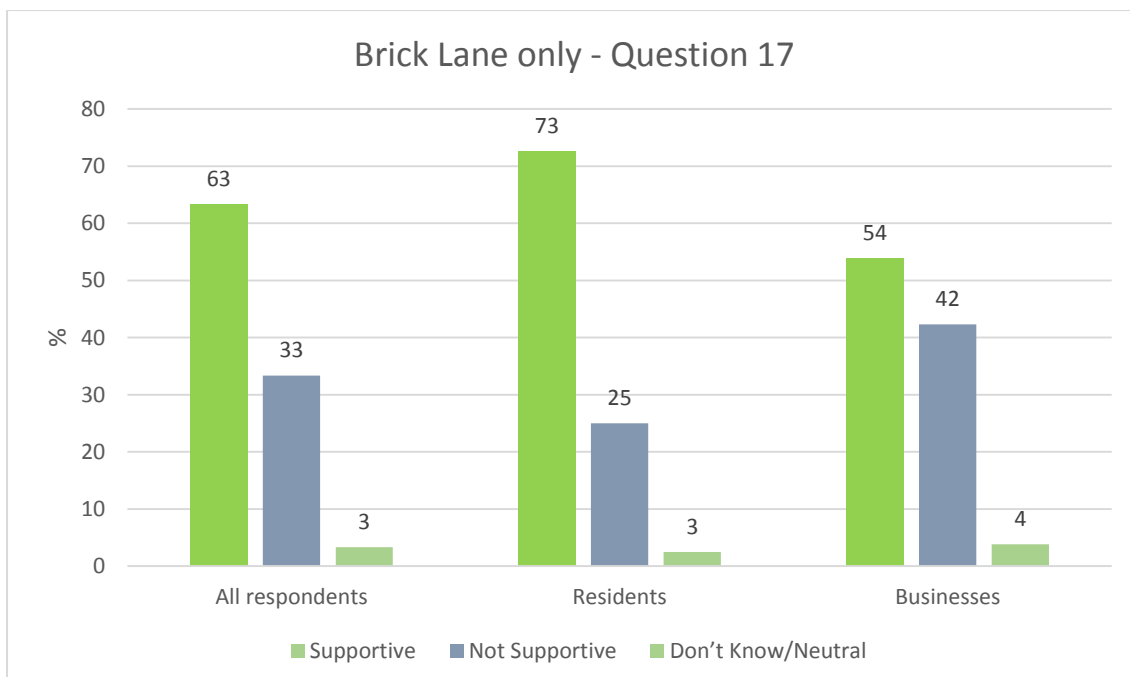


The total number of respondents were 1,121 and the total number of respondents within the consultation area were 305. There were 186 respondents from within the scheme area.

Brick Lane Only

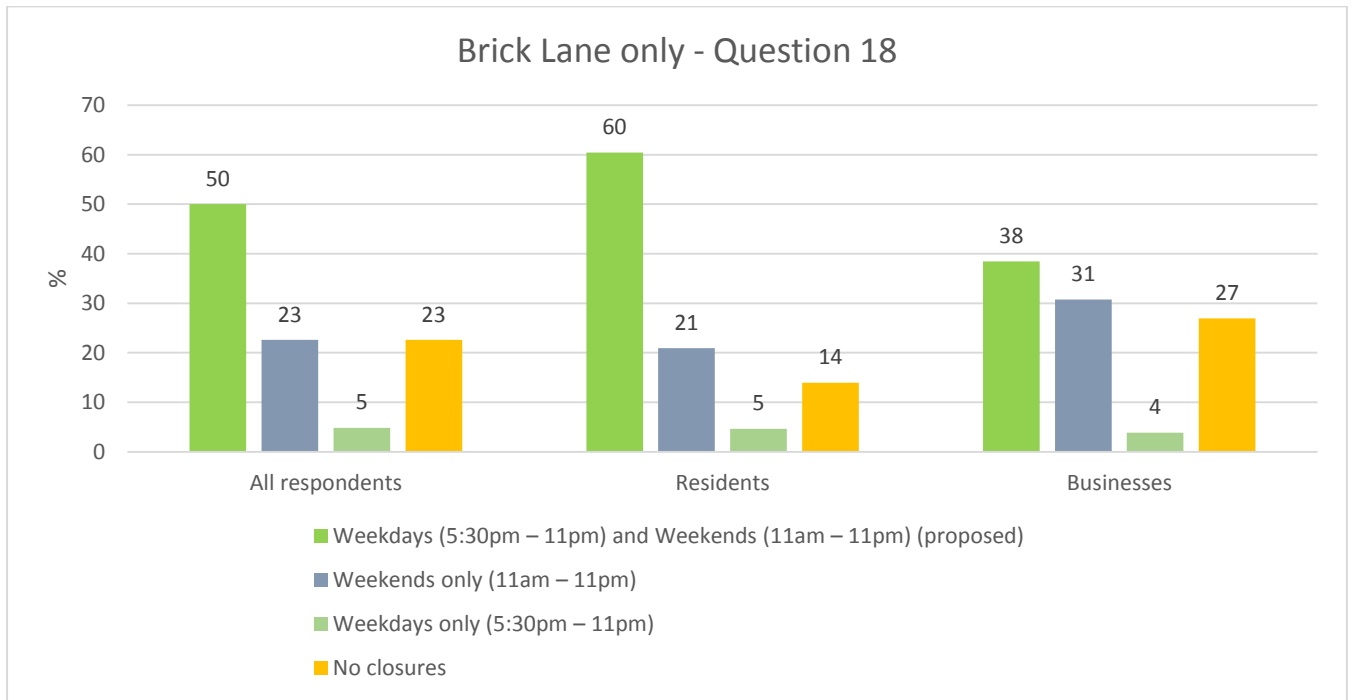
In addition to the above for question 17 and 18, we have analysed the response from those on Brick Lane only

Question 17



The total number of respondents were 61.

Question 18



Scheme 3

The proposals in Scheme 3 relate to proposed school street initiatives in the area. These relate to the following schools:

- Thomas Buxton Primary School
- St Anne’s RC Primary School
- Osmani Primary School

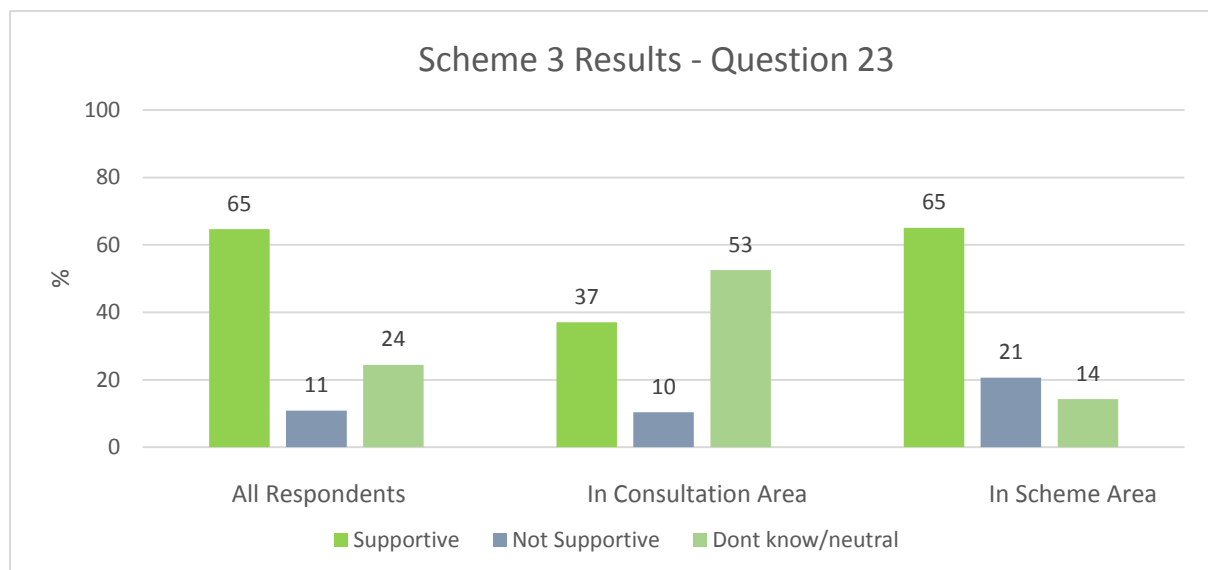
The scheme area for Scheme 3 has been defined as those who live or work on the following roads: Buxton Street, Deal Street, Hunton Street, Underwood Road and Woodseer Street.

Question 23

The proposals which need to be implemented together as a group **SCHEME 3** are listed below:

- Proposed School Streets in front of Thomas Buxton Primary School, Osmani Primary School and eastern entrance to St Anne’s RC Primary School into a pedestrian and cycle only zone between 8:15am – 9:15am and 3pm – 4pm on school days.
- Planters to be placed in front of entrances to Osmani Primary School of the Vallance Road entrance on the footway.

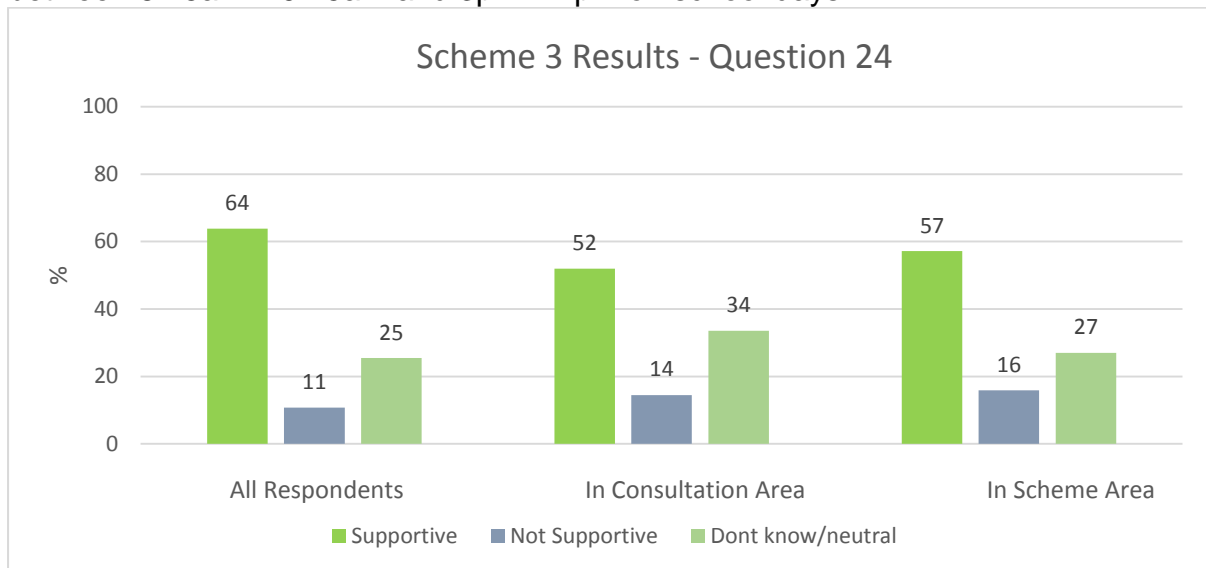
How supportive are you of the group of proposals above?



The total number of respondents were 1,057 and the total number of respondents within the consultation area were 413. There were 63 respondents from within the scheme area.

Question 24

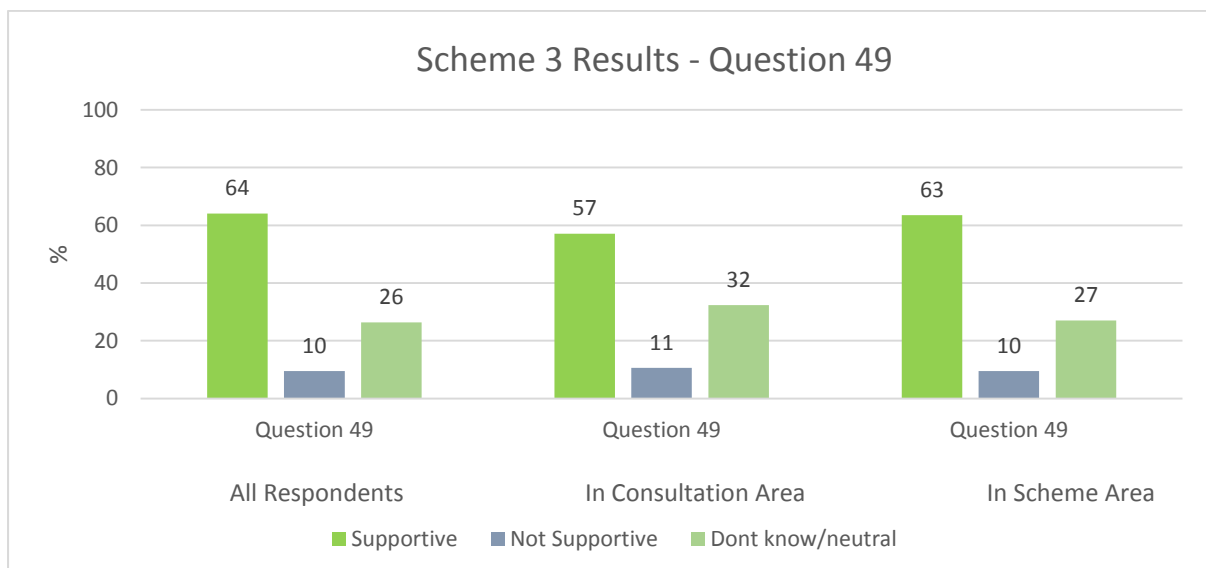
How supportive are you of a School Street outside the western entrance of St Anne’s RC Primary School, turning Hunton Street into a pedestrian and cycle only zone between 8:15am – 9:15am and 3pm – 4pm on school days?



The total number of respondents were 1,054 and the total number of respondents within the consultation area were 283. There were 63 respondents from within the scheme area.

Question 25

How supportive are you of the removal of a loading bay and solo motorcycle bay to add planters and create a community area on Selby Street, outside Thomas Buxton Primary School?



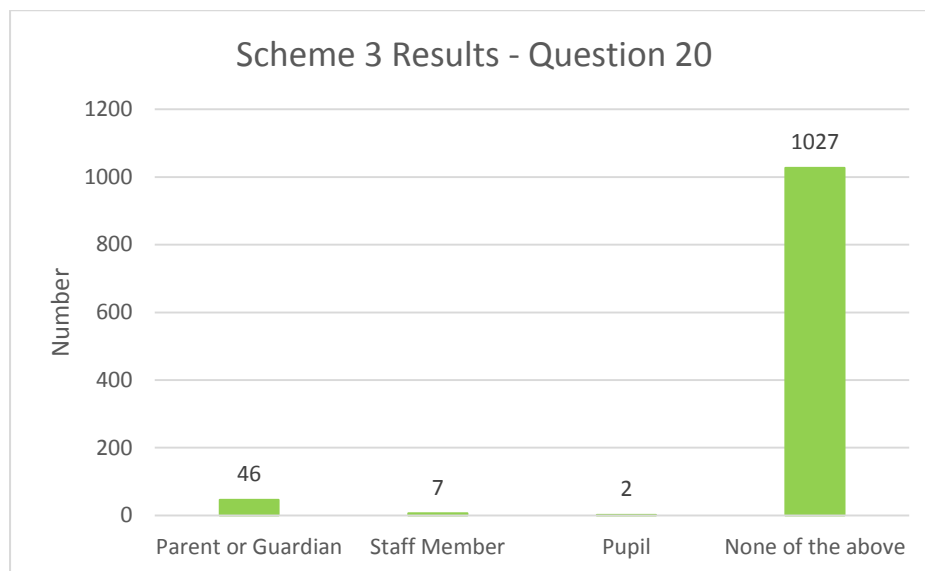
The total number of respondents were 1,062 and the total number of respondents within the consultation area were 284. There were 63 respondents from within the scheme area.

Scheme 3 - Parents or Guardians Analysis

In addition to the scheme specific questions, respondents were also asked if they were parents / guardians of school children or staff members. The results have been broken down to analysis responses provided by parents / guardians, staff members and students.

Question 20

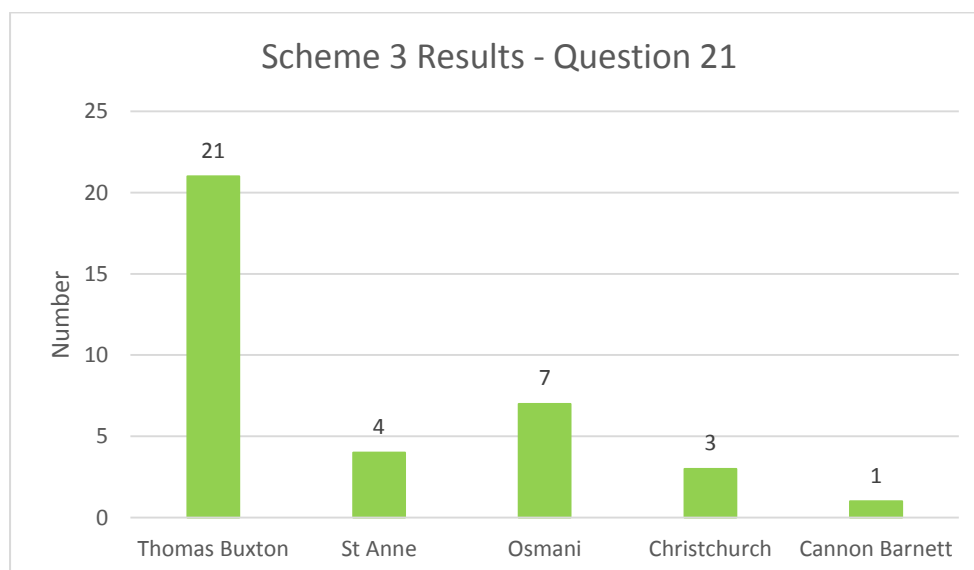
Are you responding as a parent / guardian or staff member of a school student?



There was a total of 1,082 respondents.

Question 21

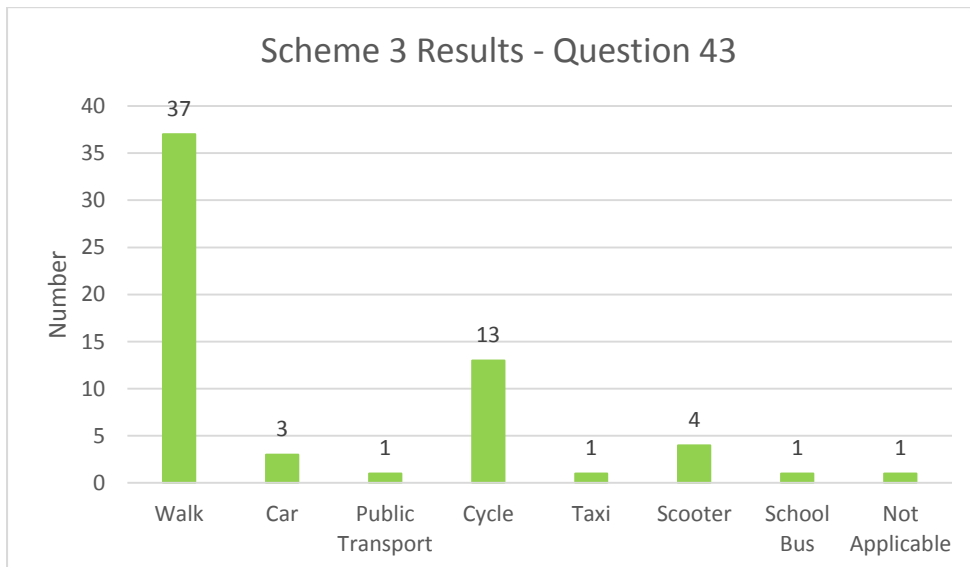
Please state the name of the school



There was a total of 55 respondents, who identified as a parent /guardian, staff member or pupil.

Question 24

If you are a parent, pupil, or staff, how do you usually travel to school? (select all that apply)



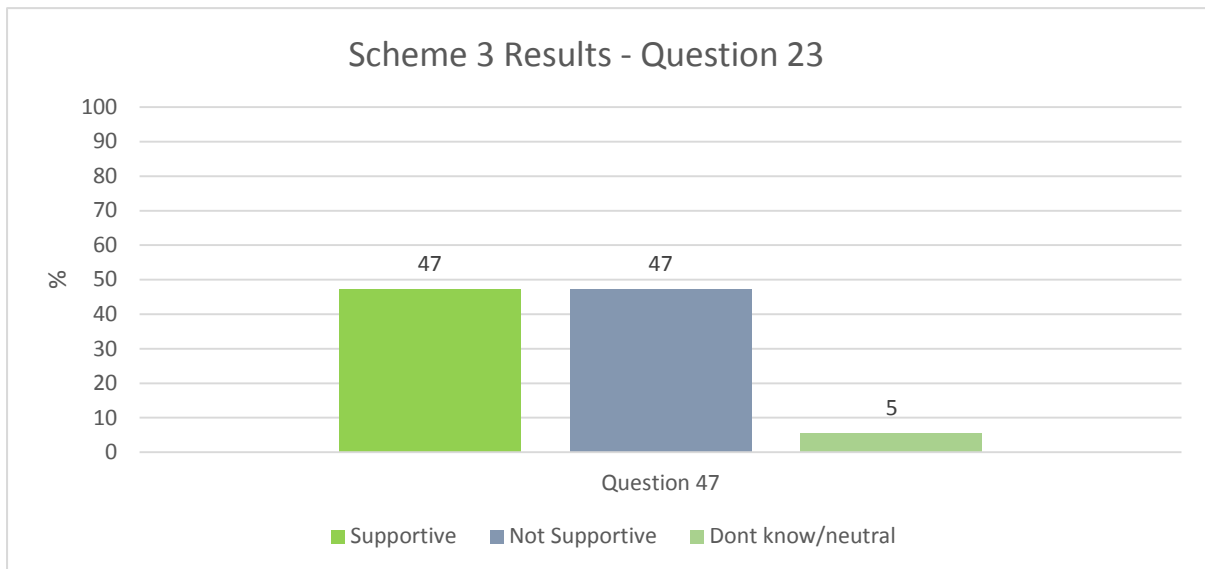
There was a total of 55 respondents, who identified as a parent /guardian, staff member or pupil.

Question 23

The proposals which need to be implemented together as a group **SCHEME 3** are listed below:

- Proposed School Streets in front of Thomas Buxton Primary School, Osmani Primary School and eastern entrance to St Anne's RC Primary School into a pedestrian and cycle only zone between 8:15am – 9:15am and 3pm – 4pm on school days.
- Planters to be placed in front of entrances to Osmani Primary School of the Vallance Road entrance on the footway.

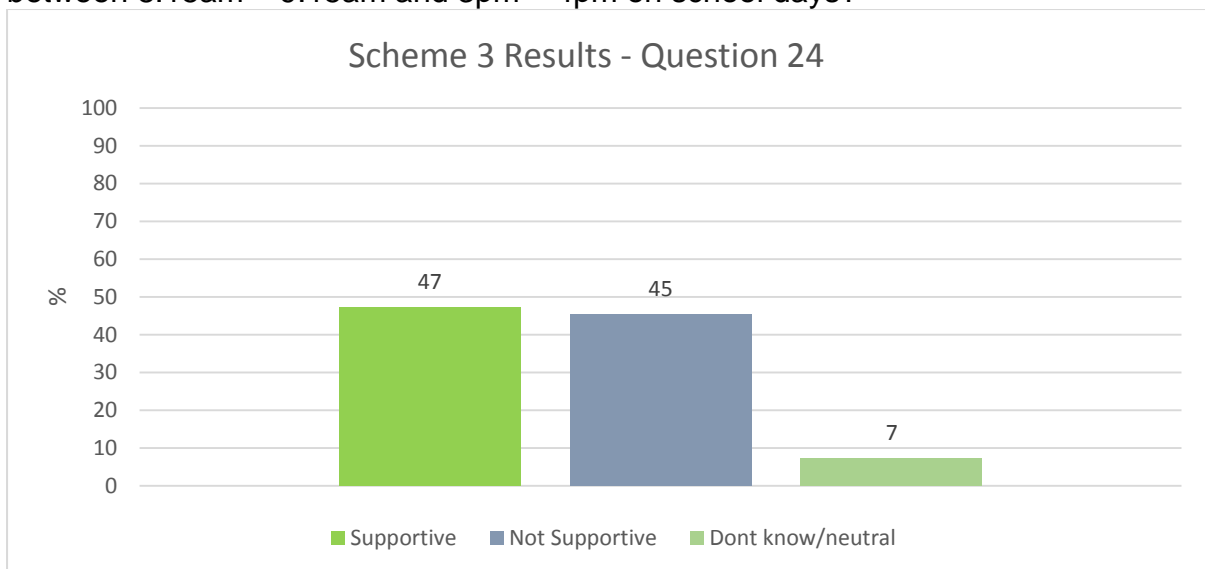
How supportive are you of the group of proposals above?



There was a total of 55 respondents, who identified as a parent /guardian, staff member or pupil.

Question 24

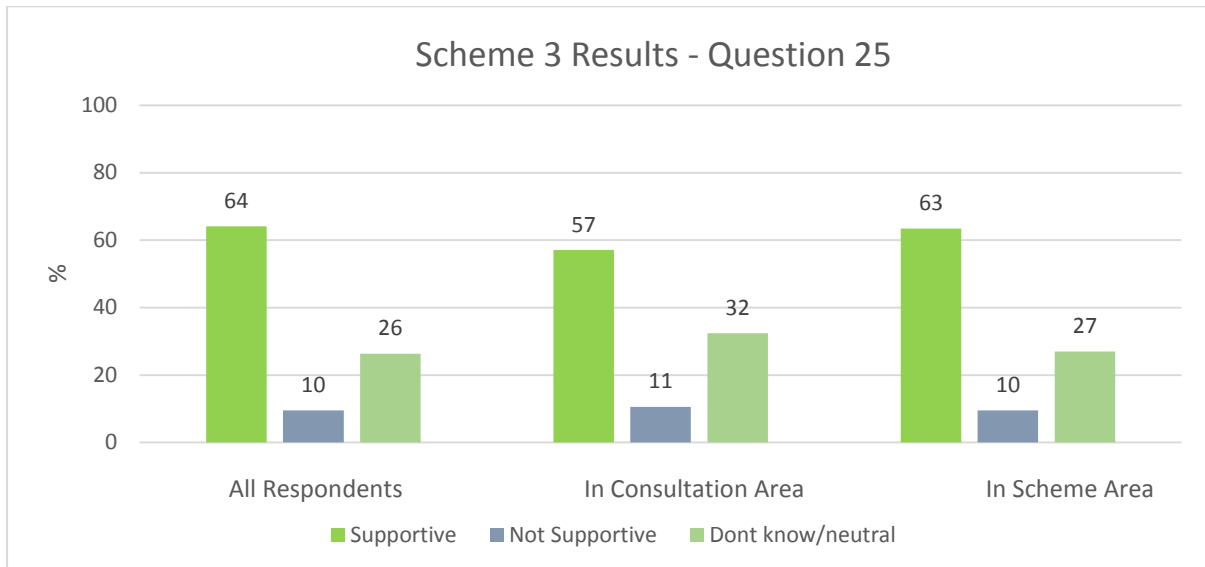
How supportive are you of a School Street outside the western entrance of St Anne's RC Primary School, turning Hunton Street into a pedestrian and cycle only zone between 8:15am – 9:15am and 3pm – 4pm on school days?



There was a total of 55 respondents, who identified as a parent /guardian, staff member or pupil.

Question 25

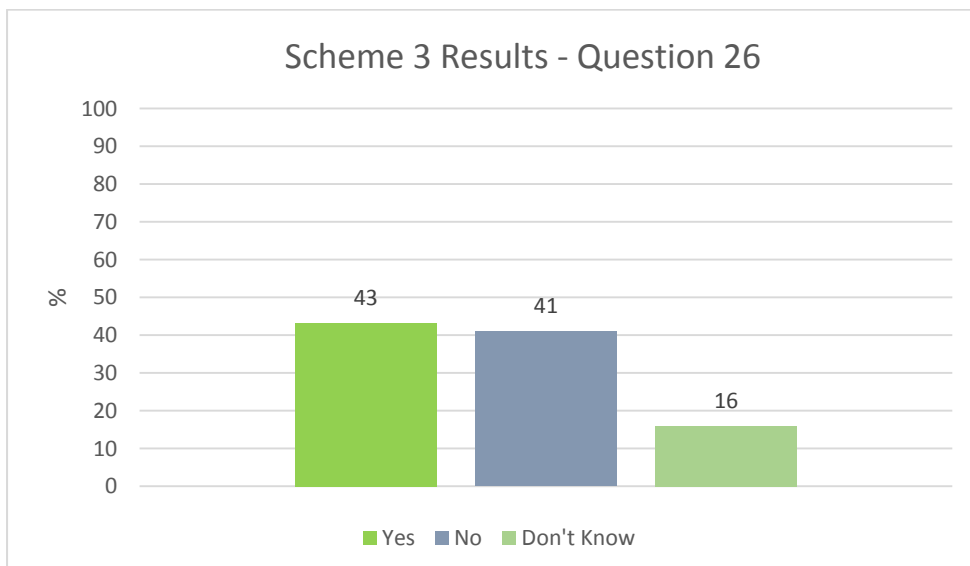
How supportive are you of the removal of a loading bay and solo motorcycle bay to add planters and create a community area on Selby Street, outside Thomas Buxton Primary School?



There was a total of 55 respondents, who identified as a parent /guardian, staff member or pupil.

Question 26

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

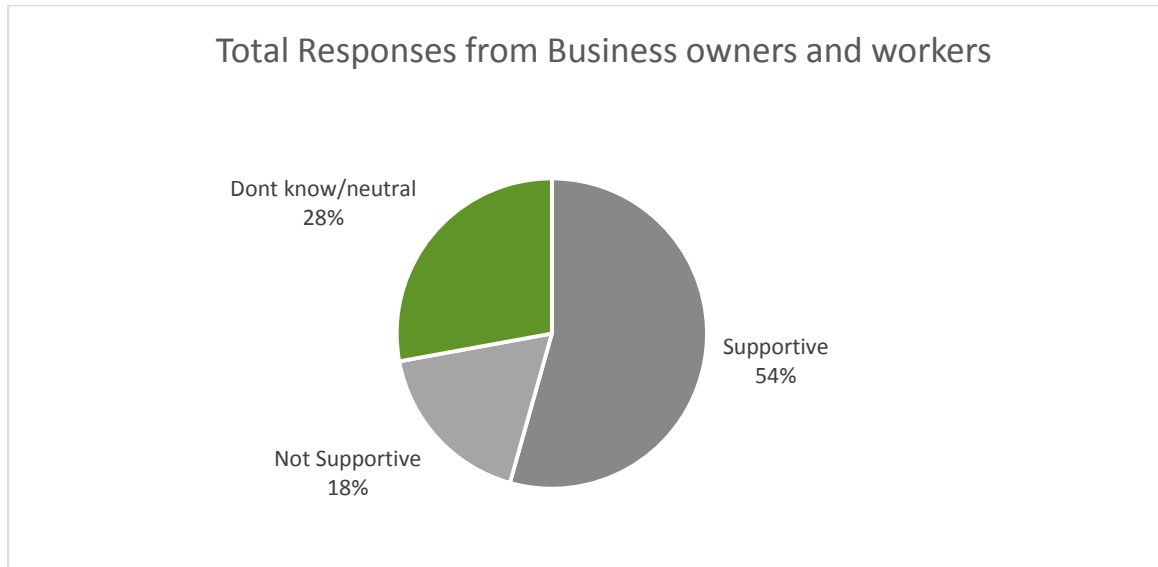


There was a total of 55 respondents, who identified as a parent /guardian, staff member or pupil.

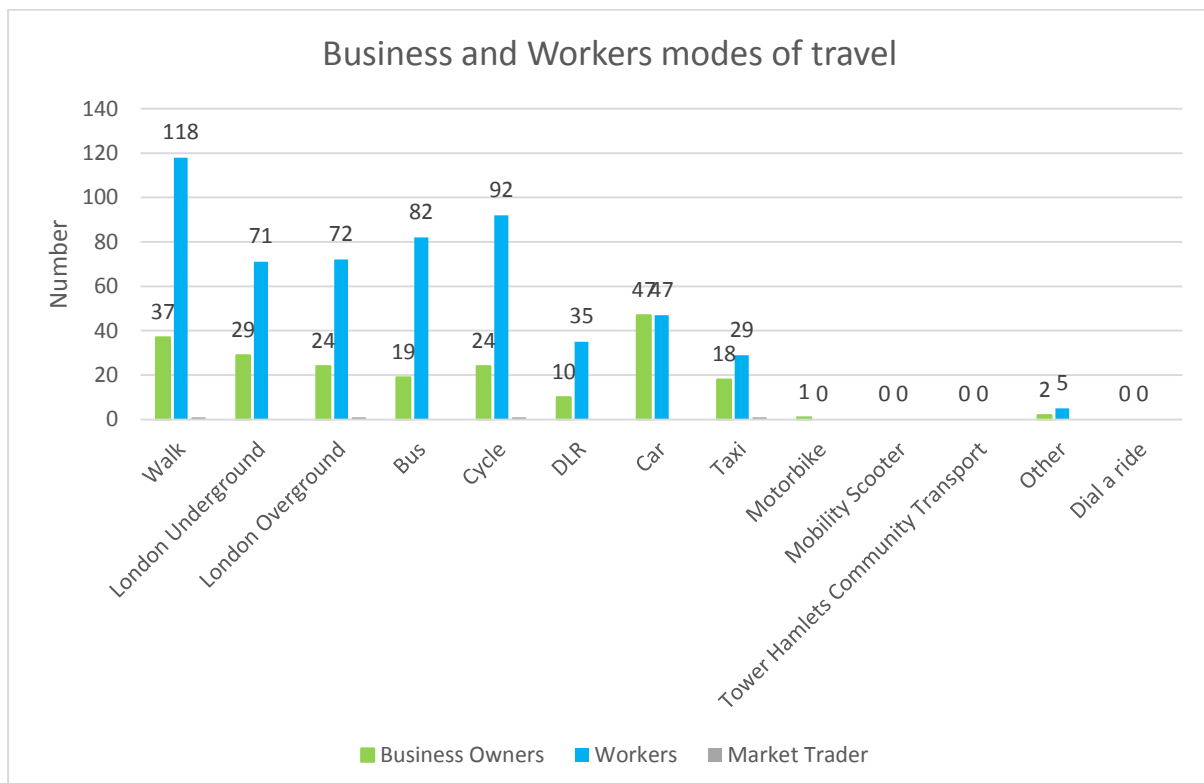
SECTION 3

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

There were 77 responses from business owners, 160 from people who work in the area and one from a market trader.



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



Scheme 1

The proposals in Scheme 1 aim to improve the look and feel of Brick Lane and create a better and safer environment for the community to enjoy.

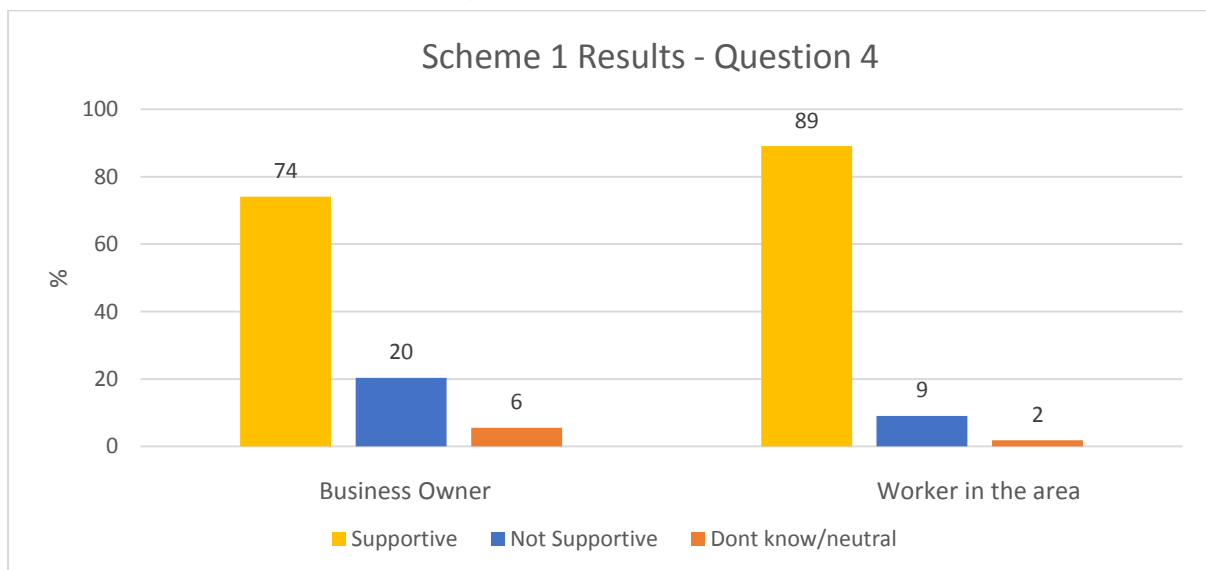
The results have been analysed considering all respondents, residents within the consultation area and residents within the scheme area.

The scheme area for Scheme 1 has been defined as those who live or work on the following roads: Brick Lane, Buxton Street, Chicksand Street, Code Street, Coverley Close, Daplyn Street, Davenant Street, Deal Street, Fashion Street, Fournier Street, Greatorex Street, Hanbury Street, Links Yard, Moss Close, Old Montague Street, Regal Close, Spelman Street, Underwood Road, Wentworth Street and Woodseer Street.

Question 4

How supportive are you of additional planting:

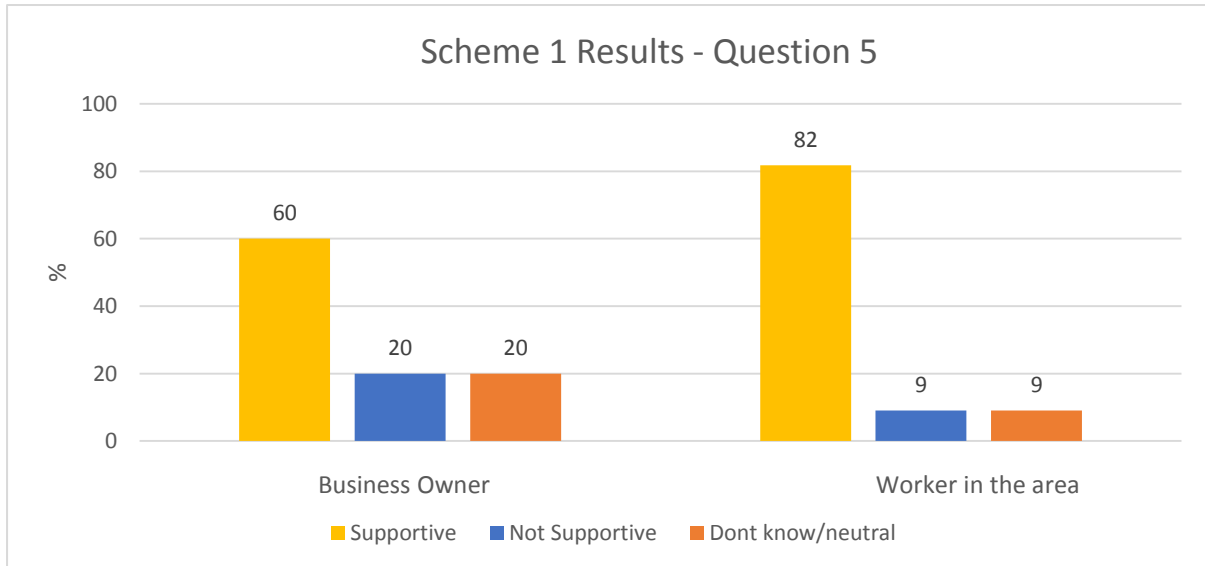
- At the junction of Hanbury street and Old Montague Street
- On Brick Lane including outside Brick Lane Mosque
- In the parklets proposed at the junction of Hanbury Street and Brick Lane
- Additional planting where possible within the scheme



The total number of business owner respondents were 54 and the total number of worker respondents were 55.

Question 5

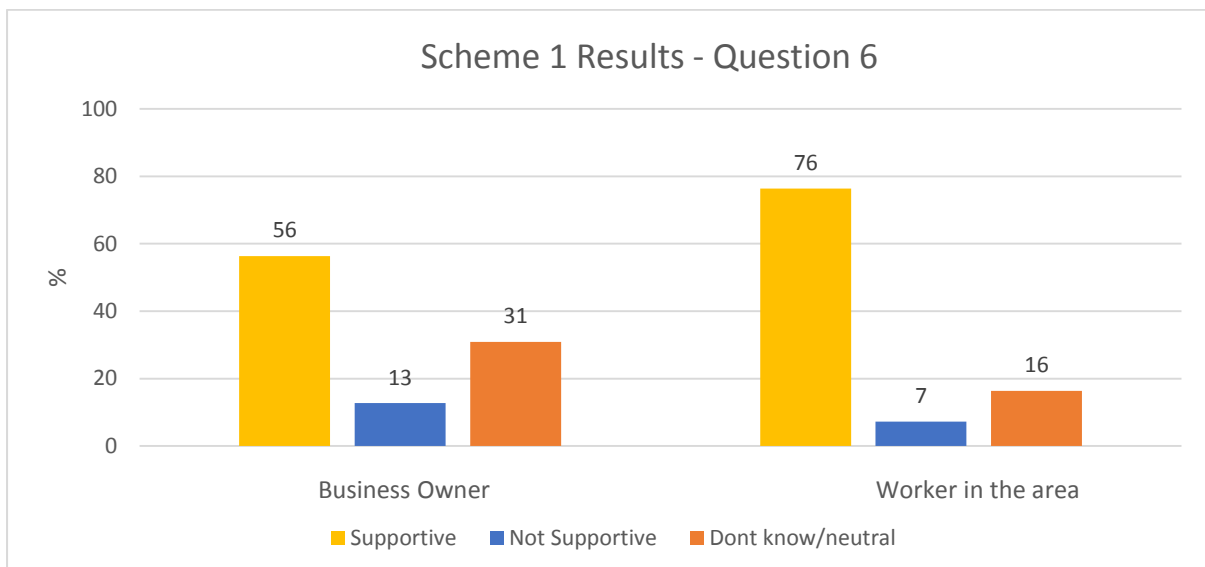
How supportive are you to the proposed parklets (a small seating area with green space and planting on the pavement) near the Brick Lane / Hanbury Street junction and the relocation of one parking space to accommodate this?



The total number of business owner respondents were 50 and the total number of worker respondents were 55.

Question 6

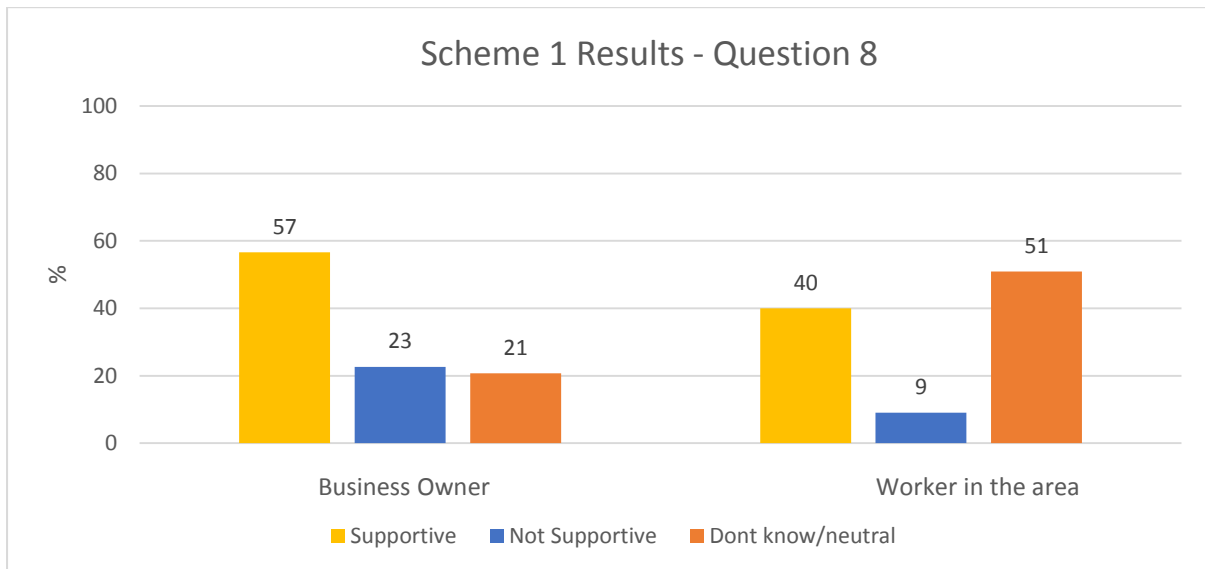
How supportive are you of the relocation of the motorcycle parking on Brick Lane, at the south of Buxton Street?



The total number of business owner respondents were 55 and the total number of worker respondents were 55.

Question 8

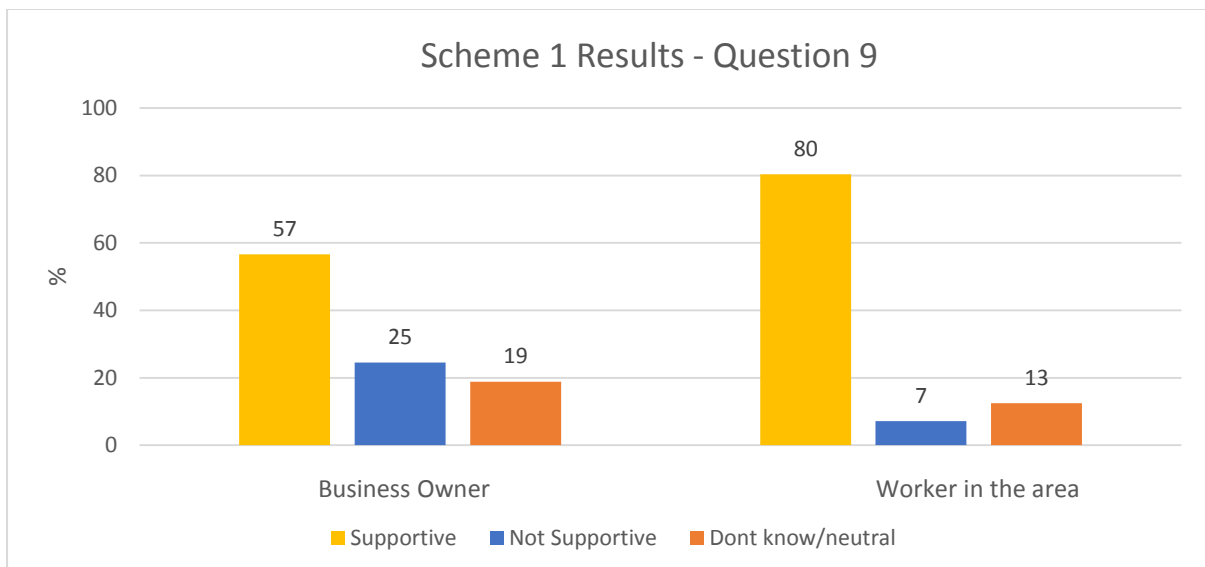
How supportive are you of a surface treatment at the entry of each proposed timed closure point junction along Brick Lane?



The total number of business owner respondents were 53 and the total number of worker respondents were 55.

Question 9

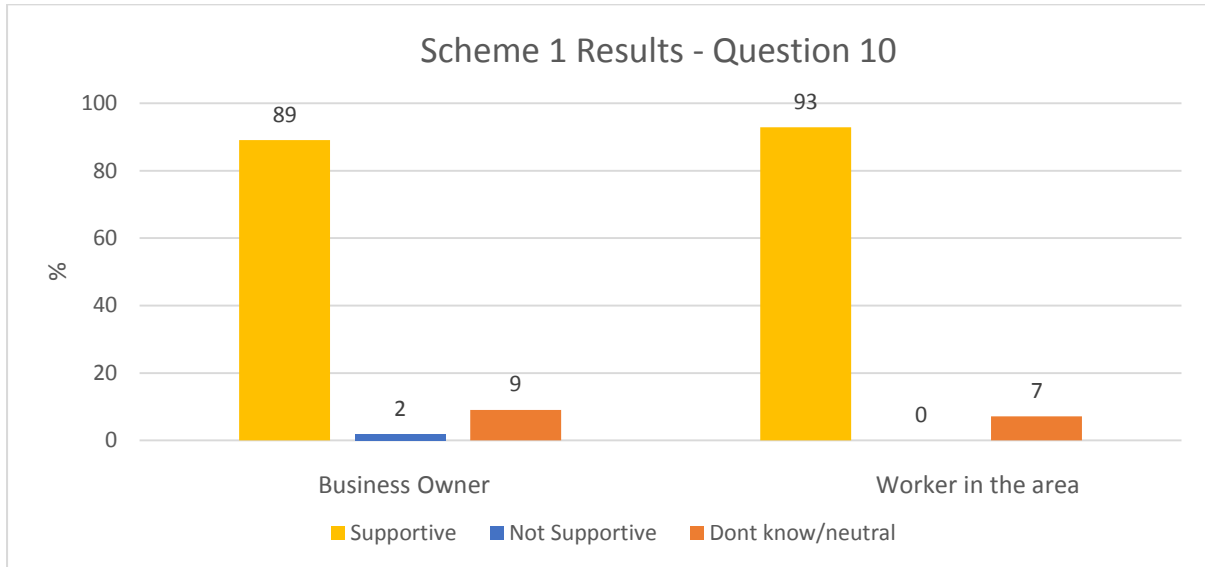
How supportive are you of creating new disabled parking spaces on Chicksand Street, Fashion Street and Fournier Street?



The total number of business owner respondents were 53 and the total number of worker respondents were 56.

Question 10

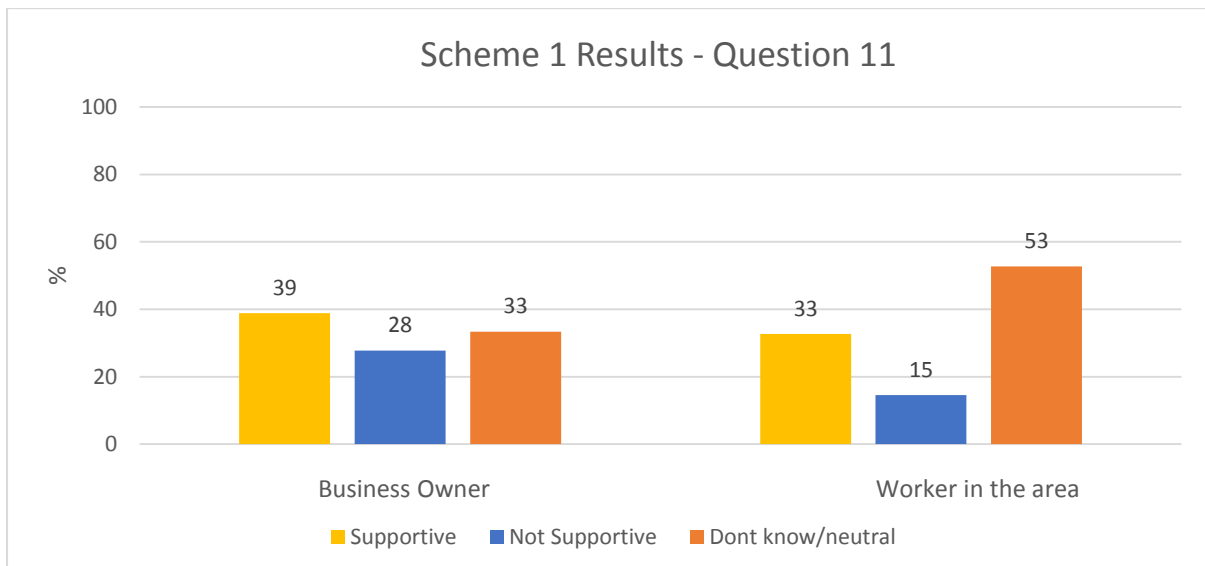
How supportive are you of lighting improvements along Buxton Street, Underwood Road and Code Street?



The total number of business owner respondents were 55 and the total number of worker respondents were 56.

Question 11

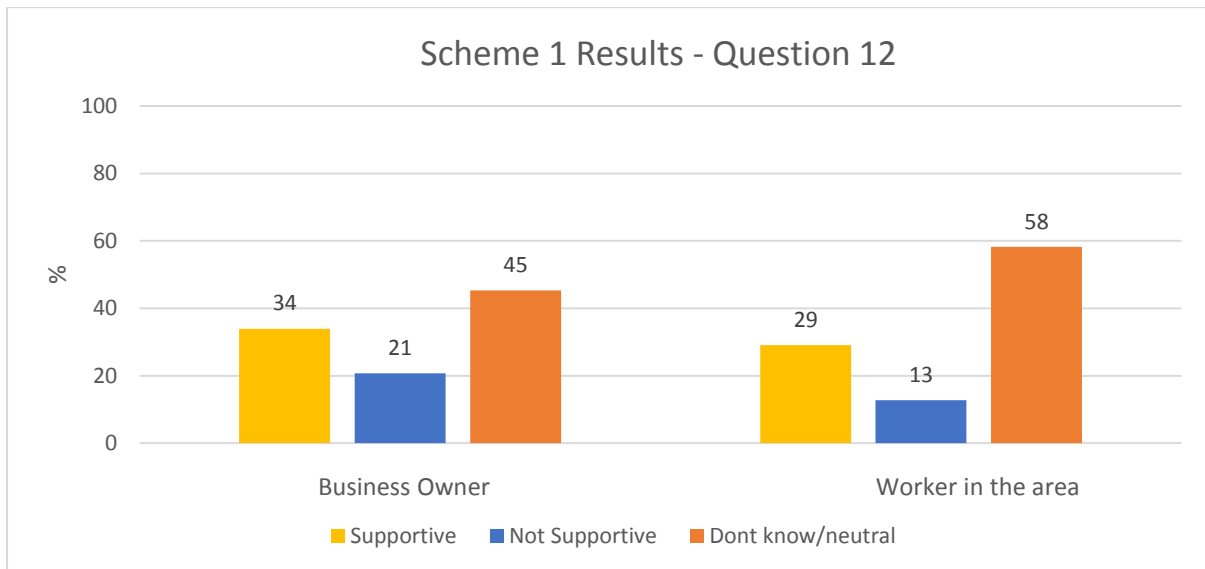
How supportive are you of the relocation of all the parking on Hanbury Street, from Wilkes Street to Spital Street, to the northern side of the road?



The total number of business owner respondents were 54 and the total number of worker respondents were 55.

Question 12

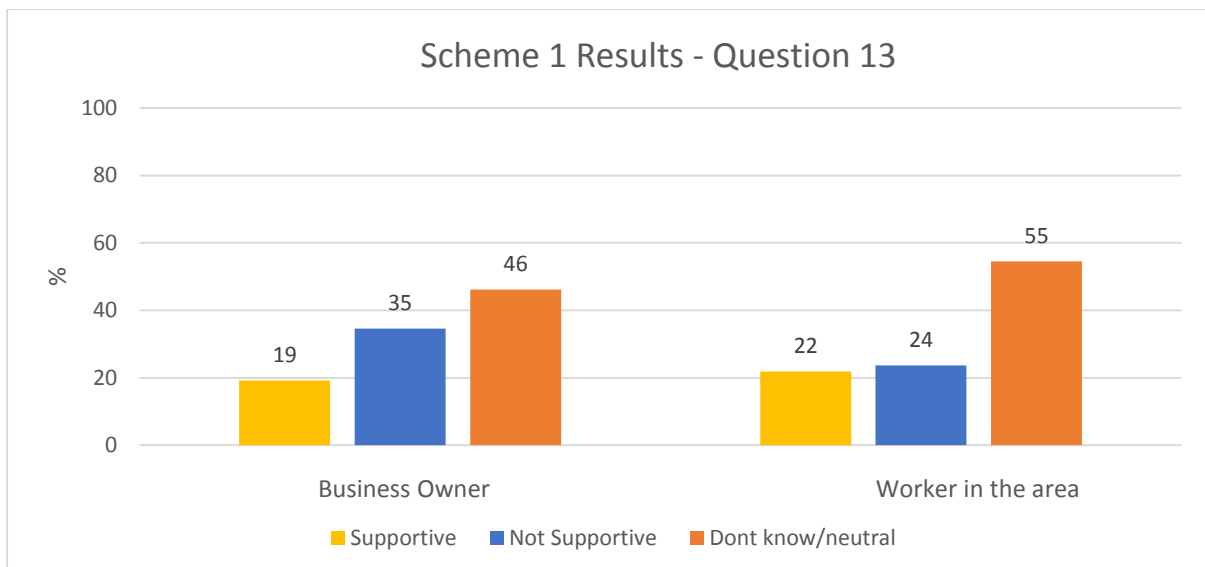
How supportive are you of the relocation of five parking spaces on Hanbury Street, between Greatorex Street and Deal Street to the surrounding roads?



The total number of business owner respondents were 53 and the total number of worker respondents were 55.

Question 13

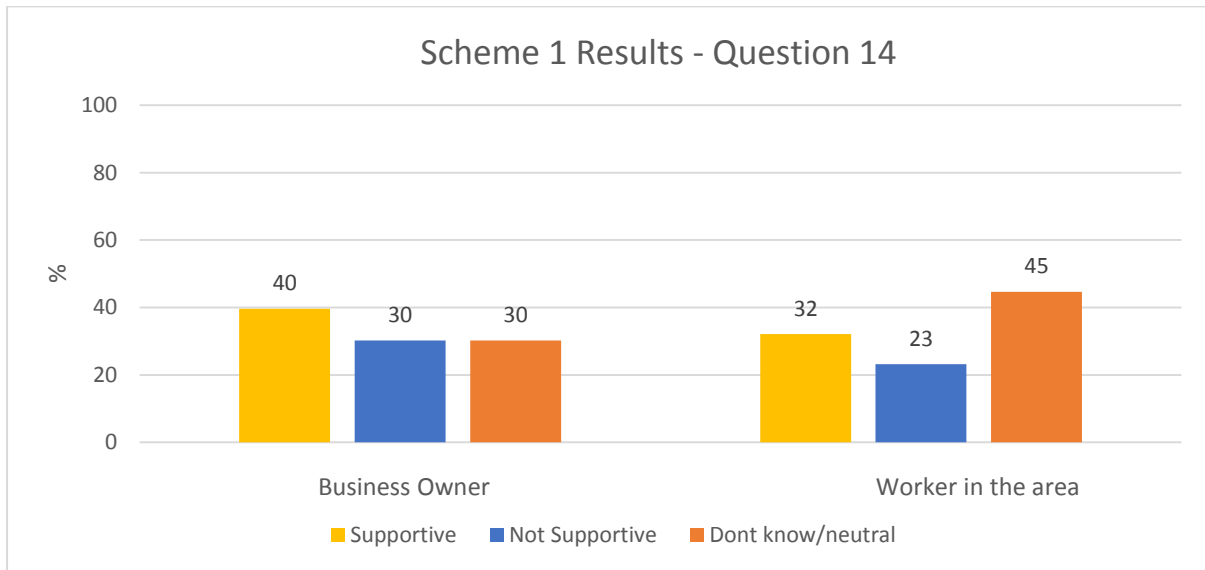
How supportive are you of the proposed southbound one-way on Deal Street from Underwood Road to Woodseer Street?



The total number of business owner respondents were 52 and the total number of worker respondents were 55.

Question 14

How supportive are you of traffic calming features on Spital Street?

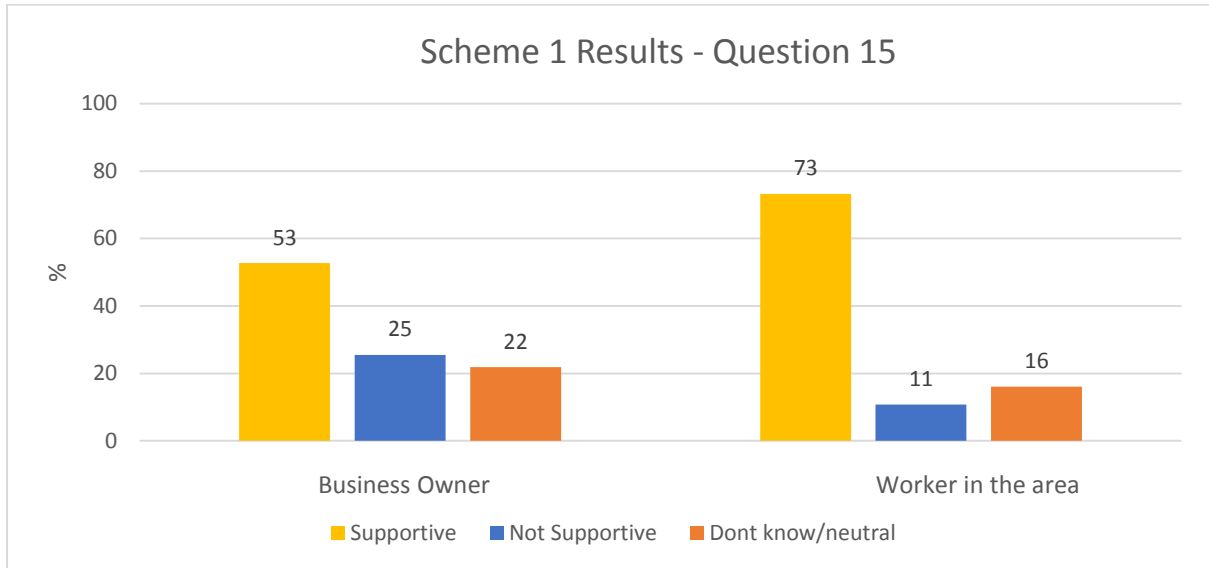


The total number of business owner respondents were 53 and the total number of worker respondents were 56.

Question 15

How supportive are you of more cycle hangars along the following roads:

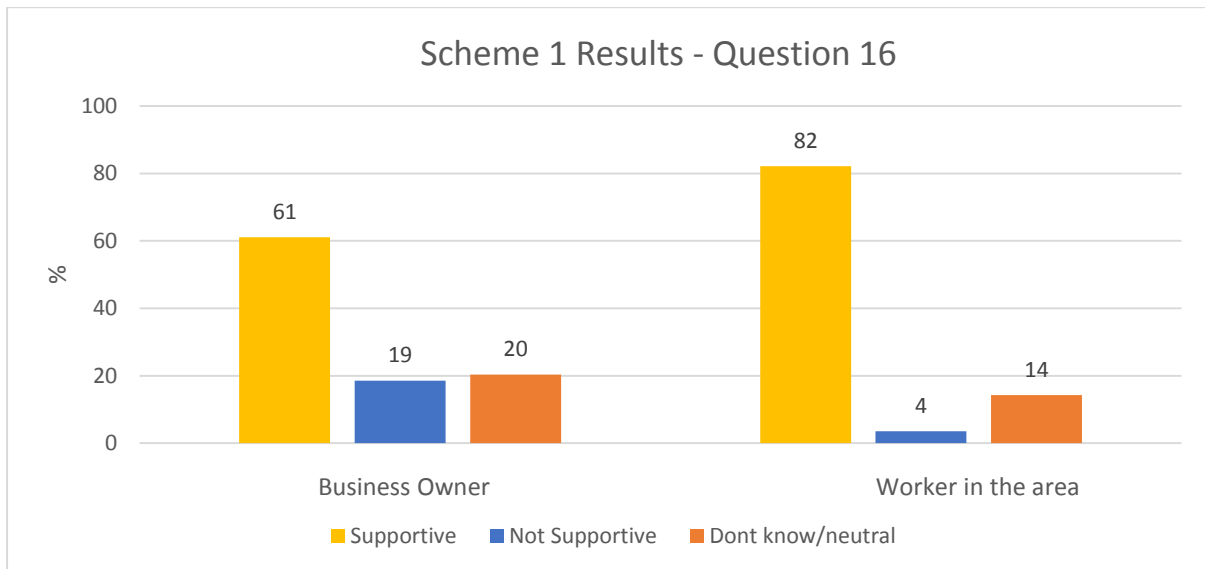
- Chicksand Street
- Fashion Street
- Hanbury Street
- Old Montague Street
- Woodseer Street



The total number of business owner respondents were 55 and the total number of worker respondents were 56.

Question 16

How supportive are you of new cycle stands on Osborn Street, Old Montague Street, Brick Lane, and Buxton Street?



The total number of business owner respondents were 54 and the total number of worker respondents were 56.

Scheme 2

Scheme 2 proposes timed restrictions along Brick Lane for motor vehicles to ensure businesses can continue to receive deliveries and collections during the day on weekdays. The timed closures will provide a safer environment for pedestrians during evenings and weekends.

Question 17

The following proposals are required to be implemented as a group for SCHEME 2:

Proposed timed closures (5.30pm-11pm weekdays and 11am-11pm weekends) along

Brick Lane between:

- Chicksand Street and Fashion Street
- Fournier Street and Princelet Street
- Princelet Street and Hanbury Street
- Hanbury Street and Woodseer Street
- Buxton Street and Taylor's Yard entrance

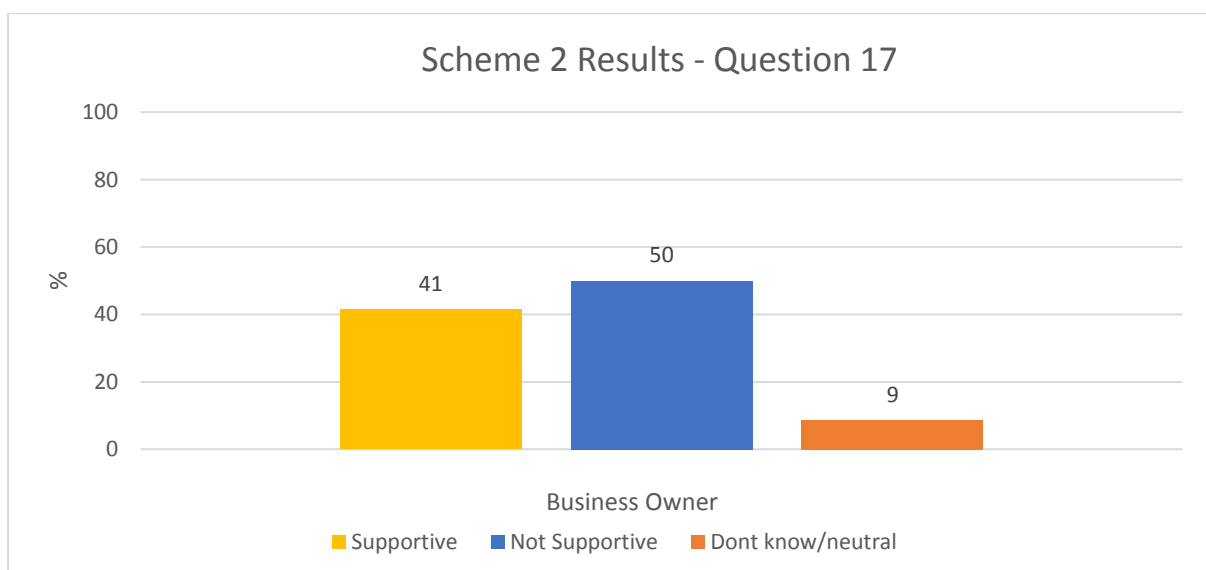
Proposed one-way along:

- Fashion Street, eastbound
- Fournier Street, westbound
- Princelet Street, westbound

Proposed parking suspensions during the closure times of operation (5.30pm-11pm weekdays and 11am-11pm weekends) along:

- Woodseer Street, between Spital Street and Brick Lane
- Brick Lane, between Fashion street and Fournier Street

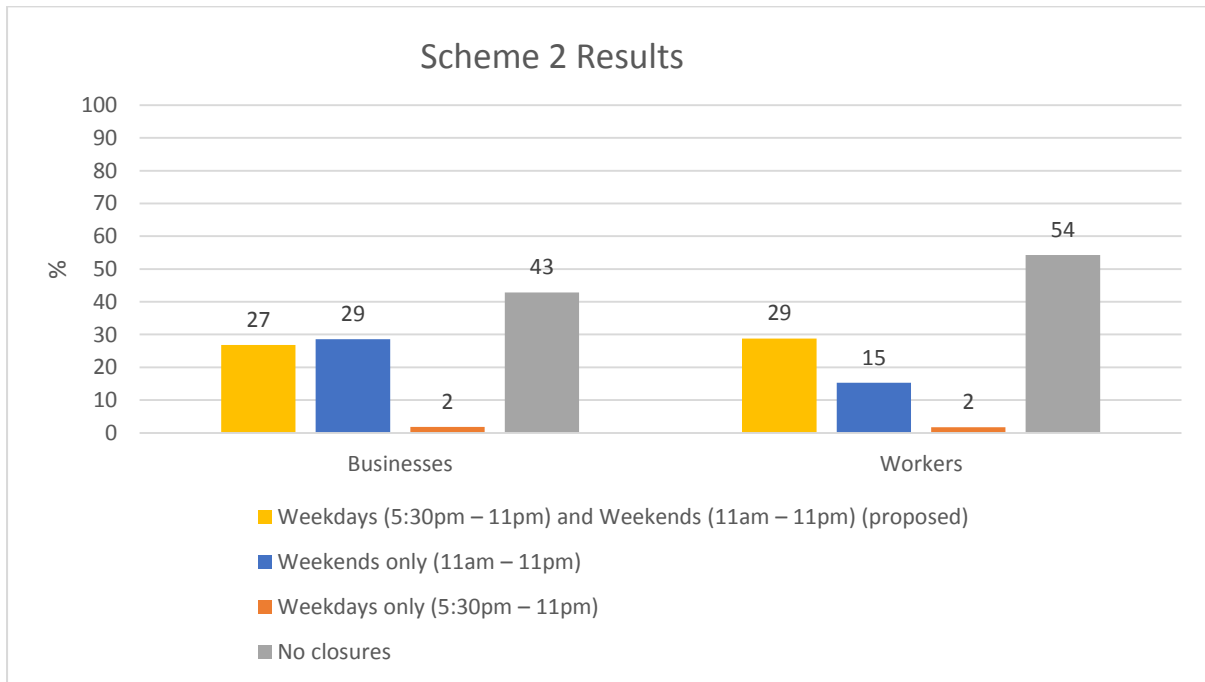
How supportive are you of the listed Traffic management proposals above?



The total number of business owner respondents were 58.

Question 18

What is your preference on the operating times of closures on Brick Lane?



The total number of business owner respondents were 56 and the total number of worker respondents were 59.

Scheme 3

The proposals in Scheme 3 relate to proposed school street initiatives in the area. These relate to the following schools:

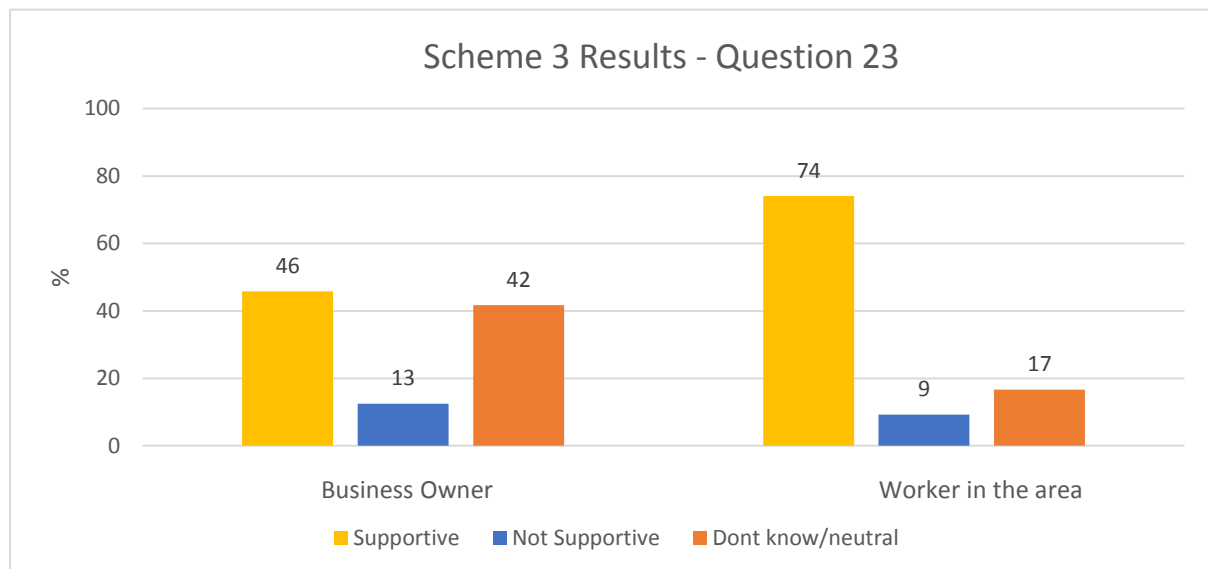
- Thomas Buxton Primary School
- St Anne’s RC Primary School
- Osmani Primary School

Question 23

The proposals which need to be implemented together as a group **SCHEME 3** are listed below:

- Proposed School Streets in front of Thomas Buxton Primary School, Osmani Primary School and eastern entrance to St Anne’s RC Primary School into a pedestrian and cycle only zone between 8:15am – 9:15am and 3pm – 4pm on school days.
- Planters to be placed in front of entrances to Osmani Primary School of the Vallance Road entrance on the footway.

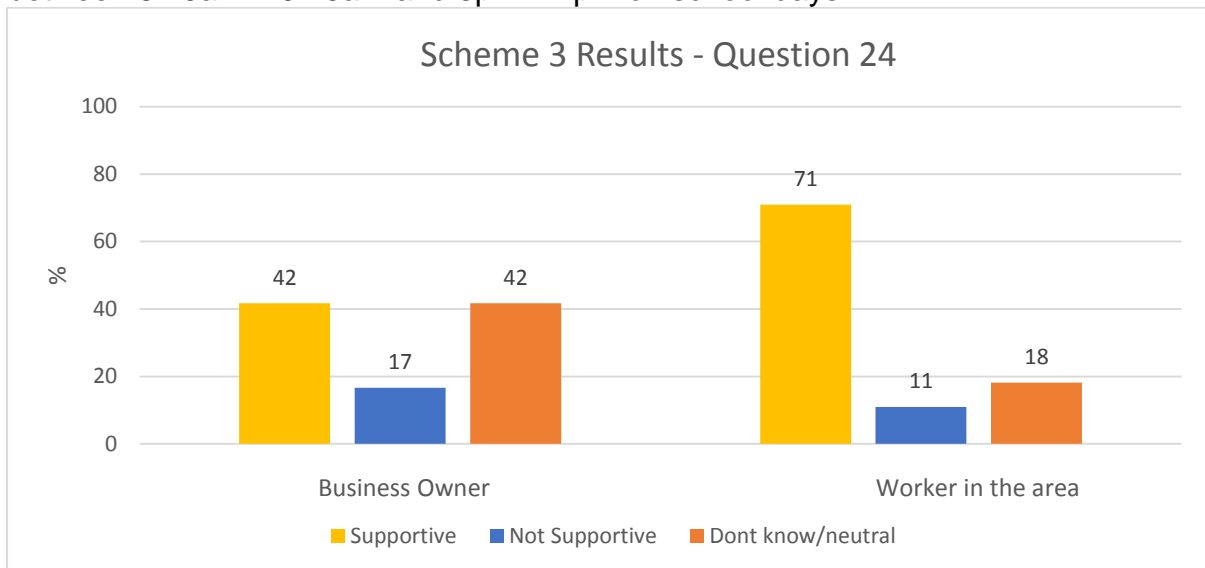
How supportive are you of the group of proposals above?



The total number of business owner respondents were 48 and the total number of worker respondents were 54.

Question 24

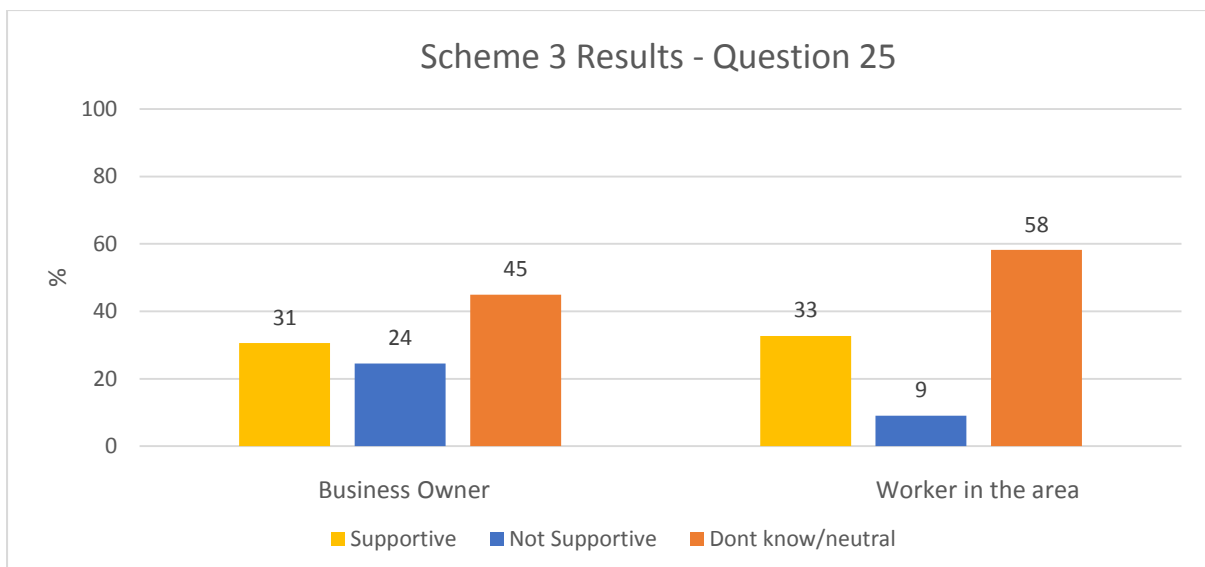
How supportive are you of a School Street outside the western entrance of St Anne’s RC Primary School, turning Hunton Street into a pedestrian and cycle only zone between 8:15am – 9:15am and 3pm – 4pm on school days?



The total number of business owner respondents were 48 and the total number of worker respondents were 55.

Question 25

How supportive are you of the removal of a loading bay and solo motorcycle bay to add planters and create a community area on Selby Street, outside Thomas Buxton Primary School?



The total number of business owner respondents were 49 and the total number of worker respondents were 55.

SECTION 4

A total of 130 and 48 respondents indicated they would like to be contacted about play streets and cycle hangars respectively. Additionally, 36 respondents indicated they would like to be contacted about free cycle training.

Total number of respondents:

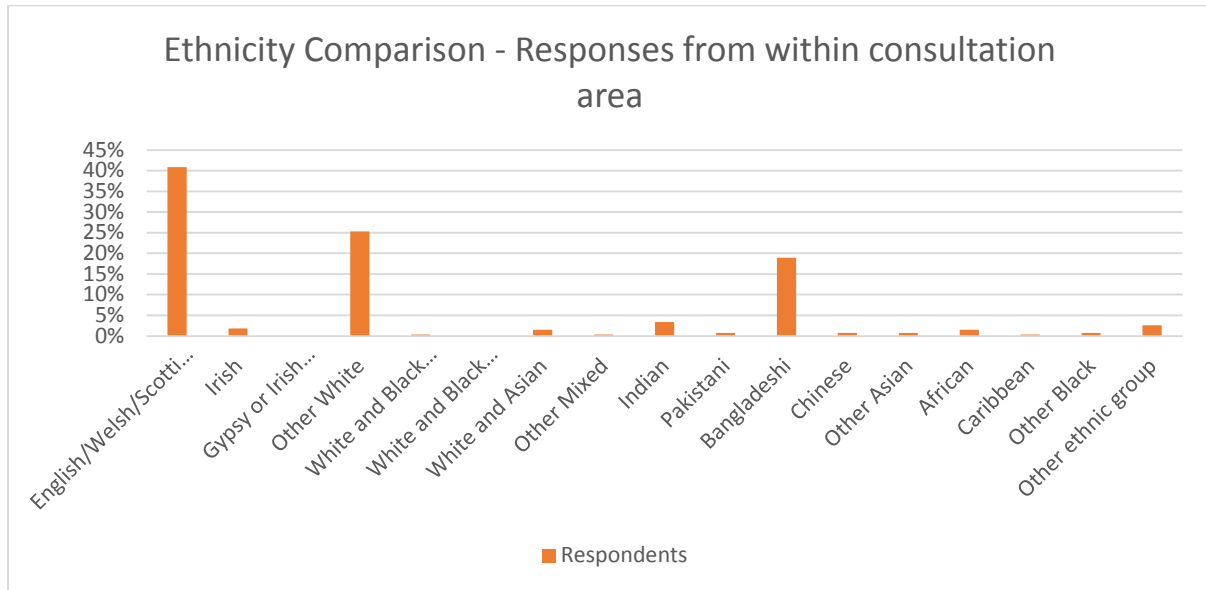
	Number of requests
Question 16 – cycle hangar	48
Question 28 – Play Streets	130
Question 28 – Cycle training	36

SECTION 5

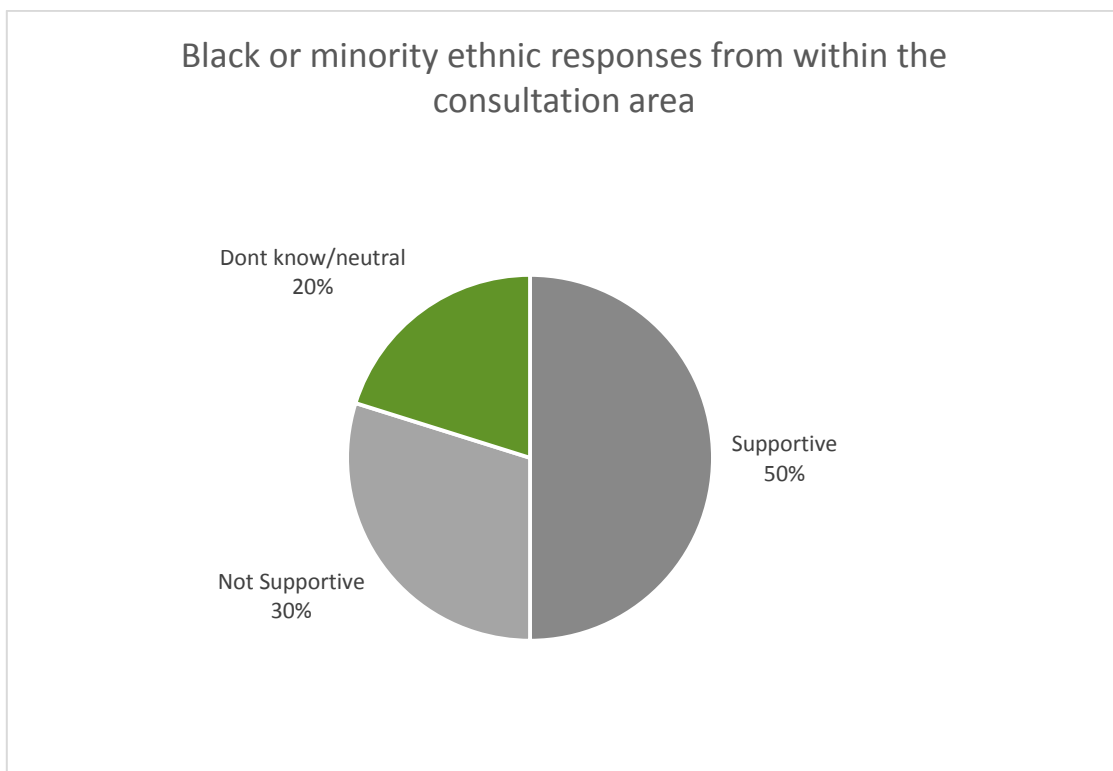
The demographics of respondents have been analysed to ensure that respondents demographics are consistent with the population of Brick Lane. In particular, ethnicity and disability have been analysed.

Ethnicity

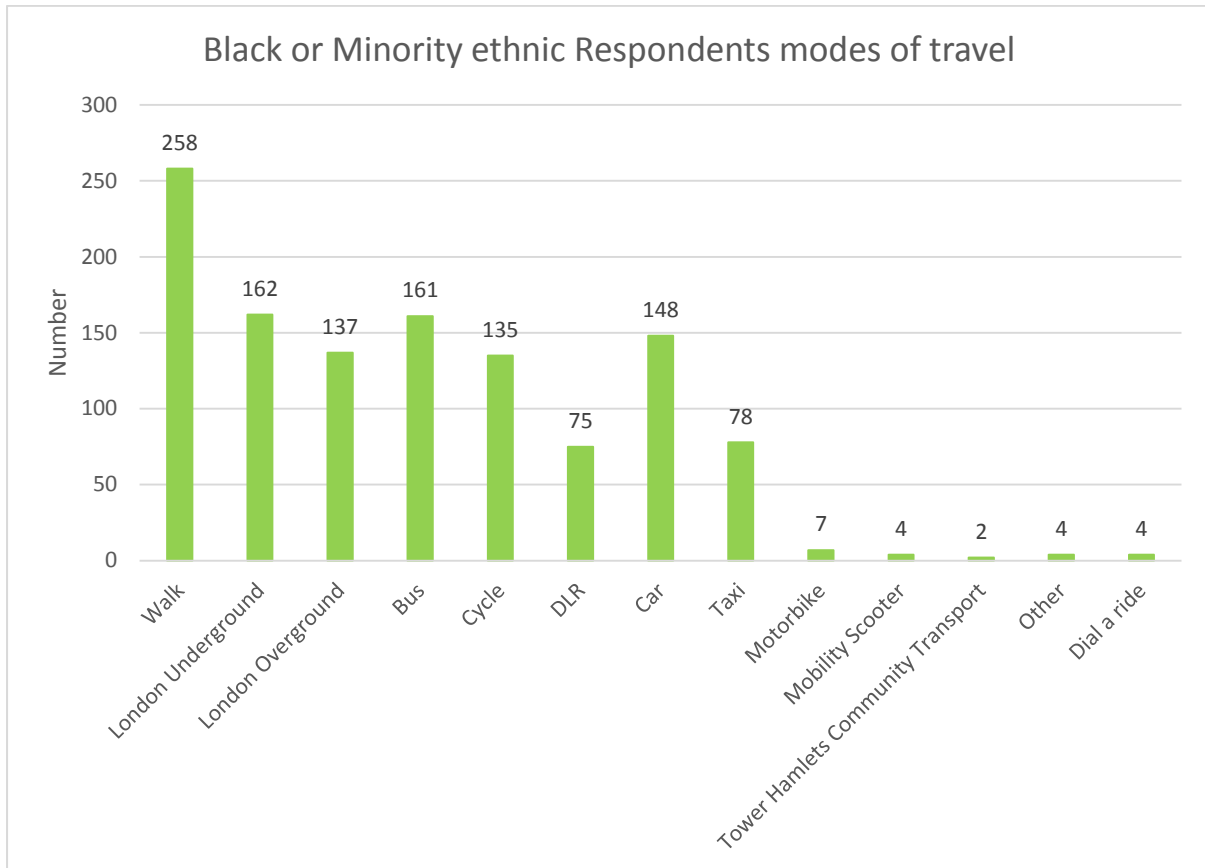
There were 1093 respondents of which 218 indicates that they identify as Black or Minority ethnicity.



Analysis of these responses indicate that respondents of Black or Minority ethnicity show support to the proposals.



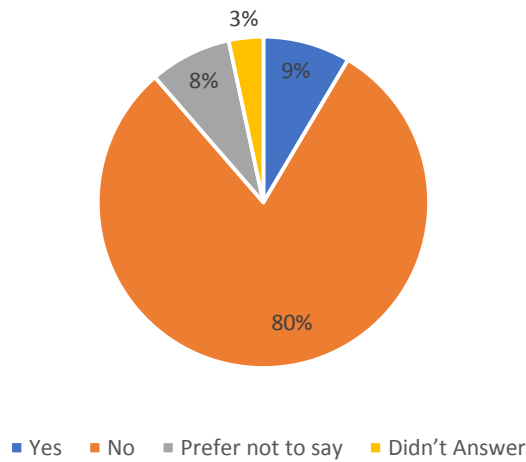
The graph below shows how those who identify as Black or Minority ethnic travel around the area. The responses show a high percentage of sustainable modes of transport followed by car users.



Disability

Respondents were asked if their day to activities were limited due to a health problem or disability as shown in the graph below.

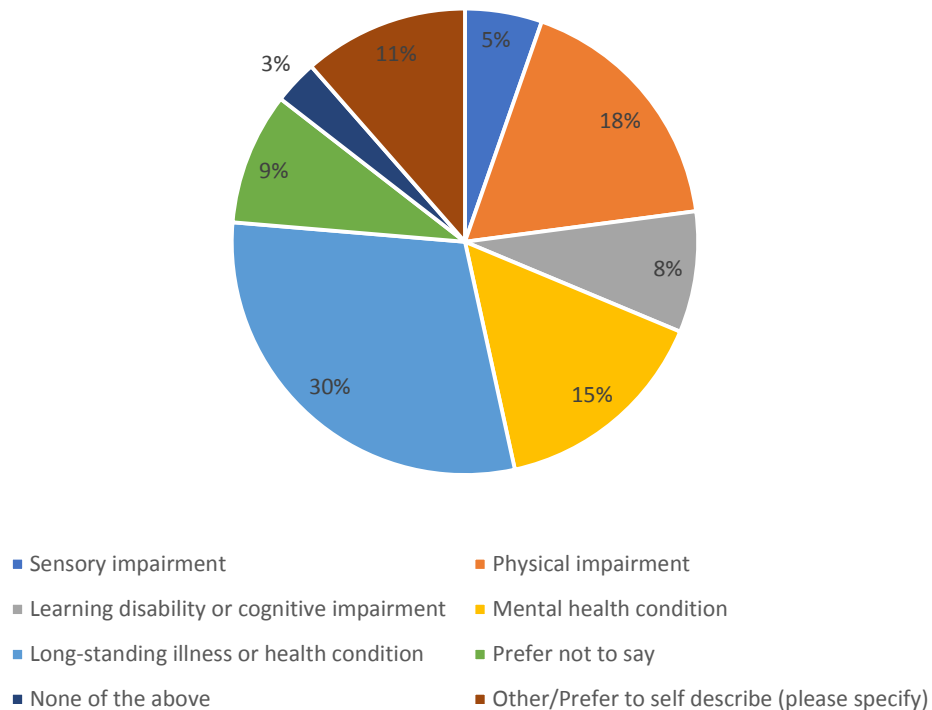
Q6 - About you - Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months (include any problems related to old age)?



There were 1,124 respondents of which 96 replied yes

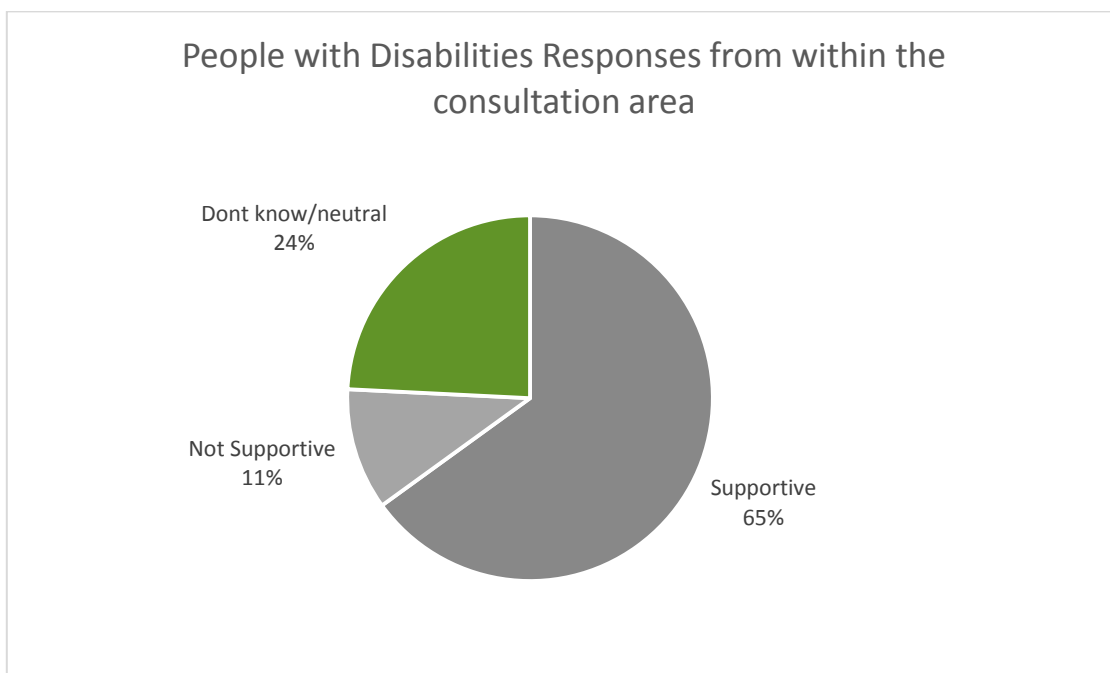
The type of health problem or disability was also reported as shown in the graph below.

Q6.2 - About you - Please state the type of health problem(s) or disability(ies) that applies to you.

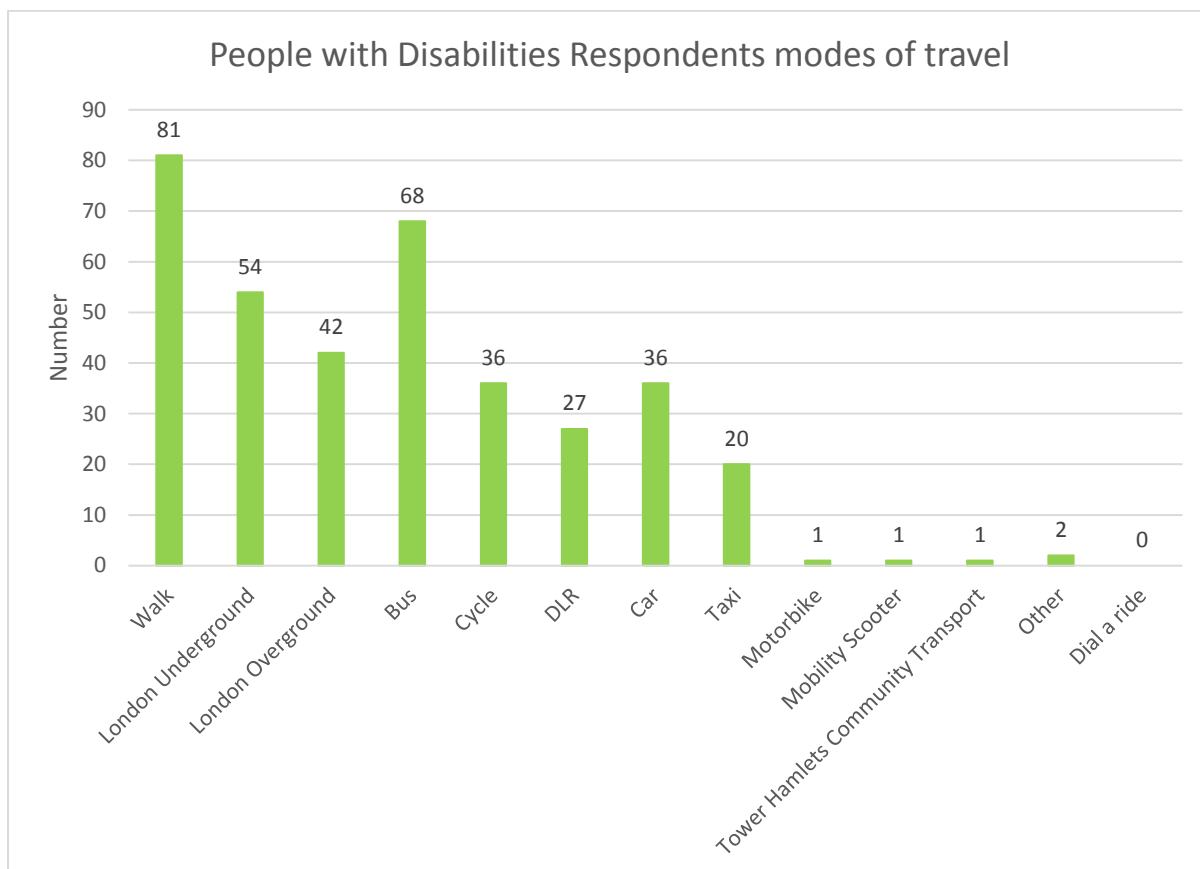


There were 131 respondents of which 39 stated they have long-standing illness or health condition.

Analysis of these responses indicate that respondents show support to the proposals



The graph below shows how those with disabilities in the area travel. The responses show a high percentage of respondents walking and other sustainable modes of transport.



Brick Lane Liveable Streets

Appendix E – Alternatives Considered

29/03/2021

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Alternatives considered

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

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

Scheme 1 – Enhancing the Neighbourhood

There was overall support for Scheme 1 for each proposal from those responding both inside and outside of the area. However, there were a number of alternative ideas and concepts put forward during the consultation which have been reviewed below.

Dropped kerbs

A number of suggestions location for dropped kerbs were put forward to the team:

- On the western end of Dray Walk
- Corbet Place
- Junction of Calvin Street and Jerome Street
- Hanbury Street, west of the junction with Spital Street, southern footway
- Grey Eagle street and Quaker Street junction
- Fashion Street at the junction with Commercial Street, northern footway

It is recognised that the above locations are poor for accessibility and therefore it is recommended to take forward the above locations for dropped kerb.

Junction improvements

Requests to improve the junction of Greatorex Street and Old Montague Street were raised during the consultation. This was due to the volume of traffic and also vehicle speeds. Respondents raised the issue of crossing at this location, the uneven footways and lack of green space.

It is recognised that this is a busy junction and there is a need for improvement, therefore it is recommended to take forward junction improvements.

Traffic calming

A number of traffic calming measures were also suggested by respondents, in the following locations:

- Old Montague
- Deal Street
- Wentworth Street
- Greatorex Street

It is recognised that there is a need to reduce the speed of vehicles on these streets as they are key routes through the area for those who walk and cycle. It is recommended to take forward the above locations for traffic calming.

Cycle Parking

Requests were shared for additional cycle parking at the northern end of Brick Lane. It is recommended to take this forward.

This includes the introduction of ten cycle hangars across the area. In locations where one parking bay may be replaced by a cycle hangar to accommodate six cycles, a localised consultation will take place.

Scheme 2 – Brick Lane

There was overall support for Scheme 2. The results show that a large majority of visitors, residents and workers in the area are in favour of these proposals. However, it should be noted that the opinions of businesses on Brick Lane itself were mixed. There were a number of alternative ideas and concepts put forward during the consultation which have been reviewed below.

Brick Lane restriction of motor vehicle timings

There were multiple times put forward in the consultation document. The responses were split in their preference. Further emails and comments were received to suggest there should be third option considered with restrictions in place Thursday to Sunday.

Taking on board both the responses received and the comments from the businesses, it is recommended that the hours of operation are balanced and restrictions are in place Thursday to Sunday. The timings recommended are Thursday and Friday, 5.30pm to 11pm and Saturday and Sunday, 11am to 11pm.

Public toilets

A number of comments mentioned the introduction of public toilets in the Brick Lane area.

It is recommended not to take this forward as part of the project as it is outside the scope. However, the feedback will be shared with the appropriate council team to review, and if possible, action.

Princelet Street

A number of comments mentioned the proposed reversed one-way on Princelet Street would create issues for large vehicles turning into Wilkes Street. Swept path analysis has been carried out and the relocation of five parking spaces is required to ensure refuse vehicles can do the turning movement safely.

It is recommended that Princelet Street is reversed to ensure access is provided to the properties either side of Brick Lane. Additional bollards will be placed on the corner and opposite the junction to ensure vehicles do not override the footway.

Chicksand Street

A number of comments mentioned the southernmost proposed timed closure on Brick Lane will have a negative impact on Chicksand Street residents, leading to traffic currently using Brick Lane being diverted to residential streets. Residents suggested the southernmost proposed timed closure should be moved to the junction with Old Montague Street to avoid through traffic using residential streets.

This option has been considered but there is a need for access to the health care centre and car park on Hopetown Street to remain accessible by motor vehicle.

It is recommended to monitor the volume of traffic using Chicksand Street once the scheme has been implemented. Any changes should be considered as part of the scheme review.

Disabled parking bays within closed sections of Brick Lane

A comment was shared relating to the allowance of parking for those who are disabled during the closure hours of operation.

Additional provision has been included for disabled parking provision as part of the project. The closed sections are to reduce the number of vehicles and the conflict they bring between pedestrians using Brick Lane.

Therefore, on balance due to the reduced safety and benefits it is recommended not to take this forward.

Woodseer Street

A request was received to make Woodseer Street one-way, because of the conflict with two-way vehicle movements.

It is recommended to monitor the situation on Woodseer Street and review as part of the project, if necessary, any amendments can be made.

We received representation from local residents regarding the suspension of parking on Woodseer Street.

Therefore, it is recommended that the parking is suspended during the time of the closure on Brick Lane.

Scheme 3 – School streets

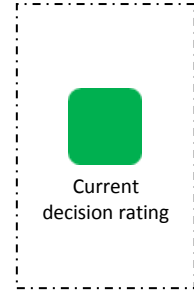
There was overall support for Scheme 3. However, there were a number of alternative ideas and concepts put forward during the consultation which have been reviewed below.

Osmani School guardrailing

It was suggested to remove the excess guard railing on Vallance Road.

It is recommended that the guard railing outside the school gates remain for safety reasons, but an additional independent formal safety review will be carried out to ensure the location is fit for purpose.

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Equality Impact Analysis: (EqIA)

Section 1: Introduction

Name of Proposal **Brick Lane Liveable Streets**

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

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

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

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

Date of approval **April 2021**

Conclusion

The EqIA assessment has highlighted that the current proposal does not negatively impact equality groups in disproportional way and will generally impact all groups positively.

Key proposed interventions for the Brick Lane area to date are:

1. The timed closure of some retail sections of Brick Lane (Thursday and Friday: 5.30pm-11pm, Weekend: 11am-11pm),
2. The traffic calming and better lighting of the Hanbury Street area,
3. Schools Streets timed closures (8.15am-9.15am and 3pm-4pm) and initiatives,
4. Improved walking and cycling links and facilities (such as cycle parking).

Positive impacts

- **Air quality improvement.** Thanks to the reduction of vehicular through-traffic and the improvement of the walking and cycling environment, all groups will benefit from a reduction of air pollution. Groups that will benefit the most of an improved air quality are the Black and minority ethnic and elderly as they are more likely to have a respiratory condition as well as especially young Londoners that, more than anywhere else in the country, develop breathing conditions such as asthma and have lung developments issues. Improving air quality will also benefit pregnant women as spikes in pollution have also been linked to spikes in miscarriage numbers, with high NO2 levels having potential detrimental effects on unborn children. Before the coronavirus pandemic, Brick Lane attracted over 18,500 pedestrians every day as well as over 4,000 vehicles many of which are using Brick lane as an alternative to Commercial Street, cutting through the area, without visiting any schools, businesses or places of worship. It was found that Air pollution increases COVID-19 deaths by 15% worldwide, which can affect the groups most vulnerable to the virus (males, elderly and Black and minority ethnic groups)

- **Noise reduction.** Reducing vehicular through traffic also means less noise. All groups will benefit from a quieter environment, in and outside their homes. Exposure to loud noise have been linked to high blood pressure, heart disease, sleep disturbances and stress, which can have a greater impact amongst certain groups such as the elderly and disabled residents with underlying conditions. People are also less likely to sit at a café or restaurant if they are located near noisy traffic, which is detrimental to the Brick Lane area business owners and employees.
- **Physical activity.** Improving walking and cycling routes by making them more direct, coherent, safe, attractive and comfortable is key to encourage road users to shift from car use to active travel. Timed road closures, the provision of parklets to sit and short and long-term cycle parking facilities are all interventions that help create a quality environment for walking and cycling. Two 10-minute periods of brisk walking or cycling a day is enough to get the level of physical activity recommended to avoid the greatest health risks associated with inactivity. In 2017/2018, 49% of Tower Hamlets adults were overweight or obese. Obesity significantly increases the risk of diabetes, high blood pressure, and heart disease. Furthermore, obesity and morbid obesity can increase a person's chances of dying from COVID-19 by 40 and 90% respectively. At the moment, only 6% of women (as opposed to 16% of men), 7% of Black and minority ethnic residents (as opposed to 16% of white residents), 4% of disabled people (as opposed to 12% non-disabled) and only 5 to 8% of people aged 35+ (as opposed to 13 to 20% of people aged 16-34) in Tower Hamlets cycle at least once a week. Offering a better cycle infrastructure may help redress these inequalities. Further analysis and feasibility studies are required to define the possible integration of the following measures: footway decluttering, contraflow cycling on one-way streets, inclusive cycle parking at key facilities and improved active travel links between Brick Lane and stations and bus stops.
- **Road safety.** The proposed traffic-calming measures and closures are expected to reduce speeds and road danger. Black and minority ethnic groups, the elderly and the youth are identified as more likely to be a casualty in a road collision, particularly as a pedestrian. Low-traffic neighbourhoods have been found to reduce injuries for all road users by 70%. The fear of being killed or injured by a motor vehicle is also one of the primary factors preventing greater use of active travel, particularly amongst children and women. Improving the public realm at junctions on Brick Lane are expected to help raise awareness amongst motorists of the presence of vulnerable road users. 73% of collisions resulting in death or serious injury for those on foot, bike or motorbike in London take place at junctions.
- **Perception of security.** The sense of security will increase thanks to better lighting on Code Street, Buxton Street and Underwood Road. We can expect higher natural surveillance on timed pedestrianised zones and calmed streets where people will spend more time. This is positive to all, especially the most vulnerable people, such as older and female users who are more likely to feel worried in darker and isolated places. Increased security will also benefit the LGBT population that can sometimes be target of anti-social behaviour. A third of LGBT people avoid particular streets because they do not feel safe there as an LGBT person. It is also expected that public realm improvement on Brick Lane will help reduce crime. In Ealing Broadway town centre where the public realm has been improved, there had been a 60% reduction in late night town centre violence compared to the previous year and a 25% reduction in pickpocketing. Finally, it is also expected that anti-social behaviour impacting the look and feel of the area, such as dumping and wild peeing will reduce thanks to public realm improvement interventions.
- **Inclusive access.** A more accessible walking and cycling environment is expected to be positive to all and particularly to disabled Londoners, as 81% walk at least weekly. Reduced vehicle traffic with pedestrian priority will offer more space for those getting around on foot/wheeling, including with pushchairs, wheelchairs, mobility scooters, tricycles and children on scooters or bikes. In busy city centre areas, quieter spaces providing refuges for people to

stop walking and rest away from traffic and pedestrian flows are essential oasis spaces for people with cognitive issues and impaired mobility. Frequent resting spots with well-placed formal seating are particularly important for stick users that can usually walk comfortably without a rest for about 50m only. Further analysis and feasibility studies are required to define the possible integration of the following measures: footway decluttering, additional seating and inclusive cycle parking near facilities.

- **Social distancing space.** More space will be available for walking, queuing, sitting, social distancing around schools and businesses on Brick Lane thanks to the timed closures. This will be positive to all, and in particular, the most vulnerable to the pandemic such as the elderly, disabled people, men that were found to have a higher risk of death and serious complications related to COVID than women and Black and minority ethnic populations that were found to have a higher risk of death than their white counterparts. Males of Bangladeshi, Pakistani and Indian ethnic background have a significantly higher risk of death involving COVID-19 (1.5 and 1.6 times, respectively) than White males.
- **Climate change mitigation.** By reducing the amount of polluting traffic through the area and encouraging the use of clean modes of transport such as walking and cycling, we can expect levels of CO₂ to reduce. Transport is the sector that generates the most part of CO₂ emissions in the UK (about 27%). Greenhouse gases prevent the radiation of heat into space and are causing climate change. Carbon dioxide (CO₂) is the greenhouse gas that most abundant in the atmosphere and the one that stays the longest (100 to 10,000 years). The consequences of climate change for London include flooding, urban heat, drought conditions or extreme cold weather. The effects of climate change can seriously harm people's quality of life, particularly the health and social and economic welfare of vulnerable people, such as the disabled and the elderly. Measures to mitigate climate change is positive to all and is expected to be particularly welcomed by younger generations concerned by the state of the planet.
- **Neighbourhood sociability and sense of belonging.** Proposed public realm improvements accompanied with traffic-calming and traffic-reduction measures will encourage people to spend more time outside. Doing so increases opportunities to interact with the rest of the local community, thereby helping the development of social cohesion, which is associated positively with mental health and inversely with mortality and depression. Research found that 45% of visitors to London high streets visit for social and community reasons and improving London high streets for walking and cycling led to 216% increase of stopping, sitting or socialising. Therefore, we can expect the public realm improvements on Brick Lane to have a positive impact on the area community feel.
- **Healthy learning and playing spaces.** Thanks to the installation of four School Streets, it is expected to observe a school run modal shift towards more sustainable forms of transport such as walking and cycling, as well as a decrease of air pollution around schools. This will be beneficial to the children suffering from a lack of physical exercise and asthma. Around 34% of children in Year 7 in the Spitalfields & Banglatown ward are currently obese and children in Tower Hamlets have up to 10% less lung capacity than the national average because of air pollution. In the borough, 27% of pupils who live within 7 minute-walk of school, and 50% who live within 14 minute-walk of school still travelled to school by car while only 6% of all children were cycling to school. Besides active travel and structure exercise, outdoor unstructured play would normally allow children to obtain physical exercise but increases in traffic density and safety concerns of parents are reasons for the decline in time children spend outside. Creating a safer neighbourhood suitable for autonomous exploration and outdoor play will benefit children and young adults. The built environment as a whole, not just through providing play facilities, has a fundamental importance in helping to shape a child's and young person's development (e.g. independence, trust in others, sociability).

- **Local economy vitality.** Brick Lane public realm improvement and the provision of cycle stands, parklets and more space for distancing thanks timed road closures are expected to benefit local businesses, including the large number of Bangladeshi businesses in the area. The Summer 2020 temporary road closure was received positively by Brick Lane visitors and many enjoyed being able to sit outside away from traffic. The Brick Lane area has a high number of hospitality and cultural businesses. These businesses are the ones that are suffering the most from the pandemic restrictions. All over the world, governments are helping by giving them more outdoor space to use in the form of parklets, wider footways or pedestrianised areas. The timed closure of Brick Lane aims to increase footfall and areas where customers can sit to support the local economy. A healthy local economy also means more jobs for all. Research has found that walking and cycling projects can increase retail sales by 30% or more. In the city of New York pedestrian improvements at one junction increased local retail sales by 48%. Over a month, people who walk to the high street spend up to 40% more than people who drive to the high street. In San Francisco, the first trial 'parklet' increased pedestrian traffic in the area by 37% on weeknights and increased people walking with bikes at the weekend by 350%. A similar scheme in Shoreditch, London, increased takings in an adjacent shop by 20%. 45% of visitors to London high streets visit for social and community reasons. Research found that improving London high streets for walking and cycling led to 216% increase in people stopping, sitting or socialising. In addition, cycle parking delivers five times the retail spend per square metre than the same area of car parking. Finally, studies have found that retail vacancy was lower after high street and town centre improvements.
- **Attractiveness, wayfinding and civic pride.** Well-designed public spaces – helps to boost city pride and social wellbeing, and particularly when they celebrate local character and distinctiveness. Public realm improvements planned on Brick Lane and initiatives around schools will help creating an attractive and vibrant environment for people that live and work the area. They will also help people that visit the area to know intuitively where they are and where they should go to find local destinations. It is expected that there will be an increase of sense of pride amongst local businesses and residents ,which may be beneficial to the ones suffering from mental health issues. Several studies found that neighbourhood aesthetics were strongly associated with higher mental wellbeing. Other 'placemaking' public realm schemes running alongside the Liveable Streets proposal will help enhance the area further (e.g. bridge lighting, Buxton Street, totems, Chicksand Park, Art Trail, Banglatown Arch, Allen Gardens).

Potential negative impacts and mitigations

- **Vehicular access.** Closures on Brick Lane, closures in the Hanbury Street area and School Streets may impact people of all groups choosing or having to take journeys by private vehicles, ambulances, taxis or community transport. They may be older people, disabled residents and their carers, large families, school buses and delivery/taxi/emergency vehicle staff. On School Streets, vehicular access is maintained for residents and businesses of those streets, school staff, school bus, blue badge users, SEND pupils and emergency services if the vehicle is registered for an exemption, which can be requested free of charge using a form online. Brick Lane will only be temporary closed to traffic rather than permanently. The timed pedestrianised sections of Brick Lane will remain accessible to emergency vehicles. All streets around these sections remain accessible and because sections are maximum 50m long, journeys can easily be finished on foot (1 min walk). While vehicular journeys may take longer because of road closures, research has shown that they are likely to reduce in time as the general traffic falls. Research has found that will less traffic and parking present in low-traffic neighbourhoods, there is generally no change or improved emergency vehicle response times. We continue engaging with emergency services to make sure the scheme is adapted. While timed delivery restrictions



would be beneficial to prevent the delivery vehicles being stuck during busy times, the Zero Emissions Network offers incentives to delivery riders and businesses to switch to cargo-bikes, e-bikes and other sustainable modes of transport. Cycle training is also available to all willing to shift to cycling in Tower Hamlets, including families and the disabled. To note, Spitalfields and Banglatown ward has already the lowest car ownership rate in the borough (0.31 cars/house) and most vehicles moving around the area come from elsewhere.

- **Parking provision.** The Brick Lane area roads are predominately narrow commercial or residential roads where most of the space is currently used for vehicular movement and parking. The program aims to rebalance land use so that all users can have a safe and pleasant experience. There is great potential to turn parking bays into parklets, planting, cycle parking and sitting areas. While earlier proposals were showing a larger number of road space allocation measures, the current proposal is based on consultee feedback on earlier proposals and Streetspace trials that took place over the summer 2020. All parking bays used to install, cycle hangars and to improve turning points are relocated close by within the area. All pay and display parking and loading bays will be temporarily suspended on timed pedestrianised sections of Brick Lane (on Thursday and Friday between 5.30pm-11pm and on weekends between 11am-11pm). However, six disabled bays are installed near timed road closure points on Brick Lane and one loading bay is relocated further south to make it accessible at all time. There are no changes to the loading and business bays on the side streets next to Brick Lane. The two ambulance bays located on Fournier Street. Motorists are encouraged to switch to more sustainable means of transport such as walking and cycling and a large number of cycle hangars and stands are provided throughout the area so people can park their cycles near their homes and destinations.
- **Socio-economic equity.** It is often believed that interventions increasing the attractiveness of an area feed through into higher prices and rents. The problem results from housing and land use policies that prioritise free markets and profit maximisation over tenancy rights, not public realm improvement. Research has found that while retail rental values rose by 7.5% in some improved London streets, there was an almost negligible impact on residential values, helping to counter concerns that street improvements, by themselves, will further inflate house prices and encourage gentrification. In areas where the public realm is improved and made more suitable to walk and cycle, retail revenues increase by around 30%, which would mitigate small increases in retail rental values. Many studies looking at equity have also highlighted how the negative impacts of motorised transport are notoriously unevenly distributed, providing evidence of disadvantaged groups disproportionately affected by transport-related air pollution, traffic collisions, or climate change. The same groups are also often less able to travel because of restricted access to a car or to reliable public transport options or have to spend a disproportionate amount of their income or time to travel. Measures that curb the dominance of motorised transport and facilitate free and affordable means of transport such as walking and cycling have the potential to reduce inequalities in a range of ways. A good example is London cycle hire scheme. Stations in the initial roll-out of the scheme tended to be more frequently placed in richer areas. The subsequent extension of the scheme to East London boroughs such as Tower Hamlets resulted in a marked increase in the share of trips made by people from more deprived areas. This highlights the importance of providing active travel infrastructure and facilities in poorer areas, where people more often lack car access. Tower Hamlets provide free cycle trainings, grants for businesses to acquire cargo-bikes and e-bikes as well as the possibility to apply for affordable cycle parking in secured cycle hangars.

Areas of improvement and EqlA review

As the project evolves, the EqlA will be reviewed and updated accordingly.



Proposals contain interventions to create a liveable environment for children, older and disabled people, women and pregnant women, people with a Black and minority ethnic background and people living in income deprived households. They offered more extended pedestrianisation and traffic-calming measures, a higher level of walking and cycling facilities, and further public realm improvement that could have increased sense of security as well as footfall. The current proposal has been designed based on consultee feedback on earlier proposals and the Streetspace scheme that took place over the summer 2020.

The following measures help improve the overall proposals so benefits are received by all protected groups.

- Footway widening/decluttering and additional parklets on side streets to increase safe walking space, enhance the area and provide further al-fresco dining and outdoor sitting spaces to businesses (frontages improvement and decluttering would also be recommended to be carried out under other public realm improvement schemes)
- Cycle contraflow on one-way streets to increase cycle permeability and provision of inclusive cycle parking (e.g. for cargo bikes and tricycles) to allow more various people to cycle,
- Quality walking and cycling linkages between Brick Lane and public transport (stations and bus stops), additional sitting areas, and public toilets beneficial to all and in particular, the elderly, pregnant women and disabled people,
- Complementary behaviour change events to what the Council offers regarding cycle training, bike marking and maintenance.

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

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

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



Section 2 – General information about the proposal

The Liveable Streets programme is part of the councils Love Your Neighbourhood portfolio.

Liveable Streets Scheme key objectives

1. Improve the look and feel of public spaces;
2. Improve the environment to encourage more walking, cycling and use of public transport;
3. Significantly reduce through-traffic on local streets (to encourage more sustainable journeys, especially for short trips, and to improve air quality and road safety).

Due to the pandemic, an objective has been added to the Brick Lane project due to the nature of the area:

4. To help local businesses to function under the different levels of COVID restrictions and recover after the crisis.

Given the current pandemic situation, it is more important than ever to deliver the changes the Liveable Streets programme seeks to make, because death rates have generally been higher in polluted areas, London's public transport system has far less capacity and active modes of transport such as walking and cycling are encouraged by the government. In addition, it is now known that people living with underlying conditions such as obesity, diabetes, heart disease, a lung condition and high blood pressure were far more likely to need intensive care when catching COVID-19. More walking and cycling will generate both a decrease of pollution and an increase in physical activity and these factors will have positive benefits on people suffering from underlying conditions. Indeed, around half of London's air pollution is caused by road transport and the easiest way for most Londoners to stay active is by walking or cycling as part of their daily travel. Two 10-minute periods of brisk walking or cycling a day is enough to get the level of physical activity recommended to avoid the greatest health risks associated with inactivity.

Tower Hamlets Liveable Streets Scheme aims to simultaneously address health and sustainability concerns related to two crises: the COVID-19 pandemic from March 2020 and the climate emergency declared by the borough in March 2019. This will be done through a variety of on-street measures across the area accompanied by activities helping to promote and encourage active travel such as cycle training events and bike marking and maintenance sessions.

On-street measures may include better walking facilities (e.g. decluttering or widening of footways, pedestrianisation, crossing and sitting facilities, wayfinding), improved cycle facilities (e.g. contraflows, cycle parking), public realm measures (e.g. planting, lighting, space activation, new surfacing), traffic-management measures (school streets, parking management, road closures, direction changes).

The Liveable Streets programme aims to be delivered over four years. Seventeen areas across the borough have been identified for treatment/development over a 4-year period in a phased programme. These areas have existing traffic and road safety issues and have not received recent substantial funding and improvements. The areas cover approximately 60 per cent of the borough.

The Brick Lane area is part of Phase 2a of the programme and its boundary roads are Bethnal Green Road, Cheshire Street, Vallance Road, Whitechapel Road and Commercial Street. See map fig.1 below.

The scheme is expected to run for approximately 18-24 months depending on the approved measures, associated volume of works required to achieve the scheme outcomes and amendments required to

address current and future lockdown restrictions and social distancing guidance.



Figure 1: Liveable Streets programme map

Engagement process

We are following the Liveable Streets programme design process below.



Figure 2: Liveable Streets design process

- **Perception survey - Early engagement– 24 June to 31 Aug 2019**

The Brick Lane project began in June 2019 with an online survey, where the local community was asked to highlight any existing issues and their suggestions for improvements to the area.

Community engagement has been undertaken through several channels to reach as many residents and businesses as possible. These channels encompass face to face engagement, online engagement and printed publications to ensure accessibility. Further details of the engagement activities are below.

- Feedback submitted to the dedicated project e-mail address, liveablestreets@towerhamlets.gov.uk, which was advertised on all communications materials
- Leaflets were distributed to the local community, including background information, and an easy to understand plan of the project area
- Online engagement platform
 - online survey
 - interactive map
- We sent an email to over 100 internal and external stakeholder contacts
- Two drop-in sessions on Thursday 4 July and Saturday 13 July
 - Hard copy surveys completed at drop-in events
 - Suggestions given verbally
 - Suggestions left on map
- Meetings with key stakeholders, such as the Restaurant association of Brick Lane
- Door knocking residents and businesses
- Business perception surveys



- Dedicated consultation telephone number
- Ward Councillor briefing and walk around the area.

The deadline for feedback was 31 August 2019, although feedback received after this deadline was still considered, where possible.

Regarding the survey, 212 responses were received as well as 13 email responses which were input manually. A total of 173 suggestions from 66 people were plotted on the interactive map. In total, almost 400 comments and ideas were received. Around 50% of these responses came from residents within the Brick Lane area.

Regarding the mode of transport respondents use to travel in the area, we found that:

- 90% walk,
- 68% use the Underground,
- 67% use the Overground,
- 61% cycle,
- 23% use buses,
- 23% use a car,
- 2% use a taxi,
- Less than 1% use a motorbike,
- Less than 1% use a mobility scooter,
- Less than 1% use Tower Hamlet Community Transport.

The respondents would describe the area as follows:

- 73% find that it is dirty and unkept,
- 70% find that there is not enough public spaces to sit and rest,
- 69% find that there is a lack of greenery,
- 48% feels unsafe,
- 44% find it difficult to get around,
- 39% find it unattractive,
- 27% find it is easy to get around
- 25% find it feels like a community,
- 23% find it doesn't feel like a community,
- 13% find it feels safe
- 8% find it attractive,
- 2% find it is green with plenty of trees,
- 2% find there is enough public space to sit and rest,
- Less than 1% find that it is clean and tidy.

The 10 top measures that respondents found that would encourage them to walk, cycle and use public transport more were:

1. Less traffic,
2. More trees and planting,
3. Cleaner streets,
4. Greener public spaces,
5. Cycle lanes,
6. More places to sit and rest,



7. Better driver behaviour,
8. Wider footways,
9. Slower traffic speeds,
10. Contraflow cycling on one-way streets.

Findings regarding the suggestions left on interactive map during early engagement:

- 23 suggestions regarding cycle lanes,
- 21 suggestions regarding road closures,
- 20 suggestions regarding improving the public realm,
- 15 suggestions regarding cleaner streets,
- 11 suggestions regarding reducing the number of vehicles,
- 10 suggestions regarding tree planting,
- 8 suggestions regarding traffic-calming,
- 7 suggestions regarding carriageway resurfacing,
- 7 suggestions regarding pedestrian crossings,
- 6 suggestions regarding anti-social behaviour.

Most respondents had heard about the survey through Tower Hamlets social media (25%), word of mouth (22%), local community groups (17%), other means (14%), flyer posted through letterbox (12%), email (5%), Tower Hamlets website (3%).

• **Co-design workshops – 25 January to 5 February 2020**

A draft concept design was created based on the early engagement feedback received and this was discussed with residents, businesses, stakeholders and other interested parties and Council departments through co-design workshops. During this stage plans were shared across the Council for comment.

- During the period from 25th January 2020 to 5th February 2020 we held three workshops to engage residents and businesses.
- A dedicated session for local businesses was held on 29th January 2020 to gain feedback related to access and deliveries.
- Leaflets to promote the events were delivered to all residential and business addresses within the scheme area and to ensure productive sessions, all workshop attendees were asked to RSVP in advance to confirm attendance.

A total of 59 people attended the workshops. Details of the locations and number of attendees are:

- Saturday 25 January 2020 – resident workshop (14 attendees) Brady Arts & Community Centre, Hanbury Street, E1 5HU
- Wednesday 29 January 2020 – business workshop (23 attendees) Christ Church Primary School, 47A Brick Lane, E1 6PU
- Wednesday 5 February 2020 – resident workshop (22 attendees) Christ Church Primary School, 47A Brick Lane, E1 6PU

The core aims of the Liveable Streets Co-Design Workshops were to increase awareness of the scheme, share background information (including data about air quality, anti-social behaviour, vehicles volumes, speeds and collisions), discuss potential options for improvements (including traffic management and public realm measures), gather feedback to inform further scheme development.

Traffic management

Overall, there was a feeling of support for the proposals regarding traffic management. The main topics of discussion were the proposed road closures along Brick Lane that would be required to pedestrianise the area and the proposed road closures on Hanbury Street. Whilst there was some opposition to road closures, it is important to note that many of the attendees were supportive of the proposed road closures. Others supported the idea of road closures but had alternative ideas about the best locations for these. The main points from the session are summarised below:

- Pedestrianisation of Brick Lane was supported by most businesses.
- The road closure on Hanbury Street was supported by many residents, however, some thought the exact location was not correct. Others opposed road closures in general and particularly on Hanbury Street.
- Concerns were raised regarding access for emergency services.
- Waste collection in the area should be improved, especially in the retail areas.

Key points raised by local businesses were:

- Brick Lane should be pedestrianised with areas set aside for al fresco dining.
- Access to businesses via motor vehicle could be provided on a timed basis (likely to be between 5am -11am daily) however, many restaurants could be serviced without direct vehicle access.
- Loading bays should be provided for mopeds delivering food from the many restaurants – this a key part of the restaurants trade.
- Request for the proposed servicing routes

Key points raised by resident groups were:

- Many residents support a reduction in through-traffic in their neighbourhood and the Brick Lane area, however, there were some residents who opposed the closure on Hanbury Street.

Public realm

Overall, there was support for improving the look and feel of public spaces across Brick Lane as well as creating more pedestrian and cycle facilities.

The main points from the session are outlined below:

- Public toilets were requested by both residents and businesses.
- More cycle parking was requested to be available in the area, including residential cycle hangars.
- Public realm improvements in the area with more greening.
- Pedestrianisation of Brick Lane was supported between Fashion Street and Fournier Street outside Christ Church Primary School.
- Improve anti-social behaviour and other crime issues in the area.

The key points raised by local businesses were:

- Improve public realm throughout Brick Lane.
- Improve lighting and signage, in particular, the Osbourne Street signage should be updated to state 'leading to Brick Lane'.
- Consideration of how the pedestrianised area should be enforced needs further development.

The key points raised by resident groups were:

- General improvements regarding the streetscape, lighting, refuse collection and wayfinding in the area.
- Concerns were raised around anti-social behaviour on Underwood Road by the junction of Vallance Street.



- Consideration of how the pedestrianised area should be enforced needs further development.
- **Streetspace for London – 17 August to 5 November 2020**

In addition to the Liveable Streets programme design process above, the Streetspace for London programme has been introduced as part of the response to COVID-19. It aims to improve the area for walking and cycling, while safely maintaining social distancing in areas with high pedestrian counts and congestion.

The country has faced significant challenges this year due to the impact of COVID-19. The easing of restrictions over the summer period led to an increase in walking and cycling in Tower Hamlets. This positive shift, however, also meant increasingly crowded pavements and cycle lanes, and presented a challenge in terms of the ability to undertake social distancing safely. In response to these challenges, temporary closures were introduced by the London Borough of Tower Hamlets using funding from the Department for Transport. From Thursday 27 August and for 10 weeks, sections of Brick Lane were closed to vehicles to promote social distancing while providing a timely boost to restaurants facing challenging trading conditions. Businesses on the sections of Brick Lane closed to motorised traffic were eligible to apply for a tables and chairs license to facilitate alfresco dining.

An online survey ran between Wednesday 4 November 2020 to Monday 30 November 2020. In total, 477 responses were received.

During the consultation, respondents could submit their feedback in several ways:

- Comments and queries to the dedicated e-mail address transportation@towerhamlets.gov.uk which was shown on materials including the notification letter and Talk Tower Hamlets website.
- Dedicated phone line during business hours from Monday – Friday.
- Online survey,
- Paper survey.

138 respondents identified themselves as residents, 322 as visitors and 17 identified themselves as a business working in the area.

From those residents (138) who responded to the survey, 92 (67%) were from within the project area. There was strong support for the road closures with between 60-70% wanting the closures to be in place 24/7. 80% also supported closures on residential streets.

From those visitors who responded to the survey (322), there was strong support with 72% wanting the closures to be in place 24/7. Most visitor comments asked why the closures had been taken out and wanted them back permanently. Comments asked about delivery vehicles, congestion on surrounding roads and were concerned about cyclist speeds.

From those businesses who responded to the survey (17), of which 8 were along Brick Lane and 4 were within the project area. No businesses who were granted a permit for outdoor dining responded. These businesses chose not to apply for a permit as they saw no benefit to their trade by obtaining one, businesses who responded to the survey were not supportive of closures, with between 40-70% wanting no closures at all (e.g., not on market days either). Businesses did not feel that the closures helped social distancing (contrary to residents and visitors). There were 6 comments (of 13) which stated that the closures had made deliveries difficult.



- **Stakeholder meetings – Jan/Feb 2021**

Key stakeholders were met again to capture their views after the Streetspace Summer trial.

- **Public consultation – 17 March to 14 April 2021**

Based on the above meetings, early engagement findings as well as the survey response that took place during the Streetspace temporary project, the concept design has been updated and a feasibility design has been developed by the Liveable Streets Team. This was presented to the public through a full 4-week public consultation from Wednesday 17 March to Wednesday 14 April 2021.

Consultation packs, containing an information booklet (including a link to online survey) hard copy survey and freepost return envelope, were delivered to the 6,525 residential and business properties within the consultation area.

There were a total of 1,115 respondents to the consultation, of which 311 were from within the consultation area.

If consultees require information in another format, another language or have any further questions, they can email, phone or write to us at:

- LiveableStreets@towerhamlets.gov.uk,
- 0203 092 0401 (weekdays, 9am-5pm),
- Liveable Streets, 6th Floor Mulberry Place, PO Box 55739, 5 Clove Crescent, London E14 2BG.

There was an opportunity to chat with the Liveable Streets Team by booking a one-to-one meeting. All details will be found on the above webpage in the section “Chat to the Team”.

The booklet and website was shared through the usual diffusion channels including Tower Hamlets newsletter, website, participant and stakeholder mailing list, social media, post through letterbox, posters and banners in the area. A Bengali version of the leaflet was available on request.

The recommended proposals are based on consultee ideas, needs, feedback on earlier design options, the Streetspace temporary scheme and the consultation proposals. It reflects the need to balance different user needs. This can be seen in the accompanying Cabinet pack.

- **Brick Lane.** It is proposed to pedestrianise sections of Brick Lane in the evenings during the week (between Thursday and Friday 5.30pm-11pm) and during weekends (between 11am and 11pm). This results in a few direction changes on Princelet Street, Fournier Street and Fashion Street, as well as the relocation of three disabled parking bays, the creation of three new disabled parking bays and the relocation of one loading bay in the vicinity of the pedestrianised sections. There are no changes to the loading and business bays on the side streets next to Brick Lane. To further enhance the area, we propose to provide parklets at Brick Lane junction with Hanbury Street as well as streetscape improvements at all junctions to make motorists aware of them crossing a pedestrianised area. Additional cycle stands are proposed at six locations on Brick Lane and Osborn Street. The closure points will be monitored by ANPR cameras, which will restrict vehicle movement but still allow for emergency vehicle access during designated closure times.
- **School Streets.** As part of our ongoing commitment to reduce emissions around schools and encourage school un modal shift, we are proposing to introduce four School Streets on Buxton Street, between Deal Street and Vallance Road, Deal Street, between Woodseer Street and



Buxton Street, Underwood Street and Hunton Street. It is proposed that these streets will be closed to motor vehicles between 8.15am-9.15am and 3pm-4pm. Enforcement of school street restrictions will be carried out via Automatic Number Plate Recognition (ANPR) cameras. Access for residents and businesses of those streets, school staff, school bus, blue badge users, SEND pupils and emergency services will be allowed if the vehicle is registered for an exemption, which can be requested free of charge using a form online. Should the schemes be taken forward, workshops with schools will be arranged to involve in the design of the space outside their school. Further public realm improvements are proposed outside Osmani Primary School and Thomas Buxton Primary School and include planters and community area.

- **Walking and Cycling Improvements.** Besides offering a better walking and cycling environment on Brick Lane, we are committed to improve links to Brick Lane so people want to walk and cycle to their favourite businesses. For those that find it too difficult to walk or cycle such as the disabled, we propose a total of six disabled parking bays around the pedestrianised sections of Brick Lane. Hanbury is a key walk and cycle route through the area with over 500 cyclists/day. We propose a road closure in the middle of the street to reduce vehicular cut through-traffic and make more space for walking and cycling. Providing cycle contraflow on one-way streets such as key links Hanbury Street and Brick Lane is currently being explored. A large number of additional cycle hangars and stands are provided throughout the area so people can park their bikes near their homes and destinations. Providing behaviour change events is being explored to compliment activities that the Council already offers. These could include cycle training, bike marking and maintenance sessions.

- **Next steps**

We will continue to engage with residents, visitors, businesses and stakeholders throughout detailed design and construction phases to ensure all are informed and have a chance to ask questions and have their say.

If approved by Cabinet that the proposals can progress to implementation, the schemes will be monitored in their effectiveness of meeting the aims of the programme. Besides monitoring several quantitative indicators such as pedestrian, cyclist and traffic counts, speeds, collisions, as well as the value of improvements to the walking and cycling environments such as air quality, business revenues, crime and anti-social behaviour, we will also obtain feedback from residents, visitors, businesses and key stakeholders. These surveys and studies will enable and support any further changes required within the area.



Section 3 – Evidence (Consideration of Data and Information)

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

Demographics

- Census 2011 data
- Borough Profile 2018 data
- Spitalfields and Banglatown Ward Profile, 2014
- London Borough of Tower Hamlets Council Tax data
- Modelled estimates of the size of the lesbian, gay, bisexual and transgender (LGBT) population of England report published by Public Health England

Datasets and reports

- Collision data
- Traffic count data
- Air Quality data
- Anti-social behaviour and crime data

Evidence and reports, on:

- Public Health
- Air Quality
- Community Safety

Consultation findings

- Early engagement period (April-July 2019)
- Workshops (Jan-Feb 2020)
- Streetspace for London survey (Aug-Nov 2020)
- Stakeholder meetings (Jan-Feb 2021)

More details on Brick Lane Liveable Streets consultation:

<https://www.pclconsult.co.uk/liveablestreetsbricklane/>

Future findings on Brick Lane public realm consultation:

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

Strategies

- Gear Change: a bold vision for walking and cycling, 2019
- Mayors Transport Strategy (MTS), 2018
- Tower Hamlets Transport Strategy, 2019-2041
- Tower Hamlets Health and Wellbeing Strategy 2017-2020
- Tower Hamlets LIP3
- Emergency Active Travel Fund
- Ultra-Low Emission Zone
- Zero Emissions Networks (ZEN)
- Electric Vehicle Charge Points
- Joint Strategic Needs Assessment (including Spatial Planning and Health - JSNA Factsheet)



Section 4 – Assessing the impacts on groups

The 2010 Act identifies nine Protected Characteristics Groups (PCG) for consideration within EqlAs, as follows:

- **Age:** People of a particular age or persons of the same age group, i.e. children (0-4); younger people (aged 18-24); older people (aged 60 and over);
- **Disability:** People with physical or mental impairment which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities, i.e. disabled people;
- **Gender reassignment:** People in the process of transitioning from one gender to another;
- **Marriage & civil partnership:** People in a civil partnership or marriage between same sex or opposite sex.
- **Pregnancy & maternity:** People who is pregnant or expecting a baby and a person who has recently given birth;
- **Race:** People defined by their race, colour and nationality (including citizenship) ethnic or national origins, i.e. Black, Asian and minority ethnic groups;
- **Religion & philosophical belief:** People with religious and philosophical beliefs including lack of belief
- **Sex:** Men or women, recognising that women are more frequently disadvantaged; and
- **Sexual orientation:** People's sexual orientation towards persons of the same sex, persons of the opposite sex or persons of either sex.

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Tower Hamlets Council has identified two additional groups to consider:

- **Parents & carers:** People taking care of vulnerable people such as children, the disabled or the elderly;
- **Socio-economic status:** People living in an income deprived household.

We consider that the proposal may impact the needs of the different group regarding the following topics (non-exhaustive list):

Environment	Social	Economy & Culture
Place maintenance (e.g. waste, drainage) Climate & health (e.g. air, noise, shade, temperature, light) Road safety, security & privacy Movement & key facility accessibility Biodiversity & access to open spaces	Community feel & social cohesion Inclusive & child-friendly design Wayfinding & user-experience Participation & sense of belonging Place attractiveness & sense of pride	Economic & cultural offer Footfall & business prosperity Access to jobs & education Property & business attractiveness and value Place to grow, invest and innovate

Equality Group	Considering the above information and evidence, describe the impact this proposal will have on the groups?	Positive	Potentially Negative and Mitigation Proposed
<p>Age (All age groups)</p>	<p>The proposals are generally positive to all age groups, and in particular to children and the elderly, regarding air quality, noise reduction, physical activity, road safety, perception of security, inclusive access, social distancing space, climate change mitigation, neighbourhood sociability, healthy learning and playing spaces, local economy vitality.</p> <p>Some people using a vehicle to move around such as older people that own a car more often than younger generations and may be less able to walk or cycle might be impacted. Therefore, mitigating measures include emergency vehicle access through road closures, possibility to apply for an exemption to access School Streets, additional disabled parking bays near pedestrianised areas. Because streets will be safer, this group may reconsider walking, wheeling and cycling to move around. Cycle training and cycle parking is accessible to all including older people.</p> <p>Some residents including older people may fear increase of rent due to public realm improvements. This is not evidenced in London.</p>	<p>Air quality Air quality increase through vehicular traffic reduction is beneficial to all ages, especially young Londoners that, more than anywhere else in the country, develop breathing conditions such as asthma and have lung developments issues. Children in Tower Hamlets have up to 10% less lung capacity than the national average because of air pollution.¹ Study also found that air pollution increases COVID-19 deaths by 15% worldwide², which affect vulnerable groups such as older people that may have a compromised immunity system and are more inclined to become seriously ill or die from the virus. As a result, reducing air pollution in the area will benefit the elderly as well.</p> <p>Noise reduction Reducing vehicular through traffic also means less noise. All age groups will benefit from a quieter environment, in and outside their homes. The most common health problem it causes is Noise Induced Hearing Loss (NIHL). Exposure to loud noise can also cause high blood pressure, heart disease, sleep disturbances, and stress³, which can have a greater impact amongst vulnerable groups such as the elderly as all these issues can also increase with age. All age groups will be positively impacted by less noise on retail streets, and in particular the youth attracted by Brick Lane trendy cafes, affordable restaurants, cultural venues and alternative shops.</p> <p>Physical activity An improved walking and cycling environment thanks to vehicular traffic calming and reduction, pedestrianised zones and parklet seating will be positive to all ages, particularly to young generations (16-35) that already walk and cycle much for various reasons (e.g. affordability, climate change, convenience), to the elderly that need frequent sitting areas to rest, and to the large group of residents aged 36+ that currently does not consider cycling as an option for travelling, mostly due to safety reasons.⁴</p> <p>Providing space for physical activity will be beneficial to all age groups. In Tower Hamlets, 1 in 7 children aged 4-5 are obese and 1 in 4 children aged 10-11 are obese, the 3rd highest in the country.⁵ Additionally, 49% of Tower Hamlets adults were overweight or obese in 2017/2018⁶ while we know that two 10-minute periods of brisk walking or cycling a day is enough to get the level of physical activity recommended to avoid the greatest health risks associated with inactivity.⁷ Obesity significantly increases the risk of diabetes, high blood pressure, and heart disease. Furthermore, obesity and morbid obesity can increase a person's chances of dying from COVID-19 by 40 and 90% respectively. Over 70% of patients critically ill with confirmed COVID-19 are overweight or obesity.⁸</p> <p>According to the NHS, physical activity and exercise can help people stay healthy, energetic and independent as they get older. Many adults aged 65+ spend, on average, 10 hours or more each day sitting or lying down, making them the most sedentary age group, and as a result a group with higher rates of falls, obesity and heart disease.</p>	<p>Vehicular access Reduced area permeability for vehicular traffic due to proposed timed closures on Brick Lane, and School Streets may negatively impact people of all age groups choosing or having to take journeys by private vehicles, ambulances, taxis or community transport such as some older people. Studies found that broadly, car ownership increases with age up to around 50-60 years old and then declines beyond that. To note, Spitalfields and Banglatown ward has the lowest car ownership rate in the borough (0.31 cars/house) and most vehicles moving around the area come from elsewhere.</p> <p>While vehicular journeys may take longer because of road closures, research has shown that they are likely to reduce in time as the general traffic evaporates after some weeks²³. Emergency service surveys have also found that will less traffic and parking present in low-traffic neighbourhoods, there is generally no change or improved emergency vehicle response times²⁴. We continue engaging with emergency services to make sure the scheme is adapted to their needs. All GP practices and community health centres remain accessible by vehicle at all time. The two ambulance bays located on Fournier Street.</p> <p>On School Streets, vehicular access is maintained for residents and businesses of those streets, school staff, school bus, blue badge users, SEND pupils and emergency services if the vehicle is registered for an exemption, which can be requested free of charge using a form online.</p> <p>The timed pedestrianised sections of Brick Lane will remain accessible to emergency vehicles. All streets around these sections remain accessible by vehicle and because sections are at most 50m long, journeys can easily be finished on foot, even by an older person (1 min walk). The two ambulance bays located on Fournier Street.</p> <p>Cycle training is available to all willing to shift to cycling in Tower Hamlets, including the elderly. Early evidence suggests that LTNs might reduce car ownership and use by around 20% among residents.²⁵</p> <p>Parking provision Because older people are more likely to own a car, they may be affected by the proposed changes regarding parking.</p> <p>Where cycle hangars are proposed in parking bays, localised consultations will be carried out. Parking bays which have been relocated to accommodate other measures are as close by within the area where possible. All pay and display parking and loading bays will be temporally suspended on timed pedestrianised sections of Brick Lane (on Thursday and Friday between 5.30pm-11pm and on</p>

Further analysis and feasibility studies are required to define the possible integration of the following measures to improve walking and cycling environment to a greater extent: footway decluttering, contraflow cycling on one-way streets, further sitting areas, inclusive cycle parking near facilities, improved active travel links between Brick Lane and stations and bus stops.

Road safety

An improved road safety through vehicular traffic calming and closures will be **positive to all ages**, especially to the less able to evaluate speeds and more sensitive to perceived safety, such as **children** and **older people**. The age at which residents are most likely to be injured as pedestrians in Tower Hamlets is 10-15 years and 80-84 years as measured in five-year age bands based on 2017 population against the number of average annual casualties per 1000 population.⁹ The fear of being killed or injured by a motor vehicle is also one of the primary factors preventing greater use of active travel, particularly amongst children¹⁰.

Number of injuries are expected to reduce as low-traffic neighbourhoods have been found to reduce injuries for **all road users** by 70%.¹¹ Improving the public realm at junctions on Brick Lane are expected to help raise awareness amongst motorists of the presence of vulnerable road users. 73% of collisions resulting in death or serious injury for those on foot, bike or motorbike in London take place at junctions.⁹

Perception of security

The increased sense of security thanks to better lighting and expected higher natural surveillance on calmed streets will be **positive to all ages**, especially the most vulnerable people such as **older people** who are more likely to feel worried in darker and isolated places. This group will appreciate that it is also expected that public realm improvement on Brick Lane will help reduce crime. In Ealing Broadway town centre where the public realm has been improved, there had been a 60% reduction in late night town centre violence compared to the previous year and a 25% reduction in pickpocketing. Finally, it is also expected that anti-social behaviour impacting the look and feel of the area, such as dumping and wild peeing will reduce thanks to public realm improvement interventions.¹²

Inclusive access

A more accessible walking and cycling environment is expected to be **positive to all age groups** and in particular **children** and the **elderly**. Pedestrianised zones and calmed streets will offer more space for those groups getting using various wheeling mode of transports such as pushchairs, wheelchairs, mobility scooters, tricycles, cargo-bikes, children scooters or bikes. They will also provide safer areas for older children and the elderly to explore on their own. The built environment has a fundamental importance in helping to maintain an older person's mental health and to prevent dementia as well as to shape a child's and young person's development as well as (e.g. independence, self-confidence, trust in others, sociability). Seating provided on parklets on Highbury Street will be appreciated by the elderly and stick users that can usually walk comfortably without a rest for about 50m only¹³.

Further analysis and feasibility studies would be required to define the possible integration of the following measures: footway decluttering, additional seating and inclusive cycle parking near facilities (e.g. cargo-bikes and tricycles).

weekends between 11am-11pm). However, six disabled bays are installed near timed road closure points on Brick Lane and one loading bay is relocated further south to make it accessible at all time. There are no changes to the loading and business bays on the side streets next to Brick Lane.

Motorists of all ages, including older people, are encouraged to switch to more sustainable means of transport such as walking and cycling and a large number of cycle hangars and stands are provided throughout the area so people can park their bikes near their homes and destinations.

Socio-economic equity

In the Spitalfields & Banglatown ward, 55% of **children** and 82% of **older people** live in income deprived families. Both are the highest local authority figures in England.

It is often believed that interventions increasing the attractiveness of an area feed through into higher prices and rents. The problem results from housing and land use policies that prioritise free markets and profit maximisation over tenancy rights, not public realm improvement. The solution to high house prices is not to maintain dirty and dangerous residential streets to suppress prices. Research has found that while retail rental values rose by 7.5% in some improved London streets, there was an almost negligible impact on residential values, helping to counter concerns that street improvements, by themselves, will further inflate house prices and encourage gentrification²⁶. In areas where the public realm is improved and made more suitable to walk and cycle, it was found that retail revenues increase by around 30%²², which would mitigate small increases in retail rental values.

Additionally, it is also sometimes considered that walking and cycling schemes tempting to reduce car presence in neighbourhoods are projects made for the 'rich'. On the contrary, many studies looking at equity have highlighted how the negative impacts of motorised transport are notoriously unevenly distributed, providing evidence of disadvantaged groups disproportionately affected by transport-related air pollution, traffic collisions, or climate change. The same groups are also often less able to travel because of restricted access to a car or to reliable public transport and safe active travel options, or have to spend a disproportionate amount of their income or time to travel. As a result, they have restricted access to many key opportunities and social networks, in a well-known self-reinforcing cycle of transport disadvantage and social exclusion.²⁵

Social distancing space

Pedestrianised zones and calmed streets will offer more space for social distancing, queuing, shopping and sitting. That will be **positive to all** and in particular to the **elderly**. The rate of mortality due to COVID-19 increases consistently with age, with those aged 90 years and over making up the largest proportion of coronavirus-related deaths.¹⁴

Climate change mitigation

By reducing the amount of polluting traffic through the area and encouraging the use of clean modes of transport such as walking and cycling, we can expect levels of CO2 to reduce as transport is the sector that generates the most part of CO2 emissions in the UK. Greenhouse gases prevent the radiation of heat into space and are causing climate change and CO2 is the greenhouse gas that is most abundant in the atmosphere and the one that stays the longest (100 to 10,000 years). The consequences of climate change for London impact **all age groups** and already include flooding, urban heat, drought conditions or extreme cold weather. The effects of climate change could seriously harm people's quality of life, particularly the health and social and economic welfare of vulnerable people, such as the **elderly**, that are more inclined to dehydration. Measures to mitigate climate change is positive to all and is expected to be particularly welcomed by **younger generations** concerned by the state of the planet.

Further studies would be required to define the possible integration of more planting in the area, that would catch CO2, create shade and lower temperatures in warmer days. Water fountains would also be beneficial even though we can expect that cafes and restaurants could potentially serve water to people in urgent need of hydration. The integration of more sustainable drainage would help the area to stay dry in case of precipitation.

Neighbourhood sociability and sense of belonging

Proposed public realm improvements accompanied with traffic-calming and traffic-reduction measures will encourage people to spend more time outside. Doing so increases opportunities to interact with the rest of the local community, thereby helping the development of social cohesion, which is associated positively with mental health and inversely with mortality and depression. This will be **positive to all ages** and in particular the **elderly** that suffers the most from loneliness. According to Age UK, more than 2 million people in England over the age of 75 live alone, and more than a million older people say they go for over a month without speaking to a friend, neighbour or family member.¹⁵ Research found that 45% of visitors to London high streets visit for social and community reasons and improving London high streets for walking and cycling led to 216% increase of stopping, sitting or socialising. **Error! Bookmark not defined.** Therefore, we can expect the public realm improvements on Brick Lane to have a positive impact on the area community feel.

Healthy learning and playing spaces

The four School Streets and complementary initiatives will benefit **all age groups** living, working and traveling by foot or cycle near schools, and in particular **children**. School Streets originated in Bolzano, Italy in the early 1990's when school communities were struggling to manage traffic during peak pick up and drop off hours. The programs showed several positive impacts: road safety, improved air quality, healthier lifestyles, independent mobility, community connections, reduced congestion.¹⁶ Only 6% of all children are currently cycling to school.¹⁷ Through co-designing the space in front of their school, it is also expected that children will develop a sense of pride and belonging.

Thanks to the installation of four School Streets, it is expected to observe a school run modal shift to active travel. This will be beneficial to the **children** suffering from a lack of physical exercise and asthma. Around 34% of children in Year 7 in the Spitalfields & Banglatown ward are currently obese and children in Tower Hamlets have up to 10% less lung capacity than the national average because of air pollution. In the borough, 27% of pupils who live within 7 minute-walk of school, and 50% who live within 14 minute-walk of school still travelled to school by car while only 6% of all children were cycling to school. Children between 12-16 with consistently high amounts of time spent sedentary have 28.2% higher depression scores than others by age 18.¹⁸

Reducing traffic on residential streets such as in the Hanbury Street area will also be **beneficial to children**. While most streets are currently perceived unsafe, green space to play outside is limited in Tower Hamlets: there are 1.04ha of open space per 1,000 residents, which is half the national average of 2.4ha per 1,000 people.¹⁹ Besides active travel and structure exercise, outdoor unstructured play would normally allow children to obtain physical exercise but increases in traffic density and safety concerns of parents are reasons for the decline in time children spend outside.²⁰ Enabling children and young people to play safely in non-dedicated play spaces within their local environment, such as streets, squares or HomeZones, allows them to exercise, develop risk awareness in relation to other road users. They will also be able to develop the skills necessary to navigate their neighbourhoods more safely.²¹

Local economy vitality

Brick Lane public realm improvement and the provision of cycle stands, parklets and more space for distancing thanks timed road closures are expected to benefit local businesses. Research has found that walking and cycling projects can increase retail sales by 30% or more.²² This will impact **all age groups** positively. A supported and healthy local economy also means more jobs for all, including for families to help the elderly and children. In the Spitalfields & Banglatown ward, 55% of **children** and 82% of **older people** live in income deprived families. Both are the highest local authority figures in England.

Equality Group	Considering the above information and evidence, describe the impact this proposal will have on the groups?	Positive	Potentially Negative and Mitigation Proposed
Disability (Physical, learning difficulties, mental health and medical conditions)	The proposals are generally positive to all ability groups and in particular the disabled, regarding air quality, noise reduction, physical activity, road safety,	Air quality Air quality increase through vehicular traffic reduction is beneficial to all abilities , especially disabled people that may have underlying conditions. Tower Hamlets has the fifth highest disabled population in London and around 17% of the population are affected by a long-term illness or disability which prevents them from working, much higher than the national average. ²⁷ Study also found that air pollution increases COVID-19 deaths by 15% worldwide ² , which affect vulnerable groups such as disabled people with underlying conditions that are already more inclined to become seriously ill or die from the virus.	Vehicular access Reduced area permeability for vehicular traffic due to proposed timed closures on Brick Lane, and School Streets may negatively impact people of all ability groups choosing or having to take journeys by private vehicles, ambulances, taxis or community transport such as some disabled people . While vehicular journeys may take longer because of road closures in the first place, research has shown that they are likely to reduce in time as the general

<p>perception of security, inclusive access, social distancing space, climate change mitigation, neighbourhood sociability, healthy learning and playing spaces, local economy vitality and place attractiveness.</p> <p>Some people using a vehicle to move around such as some disabled people that may be less able to walk or cycle might be impacted. Therefore, mitigating measures include emergency vehicle access through road closures, possibility to apply for an exemption to access School Streets, additional disabled parking bays near pedestrianised areas. Because streets will be safer, this group may reconsider walking, wheeling and cycling to move around. Cycle training is accessible to all including disabled people. It is being reviewed if it is feasible to provide inclusive cycle parking (e.g. for tricycles)</p> <p>Some residents including disabled people may fear increase of rent due to public realm</p>	<p>Noise reduction Reducing vehicular through traffic also means less noise. All ability groups will benefit from a quieter environment, in and outside their homes, especially disabled people that may have underlying conditions.</p> <p>Physical activity An improved walking and cycling environment thanks to vehicular traffic calming and reduction, pedestrianised zones and parklet seating will be positive to all abilities, particularly to disabled people. Research found that nearly half disabled people (42%) in England are inactive per week compared to 21% of non-disabled people and four in five disabled people report they would like to do more physical activity, highlighting continued barriers that prevent them from being active.²⁸ We know that two 10-minute periods of brisk walking or cycling a day is enough to get the level of physical activity recommended to avoid the greatest health risks associated with inactivity.⁷ At the moment, only 4% of disabled people (as opposed to 12% non-disabled) in Tower Hamlets cycle at least once a week.⁴</p> <p>The Bikeworks All Ability Club in Tower Hamlets helps those who find it difficult to access cycling. They have a pool of specially adapted bikes including recumbent, trikes and tricycles.²⁹</p> <p>Road safety An improved road safety through vehicular traffic calming and closures will be positive to all abilities, and especially to the less able to evaluate speeds and more sensitive to perceived safety, such as disabled people. Evidence shows that disabled people are five times more likely to be injured as a pedestrian than non-disabled people – reporting 22 motor vehicle injuries per million miles walked, compared to 4.8 among pedestrians without a disability.³⁰</p> <p>Number of injuries are expected to reduce as low-traffic neighbourhoods have been found to reduce injuries for all road users by 70%.³¹ Improving the public realm at junctions on Brick Lane are expected to help raise awareness amongst motorists of the presence of vulnerable road users. 73% of collisions resulting in death or serious injury for those on foot, bike or motorbike in London take place at junctions.⁹</p> <p>Perception of security The increased sense of security thanks to better lighting and expected higher natural surveillance on calmed streets will be positive to all abilities, especially the most vulnerable people such as disabled people who are more likely to feel worried in darker and isolated places. This group will appreciate that it is also expected that public realm improvement on Brick Lane will help reduce crime. In Ealing Broadway town centre where the public realm has been improved, there had been a 60% reduction in late night town centre violence compared to the previous year and a 25% reduction in pickpocketing. Finally, it is also expected that anti-social behaviour impacting the look and feel of the area, such as dumping and wild peeing will reduce thanks to public realm improvement interventions.¹²</p> <p>Inclusive access A more accessible walking and cycling environment is expected to be positive to all ability groups and in particular disabled people Pedestrianised zones and calmed streets will offer more space for those groups getting using various wheeling mode of transports such as wheelchairs, mobility scooters and tricycles. They will also provide safer areas for the disabled to explore on their own. The built environment has a fundamental importance in helping to maintain a disabled</p>	<p>traffic evaporates after some weeks.²³ Emergency service surveys have also found that will less traffic and parking present in low-traffic neighbourhoods, there is generally no change or improved emergency vehicle response times.²⁴ We continue engaging with emergency services to make sure the scheme is adapted to their needs. All GP practices and community health centres remain accessible by vehicle at all time. The two ambulance bays located on Fournier Street.</p> <p>On School Streets, vehicular access is maintained for residents and businesses of those streets, school staff, school bus, blue badge users, SEND pupils and emergency services if the vehicle is registered for an exemption, which can be requested free of charge using a form online.</p> <p>The timed pedestrianised sections of Brick Lane will remain accessible to emergency vehicles. All streets around these sections remain accessible by vehicle and because sections are at most 50m long, journeys can easily be finished on foot, even by a disabled person (1 min walk).</p> <p>Overall, a safer environment with less traffic and lower speeds are beneficial to disabled users choosing to walk, wheel or cycle. Cycle training is available to all willing to shift to cycling in Tower Hamlets, including the disabled.</p> <p>Parking provision Because some disabled people are currently depending on vehicular use to move around, some parking changes may affect them.</p> <p>However, all parking bays used to install modal filters, cycle hangars and to improve turning points are relocated close by within the area. All pay and display parking and loading bays will be temporally suspended on timed pedestrianised sections of Brick Lane (on Thursday and Friday between 5.30pm-11pm and on weekends between 11am-11pm). However, six disabled bays are installed near timed road closure points on Brick Lane.</p> <p>Motorists of all ages, including disabled people, are encouraged to switch to more sustainable means of transport such as walking, wheeling and cycling and a large number of cycle hangars and stands are provided throughout the area so people can park their bikes near their homes and destinations.</p> <p>Socio-economic equity National data shows that disabled people are much more likely to live in poverty. Given the high level of deprivation and the relatively large number of disabled people in Tower Hamlets, it is likely that this is the case here too.²⁷ It is often believed that interventions increasing the attractiveness of an area feed through into higher prices and rents. The problem results from housing and land use policies that prioritise free markets and profit maximisation over tenancy rights, not public realm improvement. The solution to high house prices is not to maintain dirty and dangerous residential streets to suppress prices. Research has found that while retail rental values rose by 7.5% in some improved London streets, there was an almost negligible impact on residential</p>
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<p>improvements. This phenomenon was not confirmed in London.</p>	<p>person's mental health (e.g. independence, self-confidence, trust in others, sociability). In busy areas, quieter spaces providing refuges for people to stop walking and rest away from traffic and pedestrian flows become essential oasis spaces for people with cognitive issues and impaired mobility. Seating provided on parklets on Highbury Street will be appreciated by the people with reduced mobility and stick users that can usually walk comfortably without a rest for about 50m only.¹³ There is total of six disabled parking bays (including three new bays) around the pedestrianised sections of Brick Lane.</p> <p>Further analysis and feasibility studies would be required to define the possible integration of the following measures: footway decluttering, sustainable drainage, additional seating and inclusive cycle parking near facilities (e.g. for tricycles).</p> <p>Social distancing space Pedestrianised zones and calmed streets will offer more space for social distancing, queuing, shopping and sitting. That will be positive to all abilities and in particular to the disabled that may have underlying conditions. Between 24 January and 20 November 2020 in England, the risk of death involving the coronavirus (COVID-19) was 3.1 times greater for more-disabled men and 1.9 times greater for less-disabled men, compared with non-disabled men; among women, the risk of death was 3.5 times greater for more-disabled women and 2.0 times greater for less-disabled women, compared with non-disabled women.³²</p> <p>Climate change mitigation By reducing the amount of polluting traffic through the area and encouraging the use of clean modes of transport such as walking and cycling, we can expect levels of CO2 to reduce as transport is the sector that generates the most part of CO2 emissions in the UK. Greenhouse gases prevent the radiation of heat into space and are causing climate change and CO2 is the greenhouse gas that is most abundant in the atmosphere and the one that stays the longest (100 to 10,000 years). The consequences of climate change for London impact all ability groups and already include flooding, urban heat, drought conditions or extreme cold weather. The effects of climate change could seriously harm people's quality of life, particularly the health and social and economic welfare of vulnerable people, such as the disabled as they have reduced capacity for resilience.³³</p> <p>Further studies would be required to define the possible integration of more planting in the area, that would catch CO2, create shade and lower temperatures in warmer days. Water fountains would also be beneficial even though we can expect that cafes and restaurants could potentially serve water to people in urgent need of hydration. The integration of more sustainable drainage would help the area to stay dry in case of precipitation and provide safer surfaces to walk, wheel and cycle on.</p> <p>Neighbourhood sociability and sense of belonging Proposed public realm improvements accompanied with traffic-calming and traffic-reduction measures will encourage people to spend more time outside. Doing so increases opportunities to interact with the rest of the local community, thereby helping the development of social cohesion, which is associated positively with mental health and inversely with mortality and depression. This will be positive to all abilities and in particular the disabled that suffers the most from loneliness. The proportion of disabled people (13.3%) who report feeling lonely "often or always" is almost four times that of non-disabled people (3.4%), with the greatest disparity for young adults, aged 16 to 24 years old.³⁴ Research found that 45% of visitors to London high streets visit for social and</p>	<p>values, helping to counter concerns that street improvements, by themselves, will further inflate house prices and encourage gentrification.</p> <p>Additionally, it is also sometimes considered that walking and cycling schemes tempting to reduce car presence in neighbourhoods are projects made for the 'rich'. On the contrary, many studies looking at equity have highlighted how the negative impacts of motorised transport are notoriously unevenly distributed, providing evidence of disadvantaged groups disproportionately affected by transport-related air pollution, traffic collisions, or climate change. The same groups are also often less able to travel because of restricted access to a car or to reliable public transport and safe active travel options, or have to spend a disproportionate amount of their income or time to travel. As a result, they have restricted access to many key opportunities and social networks, in a well-known self-reinforcing cycle of transport disadvantage and social exclusion.²⁵</p>
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community reasons and improving London high streets for walking and cycling led to 216% increase of stopping, sitting or socialising. **Error! Bookmark not defined.** Therefore, we can expect the public realm improvements on Brick Lane to have a positive impact on the area community feel.

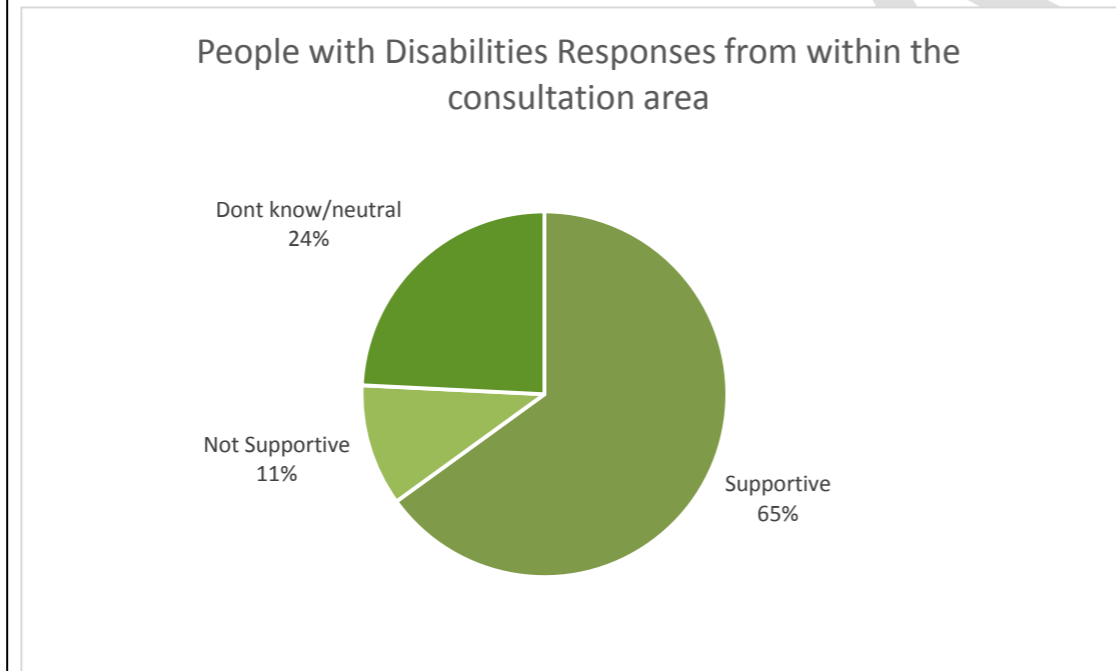
Local economy vitality

Brick Lane public realm improvement and the provision of cycle stands, parklets and more space for distancing thanks timed road closures are expected to benefit local businesses and customers. Research has found that walking and cycling projects can increase retail sales by 30% or more.²² Supporting a healthy local economy is vital for the **disabled** as local shops are a lifeline to many disabled shoppers, who may find travelling to larger stores more difficult. Convenience store staff are well placed to build relationships with customers and to provide a personalised service, which meets the individual needs of a disabled customer.³⁵

Attractiveness, wayfinding and civic pride

Public realm improvements are expected to have a positive effect on the sense of pride of **all ability groups**, and in particular those suffering from **mental health** conditions. Several studies found that several aspects of people's residential psychosocial environments were strongly associated with higher mental wellbeing. Mental wellbeing was higher when respondents considered that their neighbourhood had very good aesthetic qualities.³⁶

Of the respondents who declared this information and stated they had a disability, 65% were supportive of the proposals overall.



Equality Group	Considering the above information and evidence, describe the impact this proposal will have on the groups?	Positive	Potentially Negative and Mitigation Proposed
Gender reassignment	We do not believe the changes have any measurable impact on people in the process of transitioning from one gender to another or that have transitioned from	Traffic management and public realm improvement measures are designed to benefit all , including people in the process of transitioning from one gender to another or that have	

	one gender to another. Public realm improvement measures are designed for the benefit of all.	transitioned from one gender to another.	
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Equality Group	Considering the above information and evidence, describe the impact this proposal will have on the groups?	Positive	Potentially Negative and Mitigation Proposed
Marriage and civil partnership	We do not believe the changes have any measurable impact on people in a marriage, civil partnership or none. Public realm improvement measures are designed for the benefit of all. All properties remain accessible for marriage or civil partnerships to take place.	Traffic management and public realm improvement measures are designed to benefit all , including people in a marriage, civil partnership or none.	

Equality Group	Considering the above information and evidence, describe the impact this proposal will have on the groups?	Positive	Potentially Negative and Mitigation Proposed
Pregnancy and Maternity	<p>The proposals are generally positive to all groups and in particular pregnant women and parents with toddlers, regarding air quality, noise reduction, physical activity, road safety, perception of security, inclusive access, social distancing space, climate change mitigation, neighbourhood sociability and place attractiveness.</p> <p>Some people using a vehicle to move around such as some pregnant women and parents travelling with toddlers might be impacted. Therefore, mitigating measures include emergency vehicle access through most road closures, possibility to apply for an exemption to access School Streets under certain conditions. Because streets will be safer, this</p>	<p>Air quality Air quality increase through vehicular traffic reduction is beneficial to all and especially pregnant women and people with toddlers. Pregnant women are in a higher risk category than the average person of poor air quality – academic study shows spikes in pollution have been linked to spikes in miscarriage numbers, with high NO2 levels in particular having potential detrimental effects on unborn children.³⁷</p> <p>Noise reduction Reducing vehicular through traffic also means less noise. All groups will benefit from a quieter environment, in and outside their homes. Exposure to loud noise can also cause high blood pressure, heart disease, sleep disturbances, and stress¹, which can have a greater impact amongst vulnerable groups such as pregnant women and people with young children that may be more sensitive.</p> <p>Physical activity An improved walking and cycling environment thanks to vehicular traffic calming and reduction, pedestrianised zones and parklet seating will be positive to all, including pregnant women and people with toddlers. Walking is the easiest physical activity to keep fit during pregnancy and when looking after a toddler. We know that two 10-minute periods of brisk walking or cycling a day is enough to get the level of physical activity recommended to avoid the greatest health risks associated with inactivity.⁷</p> <p>Road safety An improved road safety through vehicular traffic calming and closures will be positive to all, including pregnant women and young children parents that may be more sensitive to perceived safety, worrying for the children they carry.</p>	<p>Vehicular access Timed closures on Brick Lane, and School Streets may negatively impact people of all groups choosing or having to take journeys by private vehicles, ambulances, taxis or community transport such as some pregnant women and parents with young children.</p> <p>While vehicular journeys may take longer because of road closures in the first place, research has shown that they are likely to reduce in time as the general traffic evaporates after some weeks.²³ Emergency service surveys have also found that will less traffic and parking present in low-traffic neighbourhoods, there is generally no change or improved emergency vehicle response times.²⁴ We continue engaging with emergency services to make sure the scheme is adapted to their needs. All GP practices and community health centres remain accessible by vehicle at all time.</p> <p>On School Streets, vehicular access is maintained for residents and businesses of those streets, school staff, school bus, blue badge users, SEND pupils and emergency services if the vehicle is registered for an exemption, which can be requested free of charge using a form online.</p> <p>The timed pedestrianised sections of Brick Lane will remain accessible to emergency vehicles. All streets around these sections remain accessible by vehicle and because sections are at most 50m long, journeys can easily be finished on foot, even by a pregnant woman or carrying a toddler (1 min walk).</p> <p>Overall, a safer environment with less traffic and lower speeds are beneficial to</p>

group may reconsider walking, wheeling and cycling to move around. Cycle training is accessible to all and additional cycle parking is provided throughout the area so people can park their bike near homes and destinations.

Perception of security

The increased sense of security thanks to better lighting and expected higher natural surveillance on calmed streets will be **positive to all**, and especially to the most vulnerable people such as **pregnant women and parents of young children** that may be more likely to feel worried in darker and isolated places.

Inclusive access and space for social distancing

A more accessible walking and cycling environment is expected to be **positive to all, including pregnant women and people with toddlers**. Pedestrianised zones and calmed streets will offer more space for those groups that need more space to get around (large belly/pushchairs), queue and sit. Seating provided on parklets on Highbury Street will be appreciated by the same group as they can have reduced mobility and may need to rest more often than other groups, for instance to feed their babies.

Further analysis and feasibility studies would be required to define the possible integration of the following measures: footway decluttering and additional seating.

Climate change mitigation

By reducing the amount of polluting traffic through the area and encouraging the use of clean modes of transport such as walking and cycling, we can expect levels of CO2 to reduce as transport is the sector that generates the most part of CO2 emissions in the UK. Greenhouse gases prevent the radiation of heat into space and are causing climate change and CO2 is the greenhouse gas that is most abundant in the atmosphere and the one that stays the longest (100 to 10,000 years). The consequences of climate change for London impact **all groups** and already include flooding, urban heat, drought conditions or extreme cold weather. The effects of climate change could seriously harm people's quality of life, particularly the health of vulnerable people, such as **pregnant women and parents with young children** as they may have temporary reduced capacity for resilience.

Further studies would be required to define the possible integration of more planting in the area, that would catch CO2, create shade and lower temperatures in warmer days. Water fountains would also be beneficial even though we can expect that cafes and restaurants could potentially serve water to people in urgent need for hydration. The integration of more sustainable drainage would help the area to stay dry in case of precipitation and provide safer surfaces to walk, wheel and cycle on.

Neighbourhood sociability and sense of belonging

Proposed public realm improvements accompanied with traffic-calming and traffic-reduction measures will encourage people to spend more time outside. Doing so increases opportunities to interact with the rest of the local community, thereby helping the development of social cohesion, which is associated positively with mental health and inversely with mortality and depression. This will be **positive to all** and in particular **women in maternity leave** as they could be more inclined to suffer from loneliness while temporary not working. Research found that 45% of visitors to London high streets visit for social and community reasons and improving London high streets for walking and cycling led to 216% increase of stopping, sitting or socialising. **Error! Bookmark not defined.** Therefore, we can expect the public realm improvements on Brick Lane to have a positive impact on the area community feel.

pregnant women or parents travelling with toddlers.

Parking provision

Because **some pregnant women** may be depending on vehicular use to move around, some parking changes may affect them.

All parking bays used to install modal filters, cycle hangars and to improve turning points are relocated close by within the area. All pay-and-display parking will be temporarily suspended on timed pedestrianised sections of Brick Lane (on Thursday and Friday between 5.30pm-11pm and on weekends between 11am-11pm) however other pay-and-display bays are available on side streets.

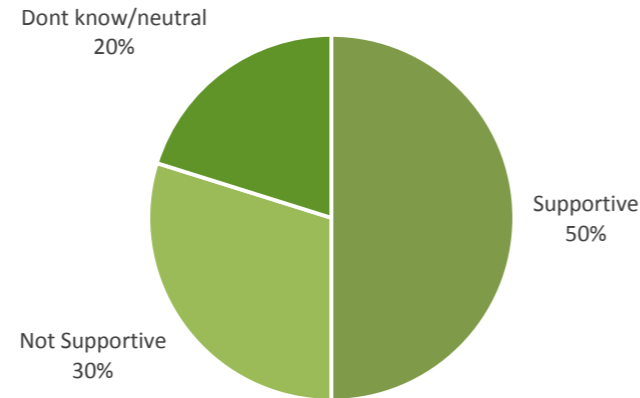
Motorists of all ages, including pregnant women and people carrying young toddlers, are encouraged to switch to more sustainable means of transport such as walking, wheeling and cycling and a large number of cycle hangars and stands are provided throughout the area so people can park their bikes near their homes and destinations.

Attractiveness and civic pride
Public realm improvements are expected to have a positive effect on the sense of pride of **all groups**, and in particular those suffering from **mental health** conditions, as it may be the case of some **women during or after pregnancy** (e.g. perinatal anxiety and postnatal depression). Several studies found that several aspects of people's residential psychosocial environments were strongly associated with higher mental wellbeing. Mental wellbeing was higher when respondents considered that their neighbourhood had very good aesthetic qualities.³⁶

Equality Group	Considering the above information and evidence, describe the impact this proposal will have on the groups?	Positive	Potentially Negative and Mitigation Proposed
Race Page 117	<p>The proposals are generally positive to all ethnic groups, and in particular Black, Asian and Minority Ethnic groups, regarding air quality, noise reduction, physical activity, road safety, perception of security, inclusive access, social distancing space and local economy vitality.</p> <p>Some people reliable on motorised vehicles to move around such as large Black, Asian and Minority Ethnic families. Mitigating measures are the temporary closure of Brick Lane, rather than permanent and the possibility to apply for an exemption to access School Streets under certain conditions. Overall, because streets will be safer,</p>	<p>Air quality Air quality increase through vehicular traffic reduction is beneficial to all ethnicities, especially Black, Asian and Minority Ethnic groups as they are more likely to suffer from respiratory illnesses as a result of poor air quality and pollution levels. In England, there are significantly higher rates of incidence of asthma within Black, Asian and Minority Ethnic groups.³⁸ Study also found that air pollution increases COVID-19 deaths by 15% worldwide², which affect vulnerable groups such as Black, Asian and Minority Ethnic groups that are already more inclined to become seriously ill or die from the virus. Data from the ONS shows that the virus does not have the same impact on all demographic groups. In England, all ethnic groups other than Chinese females were at higher risk of coronavirus-related mortality than the White ethnic population, with Black African men and Black Caribbean women having the highest risk.¹⁴</p> <p>Noise reduction Reducing vehicular through traffic also means less noise. All ethnicities will benefit from a quieter environment, including the Black, Asian and Minority Ethnic communities that make up 58% of the ward¹.</p> <p>Physical activity An improved walking and cycling environment thanks to vehicular traffic calming and reduction, pedestrianised zones and parklet seating will be positive to all ethnicities, and particularly to the Black, Asian and Minority Ethnic groups. Walking is the most used type of transport by this group.³⁹ However, only 7% of Black, Asian and Minority Ethnic residents (as opposed to 16% of white residents) cycle.⁴ The scheme offers opportunity to address this inequality.</p> <p>Road safety An improved road safety through vehicular traffic calming and closures will be positive to all ethnicities, and especially Black, Asian and Minority Ethnic groups. Black, Asian and Minority Ethnic Londoners, both adults and children are almost twice as likely as white Londoners to be injured on the roads in a car accident and reducing this statistic is a priority. Black, Asian and Minority Ethnic road users also have the highest risk of being a pedestrian casualty and are less</p>	<p>Vehicular access Reduced area permeability for vehicular traffic due to proposed timed closures on Brick Lane, and School Streets may negatively impact people of all ethnicities who are reliant on motorised vehicles to move around and get delivered.</p> <p>Study found that car ownership is highest amongst London residents of White ethnic origin, with car ownership around a third lower amongst Black, Asian and Minority Ethnic groups. Asian families are more likely than other ethnic minority groups to own a car.⁴² While vehicular journeys may take longer because of road closures in the first place, research has shown that they are likely to reduce in time as the general traffic evaporates after some weeks.²³</p> <p>On School Streets, vehicular access is maintained for residents and businesses of those streets, school staff, school bus, blue badge users, SEND pupils and emergency services if the vehicle is registered for an exemption, which can be requested free of charge using a form online. Large Black, Asian and Minority Ethnic families that may be more dependent on car use may consider taking family cycle training courses available in Tower Hamlets and are aimed at parents and accompanying children from years 3 to 6. The courses are provided by Bikeworks on behalf of the council.</p> <p>The timed pedestrianised sections of Brick Lane will remain accessible to emergency vehicles, all streets around these sections remain accessible by vehicle and because sections are at most 50m long, journeys can easily be finished on foot (1 min walk).</p> <p>Overall, a safer environment with less traffic and lower speeds are beneficial to all. Motorists of all ethnicities are encouraged to switch to more sustainable means of transport such as walking, wheeling and cycling and a large number of</p>

<p>this group may reconsider walking, wheeling and cycling to move around. Cycle training is accessible to families and additional cycle parking is provided throughout the area so people can park their bike near homes and destinations.</p> <p>Some other people such as the ones working in Bangladeshi businesses may be impacted too on how they receive or send deliveries and how some customers access their shop. Mitigation measures are the timed closure of Brick Lane sections rather than permanent closure, the relocation of a loading bay south of Brick Lane, recommendations regarding delivery times and incentives for businesses to shift modes of transport and use Council grants available to acquire cargo-bikes and e-bikes. Additional cycle stands are proposed on Brick Lane.</p>	<p>likely than white Londoners to say that they feel safe from road accidents when walking around London, either during the day or at night. White Londoners are at higher risk with being involved in a cycle collision than other groups of cyclists.⁴⁰</p> <p>Number of injuries are expected to reduce as low-traffic neighbourhoods have been found to reduce injuries for all road users by 70%.³¹ Improving the public realm at junctions on Brick Lane are expected to help raise awareness amongst motorists of the presence of vulnerable road users. 73% of collisions resulting in death or serious injury for those on foot, bike or motorbike in London take place at junctions.⁹</p> <p>Inclusive access and social distancing space A more accessible walking and cycling environment is expected to be positive to all ethnic groups, and in particular to Black, Asian and Minority Ethnic households. Pedestrianised zones and calmed streets will offer more space for Black, Asian and Minority Ethnic households that are usually larger than their white counterparts to move around together, including with wheelchairs, pushchairs and children scooters. More space for moving around, queuing and sitting outside will benefit Black, Asian and Minority Ethnic populations that were found to have a higher risk of death than their white counterparts. The risk of death involving COVID-19 for people of Black ethnic background of all ages together was 2.0 times greater for males and 1.4 times greater for females compared with those of White ethnic background. Males of Bangladeshi, Pakistani and Indian ethnic background also had a significantly higher risk of death involving COVID-19 (1.5 and 1.6 times, respectively) than White males⁴¹.</p> <p>Further analysis and feasibility studies would be required to define the possible integration of the following measures: footway decluttering, additional seating and inclusive cycle parking near facilities (e.g. cargo-bikes and tricycles).</p> <p>Local economy vitality Brick Lane public realm improvement and the provision of cycle stands, parklets and more space for distancing thanks timed road closures are expected to benefit local businesses, including the large number of Bangladeshi businesses in the area. The Summer 2020 temporary road closure was received positively by Brick Lane visitors and many enjoyed being able to sit outside away from traffic. A healthy local economy also means more jobs for all. Research has found that walking and cycling projects can increase retail sales by 30% or more. In the city of New York pedestrian improvements at one junction increased local retail sales by 48%. In San Francisco, the first trial 'parklet' increased pedestrian traffic in the area by 37% on weeknights and increased people walking with bikes at the weekend by 350%. A similar scheme in Shoreditch, London, increased takings in an adjacent shop by 20%. Finally, studies have found that retail vacancy was lower after high street and town centre improvements.²²</p> <p>Of the respondents who declared this information and stated they were black or ethnic minority, 50% were supportive of the proposals overall.</p>	<p>cycle hangars and stands are provided throughout the area so people can park their bikes near their homes and destinations.</p> <p>Parking provision Many businesses in the area are Bangladeshi and the way how they receive their deliveries may be affected when sections of Brick Lane are closed to traffic. They may also perceive the loss of customer parking as a negative impact to their business as all pay-and-display are suspended during closures. Study found that businesses often overestimate their customers' car use. For instance, businesses on Lea Bridge Road thought that 63% of their customers travelled to the area by car, while in reality that was only 20%. It was also found that cycle parking delivers five times the retail spend per square metre than the same area of car parking and over a month, people who walk to the high street spend up to 40% more than people who drive to the high street.²²</p> <p>Regarding deliveries to and from businesses on Brick Lane, including the many Bangladeshi businesses, loading bays will be temporally suspended on timed pedestrianised sections of Brick Lane (on Thursday and Friday between 5.30pm-11pm and on weekends between 11am-11pm). However, one loading bay is relocated further south to make it accessible at all time. There are no changes to the loading bays on the side streets next to Brick Lane. Businesses are encouraged to consolidate their deliveries outside of closure times to prevent delays and danger created by larger vehicles through pedestrianised areas. Businesses are also encouraged to consider switching to sustainable modes of transport and make use of the Council offer regarding the grants available for the acquisition of cargo-bikes and e-bikes.</p> <p>Socio-economic equity Number of Black, Asian and Minority Ethnic community members belong to low-income households.</p> <p>It is often believed that interventions increasing the attractiveness of an area feed through into higher prices and rents. The problem results from housing and land use policies that prioritise free markets and profit maximisation over tenancy rights, not public realm improvement. The solution to high house prices is not to maintain dirty and dangerous residential streets to suppress prices. Research has found that while retail rental values rose by 7.5% in some improved London streets, there was an almost negligible impact on residential values, helping to counter concerns that street improvements, by themselves, will further inflate house prices and encourage gentrification.²⁶ In areas where the public realm is improved and made more suitable to walk and cycle, it was found that retail revenues increase by around 30%²², which would mitigate small increases in retail rental values.</p> <p>Additionally, it is also sometimes considered that walking and cycling schemes tempting to reduce car presence in neighbourhoods are projects made for the 'rich'. On the contrary, many studies looking at equity have highlighted how the negative impacts of motorised transport are notoriously unevenly distributed, providing evidence of disadvantaged groups disproportionately affected by</p>	<p>cycle hangars and stands are provided throughout the area so people can park their bikes near their homes and destinations.</p> <p>Parking provision Many businesses in the area are Bangladeshi and the way how they receive their deliveries may be affected when sections of Brick Lane are closed to traffic. They may also perceive the loss of customer parking as a negative impact to their business as all pay-and-display are suspended during closures. Study found that businesses often overestimate their customers' car use. For instance, businesses on Lea Bridge Road thought that 63% of their customers travelled to the area by car, while in reality that was only 20%. 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Black or minority ethnic responses from within the consultation area



transport-related air pollution, traffic collisions, or climate change. The same groups are also often less able to travel because of restricted access to a car or to reliable public transport and safe active travel options, or have to spend a disproportionate amount of their income or time to travel. As a result, they have restricted access to many key opportunities and social networks, in a well-known self-reinforcing cycle of transport disadvantage and social exclusion.²⁵

Equality Group	Considering the above information and evidence, describe the impact this proposal will have on the groups?	Positive	Potentially Negative and Mitigation Proposed
<p>Age Religion or Philosophical belief</p>	<p>The proposals are generally positive to all religious or philosophical belief groups including Muslims and Christians present in the area that will benefit from healthier environments around some of their schools and places of worship regarding. Improvements will impact positively: road safety, air quality, healthy lifestyles, independent mobility, reduced congestion, and community connections thanks to quieter spaces created around facilities, where people can spend more time to stop, sit and socialize.</p> <p>Some school and place of worship visitors may be impacted, and proposed mitigations are exemptions on School Street under certain conditions and the provision of disabled parking bays in the vicinity of the Mosque.</p> <p>Members of all religious and philosophical belief groups are encouraged to consider active travel mode to move around. Cycle trainings are available to all and additional</p>	<p>The Spitalfields & Banglatown ward population is 41.5% Muslim and 18.4% Christians.⁴³ There are two Christian schools, one Muslim school, three Christian churches and one Mosque in the area.</p> <p>School Streets It is proposed that the three schools benefit from the School Streets and complementary initiatives. This will benefit children, their parents and school staff that may be Christian or Muslim. School Streets originated in Bolzano, Italy in the early 1990's when school communities were struggling to manage traffic during peak pick up and drop off hours. The programs showed several positive impacts: road safety, improved air quality, healthier lifestyles, independent mobility, community connections, reduced congestion.¹⁶ Through co-designing the space in front of their school, it is also expected that children will develop a sense of pride and belonging. The School Streets will also provide more space for parents to walk, cycle and wait socially distanced.</p> <p>Places of worship healthy environment Similarly, the Mosque located on Brick Lane and St Anne's and Guardian Angels Church attendees will benefit from a healthier environment thanks to proposed timed closures on Brick Lane, Hunton Street Deal Street and Underwood Road. It is expected that these closures will generate better air quality, active lifestyle, reduced congestion, and community connections thanks to the quiet space created around facilities, where people can spend more time to stop, sit and socialize.</p>	<p>Vehicular access and parking reduction Some people traveling to religious schools and place of worships by motorised vehicles may be affected. These may be older people, disabled people or large families currently relying on motorised transport to move around. While these groups are encouraged to consider walking, wheeling and cycling instead, mitigations measures are proposed.</p> <p>On School Streets, vehicular access is maintained for residents and businesses of School streets, school staff, school bus, blue badge users, SEND pupils and emergency services if the vehicle is registered for an exemption, which can be requested free of charge using a form online.</p> <p>Services at Brick Lane Mosque usually take place during Brick Lane busiest times regarding footfall, that correspond to the times chosen for Brick Lane temporary closure. Therefore, we can assume that the Mosque attendees were already used to come by other means of transport than with their private car because parking bays may have not been available.</p> <p>To note, the Mosque entrances are on Fournier Street, street that remains open to vehicle at all time. All pay-and-display parking will be temporarily suspended on timed pedestrianised sections of Brick Lane (on Thursday and Friday between 5.30pm-11pm and on weekends between 11am-11pm) however other pay-and-display bays are available on side streets. Additionally, six disabled parking bays are installed around Brick Lane. Additional cycle parking is proposed in the vicinity of the Mosque and visitors that were coming by car may</p>

	cycle parking are made available near the Mosque and schools.		consider cycling instead.
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Equality Group	Considering the above information and evidence, describe the impact this proposal will have on the groups?	Positive	Potentially Negative and Mitigation Proposed
Sex	<p>The proposals are generally positive to all genders and are expected to help reduce existing inequalities by creating an environment that is overall more women friendly. We can expect improvements regarding space for physical activity, inclusive access, road safety, perception of security, inclusive access, social distancing space, healthy school routes and environments, and local economy vitality.</p> <p>Both groups of men and women that use motorised vehicles to work and care for others may be impacted by the scheme. Therefore, we consider that the proposal does not negatively impact groups in disproportional way.</p> <p>Mitigations such as Brick Lane timed rather than permanent pedestrianisation, road closure exemptions, additional disabled bays, loading bay relocation and behaviour change incentives are proposed.</p>	<p>Physical activity An improved walking and cycling environment thanks to vehicular traffic calming and reduction, pedestrianised zones and parklet seating will be positive to all genders, particularly to women as figures show lower rates amongst the female population regarding adults (16+) participation in a sport at least once a week.⁴⁴ Active travel is a great opportunity to reduce inequalities as we know that two 10-minute periods of brisk walking or cycling a day is enough to get the level of physical activity recommended to avoid the greatest health risks associated with inactivity. Error! Bookmark not defined. Therefore the scheme improving the walking and cycling environment will help reducing existing inequalities. Currently, only 6% of women (as opposed to 16% of men), in Tower Hamlets cycle at least once a week. In the Netherlands, the gender split is the other way around: women make 55% of all cycling trips.⁴⁵</p> <p>Traditionally, commuting is prioritised when considering car travel or sustainable transport trips, yet commuting trips are skewed to men and working age adults; whereas by contrast, many women make relatively high numbers of school run trips. The scheme will make walking and cycling to school, to the shops, or to local friends' houses safer and more pleasant, and this can help redress the balance in transport planning which has often seen only the commute as important.²⁵</p> <p>Road safety An improved road safety through vehicular traffic calming and closures will be positive to all genders, especially men that may take more risks and women that are more sensitive to perceived safety, for themselves and the children they may be carrying or escorting. Because they are cautious, they are less likely to be killed or seriously injured. In 2017, 49 women were killed on seriously injured in Tower Hamlets (as opposed to 138 men).⁴⁶ But this also means that they will not take as many risks as men for walking and cycling on roads that are perceived unsafe. The National Travel Attitudes Survey (NTAS) found that 66% of adults over the age of 18 agreed that "it is too dangerous for me to cycle on the roads". The figure was even higher for women, at 71%.⁴⁷</p> <p>Perception of security The increased sense of security thanks to better lighting and expected higher natural surveillance on calmed streets will be positive to all genders, especially to female users who are more likely to feel worried in darker and isolated places. Presenting as female in public space increases vulnerability to violence and this is exacerbated at certain times of night in</p>	<p>Vehicular access Timed closures on Brick Lane, and School Streets may negatively impact people of all genders that are reliant on motorised vehicles to move around, work and carry goods and persons.</p> <p>Women are those that are more likely to care for children, to support elderly or disabled friends or family members and to take them to schools, shops and facilities. There may be some times when travelling with them walking, cycling or by public transport may be difficult and using a private car, taxi, private hire vehicle, ambulance or community transport may be necessary. In that case, they may have to use alternative routes, which may lead to an increase in time, distance and cost.</p> <p>While all road users are encouraged to consider switching to more sustainable modes of transport, and make use of the free cycle trainings offered by the Council, mitigations are proposed.</p> <p>On School Streets, vehicular access is maintained for residents and businesses of those streets, school staff, school bus, blue badge users, SEND pupils and emergency services if the vehicle is registered for an exemption, which can be requested free of charge using a form online. Brick Lane is only closed during times of high footfall and closure points will be monitored by ANPR cameras, which will restrict vehicle movement but still allow for emergency vehicle access during designated closure times. All streets around pedestrianised sections remain accessible by vehicle and because sections are at most 50m long, journeys can easily be finished on foot (1 min walk). Further studies are required to evaluate whether the closure on Hanbury Street could be accessible to emergency services.</p> <p>Men are more likely to drive waste collection, street maintenance, courier, taxi, private hire, construction, emergency and delivery vehicles and may be impacted by road closures through having to use alternative routes, which may lead to an increase in time, distance and cost.</p> <p>Waste collection and maintenance vehicles are managed by the Council which shares routes they need to use. As mentioned above, exemptions are organised for emergency vehicles to prevent delays.</p> <p>Regarding private sector deliveries that include last-mile freight to businesses and point-to-point deliveries, businesses are encouraged to consolidate their last mile deliveries during off-peak times when Brick Lane is open and consider</p>

certain locations of the city. This is especially relevant in London, where 40 per cent of sexual assaults take place in public spaces including the transport network.⁴⁸ In the Spitalfields and Banglatown ward, most crimes were theft and handling (50%), drugs offences (18%) and violence against persons (15%).⁴⁹

Women will also appreciate that it is expected that public realm improvement on Brick Lane will help reduce crime. In Ealing Broadway town centre where the public realm has been improved, there had been a 60% reduction in late night town centre violence compared to the previous year and a 25% reduction in pickpocketing. Finally, it is also expected that anti-social behaviour impacting the look and feel of the area, such as dumping and wild peeing will reduce thanks to public realm improvement interventions.¹²

Inclusive access

A more accessible walking and cycling environment is expected to be **positive to all genders**, and in particular **to women**. Not only they are more sensitive to perceived road safety and security, but they also still make more ‘escort’ trips with children and more shopping trips than men, which require them to have appropriate space and equipment to carry children and goods. In the area, a high proportion of Bangladeshi women are economically inactive in Tower Hamlets to care for their family.²⁷

Pedestrianised zones and calmed streets will offer more space for to women using pushchairs, cargo-bikes, trailers and people cycling with young children and walking with children riding scooters. It was found that even people that are usually happy to ride on busy roads themselves are generally not keen to ride there with eight-year-olds, and riding with children on residential streets was often avoided due to fear of aggressive, rat-running traffic.⁴⁵

Further analysis and feasibility studies would be required to define the possible integration of the following measures: footway decluttering, cycle contraflows, and inclusive cycle parking near facilities (e.g. cargo-bikes).

Social distancing space

Pedestrianised zones and calmed streets will offer more space for social distancing, queuing, shopping and sitting. That will be **positive to all genders** and in particular to **men**. Despite making up 46% of diagnosed cases, men make up almost 60% of deaths from COVID-19 and 70% of admissions to intensive care units.⁵⁰

Healthy school routes and environments

Because women still make most school run trips⁵¹, with children, they will be the ones benefiting most of the proposed School Streets. School Streets originated in Bolzano, Italy in the early 1990’s when school communities were struggling to manage traffic during peak pick up and drop off hours. The programs showed several positive impacts: road safety, improved air quality, healthier lifestyles, independent mobility, community connections,

alternative point-to-point delivery modes such as cargo-bikes and e-bikes and take advantage of the Council grants to acquire those. Loading bays on Brick lane could be used for business cargo-bike parking. Study found that electric cargo bikes are more cost effective than delivery trucks for journeys under 6-mile in high density residential areas with low delivery volumes⁵⁴.

Regarding construction vehicle, white van, courier, taxi and private hire vehicle drivers, we can assume that drivers realise sporadic trips through the area only, unless they live in the area. Therefore, diversions induced by closures may cause minimal disruption. Furthermore, while vehicular journeys may take longer because of road closures in the first place, research has shown that they are likely to reduce in time as the general traffic evaporates after some weeks.²³

In the case of them living in the area, they then fall in the group of residents and would be required to follow the same traffic-calming restrictions as all other residents when they come back home. If they work locally, they may consider using a cargo-bike or a trike to run their commercial activity such as Pimlico Plumbers that are growing their e-cargo-bike fleet.⁵⁵

Overall, a safer environment with less traffic and lower speeds are beneficial to all. Motorists of all genders are encouraged to switch to more sustainable means of transport such as walking, wheeling and cycling and a large number of cycle hangars and stands are provided throughout the area so people can park their bikes near their homes and destinations.

Parking provision

Women that may be more likely to care for children, to support elderly or disabled friends or family members and to take them to schools, shops and facilities, may be impacted by changes made on parking if they use a private car. Taxis, private hire vehicles, ambulances or community transport do not usually require any parking outside of transport hubs and hospitals. However, two ambulance bays are available on Fournier Street.

All residential parking bays used to install modal filters, cycle hangars and to improve turning points are relocated close by within the area. All pay-and-display parking will be temporarily suspended on timed pedestrianised sections of Brick Lane (on Thursday and Friday between 5.30pm-11pm and on weekends between 11am-11pm) however other pay-and-display bays are available on side streets and six disabled parking bays are made available around Brick Lane for the ones holding a Blue-Badge.

Men in charge of deliveries may be impacted by the temporary suspension of loading bays on timed pedestrianised sections of Brick Lane (on Thursday and Friday between 5.30pm-11pm and on weekends between 11am-11pm). However, one loading bay is relocated further south to make it accessible at all time. There are no changes to the loading bays on the side streets next to Brick Lane. Businesses are encouraged to consolidate their deliveries outside of closure times to prevent delays and danger created by larger vehicles through pedestrianised areas. Businesses are also encouraged to consider switching to

		<p>reduced congestion.¹⁶</p> <p>Local economy vitality Brick Lane public realm improvement and the provision of cycle stands, parklets and more space for distancing thanks timed road closures are expected to benefit local businesses and resulting jobs maintained and created.. Research has found that walking and cycling projects can increase retail sales by 30% or more.²² This will impact all gender groups positively, especially women. Women in the capital are facing a deeper financial hit from the pandemic than men, a new Centre for London report has found⁵². They are more likely to have stopped working or to work part-time to accommodate childcare and to work in industry sectors that have been hit by the pandemic, such as the health, retail, education, hospitality sectors⁵³.</p> <p>It is expected that creating a more attractive environment as well as outdoor spaces for sitting areas and shop spill-outs to allow social distancing will help businesses recover, employ women again and thrive. Brick Lane temporary closures over the last Summer were much welcomed by visitors and residents. According to a survey, residents strongly supported road closures with between 60-70% wanting Brick Lane closures to be in place 24/7. 80% also supported closures on residential streets. Visitors also supported Brick Lane closure with 72% wanting the closures to be in place 24/7. Most visitor comments asked why the closures had been taken out and wanted them back permanently.</p>	<p>sustainable modes of transport and make use of the Council offer regarding the grants available for the acquisition of cargo-bikes and e-bikes, that, if used instead of motorised vehicles, could be parked on Brick Lane pedestrianised sections.</p> <p>Construction and white-van workers and drivers may be affected by parking restrictions on Brick Lane if they need to work in this area during closure times. All pay-and-display parking will be temporarily suspended on timed pedestrianised sections of Brick Lane (on Thursday and Friday between 5.30pm-11pm and on weekends between 11am-11pm) however other pay-and-display bays are available on side streets.</p> <p>Socio-economic equity Women in the capital are still suffering for salary gender gap and are now facing a deeper financial hit from the pandemic than men, a new Centre for London report has found⁵². They are more likely to have stopped working or to work part-time to accommodate childcare and to work industry sectors that have been hit by the pandemic, such as the health, retail, education, hospitality sectors.⁵³</p> <p>It is often believed that interventions increasing the attractiveness of an area feed through into higher prices and rents. The problem results from housing and land use policies that prioritise free markets and profit maximisation over tenancy rights, not public realm improvement. The solution to high house prices is not to maintain dirty and dangerous residential streets to suppress prices. Research has found that while retail rental values rose by 7.5% in some improved London streets, there was an almost negligible impact on residential values, helping to counter concerns that street improvements, by themselves, will further inflate house prices and encourage gentrification.Error! Bookmark not defined.</p> <p>In the contrary, in lower income areas, crowding is higher and access to green space often lower than in richer areas, and so the benefit linked to the provision of quality usable street space for dwelling, socializing, playing, sitting outside is greater.²⁵</p> <p>Additionally, it is also sometimes considered that walking and cycling schemes tempting to reduce car presence in neighbourhoods are projects made for the 'rich'. On the contrary, many studies looking at equity have highlighted how the negative impacts of motorised transport are notoriously unevenly distributed, providing evidence of disadvantaged groups disproportionately affected by transport-related air pollution, traffic collisions, or climate change. The same groups are also often less able to travel because of restricted access to a car or to reliable public transport and safe active travel options, or have to spend a disproportionate amount of their income or time to travel. As a result, they have restricted access to many key opportunities and social networks, in a well-known self-reinforcing cycle of transport disadvantage and social exclusion.²⁵</p>
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Equality Group	Considering the above information and evidence, describe the impact this	Positive	Potentially Negative and Mitigation Proposed
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proposal will have on the groups?	
Sexual orientation	<p>The proposals are generally positive to all, including people from the LGBT group that are expected to be passively impacted by an increase of perceived security. All properties remain accessible for LGBT groups to meet.</p> <p>Perception of security Increased perceived safety and security expected thanks to better lighting, public realm improvements and expected higher natural surveillance on timed pedestrianised zones will be positive to people of all sexual orientations, including the LGBT population that can sometimes be target of anti-social behaviour. It has been reported that up to a third of LGBT people avoid particular streets because they do not feel safe there as a LGBT person.⁵⁶</p>

Equality Group	Considering the above information and evidence, describe the impact this proposal will have on the groups?	Positive	Potentially Negative and Mitigation Proposed
Parents and carers		<p>Air quality We can assume that parents and carers are willing to do the best they can to provide a quality environment to children and disabled and older people they look after. That is why improving the air quality through vehicular traffic reduction is expected to be appreciated by this group. Indeed, children in Tower Hamlets have up to 10% less lung capacity than the national average because of air pollution.⁵⁷ Study also found that air pollution increases COVID-19 deaths by 15% worldwide⁵⁸, which affect vulnerable groups such as older and disabled people that may have a compromised immunity system and are more inclined to become seriously ill or die from the virus.</p> <p>Physical activity An improved walking and cycling environment thanks to vehicular traffic calming and reduction, pedestrianised zones and parklet seating will be positive to all, including parents and carers. Childcaring may not allow much time for exercising so active travel is one of the easiest and most time-efficient physical activity to keep fit during busy times. We know that two 10-minute periods of brisk walking or cycling a day is enough to get the level of physical activity recommended to avoid the greatest health risks associated with inactivity.⁷</p> <p>When taking care of disabled and older people, taking them on a ride on adapted bikes would be beneficial to provide an easy way to exercise for parents/carers and entertain the people they look after at the same time. The Bikeworks All Ability Club in Tower Hamlets helps those who find it difficult to access cycling. They have a pool of specially adapted bikes including recumbent, trikes and tricycles.⁵⁹</p> <p>Inclusive access Parents and carers are more likely to make 'escort' trips with children and shopping trips for their families and the ones they look after. This requires them to have appropriate space and equipment to carry children and goods.</p>	<p>Vehicular access Parents and carers are those that are more likely to take children, elderly or disabled friends or family members or patients to schools, shops and facilities. There may be some times when travelling with them walking, cycling or by public transport may be difficult and using a private car, taxi, private hire vehicle, ambulance or community transport may be necessary. In that case, they may have to use alternative routes, which may lead to an increase in time, distance and cost.</p> <p>While all road users are encouraged to consider switching to more sustainable modes of transport, and make use of the free cycle trainings offered by the Council, mitigations are proposed.</p> <p>On School Streets, vehicular access is maintained for residents and businesses of those streets, school staff, school bus, blue badge users, SEND pupils and emergency services if the vehicle is registered for an exemption, which can be requested free of charge using a form online.</p> <p>Brick Lane is only closed during times of high footfall and closure points will be monitored by ANPR cameras, which will restrict vehicle movement but still allow for emergency vehicle access during designated closure times. All streets around pedestrianised sections remain accessible by vehicle and because sections are at most 50m long, journeys can easily be finished on foot/wheel (1 min walk). Further studies are required to evaluate whether the closure on Hanbury Street could be accessible to emergency services.</p> <p>Parking provision Parents and carers are those that are more likely to take children, elderly or disabled friends or family members or patients to schools, shops and facilities may be impacted by changes made on parking if they use a private car. Taxis, private hire vehicles, ambulances or community transport do not usually require any parking outside of transport hubs and hospitals. However, two ambulance bays are available on Fournier Street.</p>

Pedestrianised zones and calmed streets will offer more space for to **parents and carers** for using pushchairs, cargo-bikes, trailers and people cycling with young children and walking with children riding scooters. It was found that even people that are usually happy to ride on busy roads themselves are generally not keen to ride there with eight-year-olds, and riding with children on residential streets was often avoided due to fear of aggressive, rat-running traffic.⁴⁵

Seating provided on parklets on Highbury Street will be appreciated by the same group as they can have reduced mobility and may need to rest more often than other groups, for instance to feed their babies and children.

Further analysis and feasibility studies would be required to define the possible integration of the following measures: footway decluttering, cycle contraflows, additional sitting areas and inclusive cycle parking near facilities (e.g. cargo-bikes).

Road safety

Parents and carers are more likely to be more sensitive to perceived road safety and security as they may worry for the children, the older or disabled people they look after, that may be less able to evaluate speeds. It was found that children, older and disabled people were more likely to be injured as pedestrians. The age at which residents are most likely to be injured as pedestrians in Tower Hamlets is 10-15 years and 80-84 years as measured in five-year age bands based on 2017 population against the number of average annual casualties per 1000 population.⁶⁰ The fear of being killed or injured by a motor vehicle is also one of the primary factors preventing greater use of active travel, particularly amongst children⁶¹. Evidence shows that disabled people are five times more likely to be injured as a pedestrian than non-disabled people – reporting 22 motor vehicle injuries per million miles walked, compared to 4.8 among pedestrians without a disability.⁶²

Number of injuries are expected to reduce as low-traffic neighbourhoods have been found to reduce injuries for **all road users** by 70%.⁶³ Improving the public realm at junctions on Brick Lane are expected to help raise awareness amongst motorists of the presence of vulnerable road users. 73% of collisions resulting in death or serious injury for those on foot, bike or motorbike in London take place at junctions.⁹

Perception of security

The increased sense of security thanks to better lighting and expected higher natural surveillance on calmed streets will be **positive to all**, and especially to the **parents and carers** looking after vulnerable road users such as children, older and disabled people that may be more likely to feel worried in darker and isolated places.

Healthy learning and playing spaces

Besides children and school staff, parents and childcarers will benefit much from the proposed School Streets. School Streets originated in Bolzano,

All residential parking bays used to install modal filters, cycle hangars and to improve turning points are relocated close by within the area. All pay-and-display parking will be temporarily suspended on timed pedestrianised sections of Brick Lane (on Thursday and Friday 5.30pm-11pm and on weekends between 11am-11pm) however other pay-and-display bays are available on side streets and six disabled parking bays are made available around Brick Lane for the ones holding a Blue-Badge.

Socio-economic equity

Because some parents may raise their children alone, they may belong to a low-income household.

It is often believed that interventions increasing the attractiveness of an area feed through into higher prices and rents. The problem results from housing and land use policies that prioritise free markets and profit maximisation over tenancy rights, not public realm improvement. The solution to high house prices is not to maintain dirty and dangerous residential streets to suppress prices. Research has found that while retail rental values rose by 7.5% in some improved London streets, there was an almost negligible impact on residential values, helping to counter concerns that street improvements, by themselves, will further inflate house prices and encourage gentrification.²⁶ In areas where the public realm is improved and made more suitable to walk and cycle, it was found that retail revenues increase by around 30%²², which would mitigate small increases in retail rental values.

		<p>Italy in the early 1990's when school communities were struggling to manage traffic during peak pick up and drop off hours. The programs showed several positive impacts: road safety, improved air quality, healthier lifestyles, independent mobility, community connections, reduced congestion.¹⁶</p> <p>Reducing traffic on residential streets such as in the Hanbury Street area will also be beneficial to parents and carers that want to provide the best environment for the children and the older and disabled people they look after. While most streets are currently perceived unsafe, green space to play, exercise and meet others outside is limited in Tower Hamlets: there are 1.04ha of open space per 1,000 residents, which is half the national average of 2.4ha per 1,000 people.⁶⁴ Besides active travel and structure exercise, outdoor unstructured play would normally allow children to obtain physical exercise but increases in traffic density and safety concerns of parents are reasons for the decline in time children spend outside.⁶⁵ Enabling children and young people to play safely in non-dedicated play spaces within their local environment, such as streets, squares or HomeZones, allows them to exercise, develop risk awareness in relation to other road users. They will also be able to develop the skills necessary to navigate their neighbourhoods more safely.⁶⁶</p> <p>Neighbourhood sociability and sense of belonging Proposed public realm improvements accompanied with traffic-calming and traffic-reduction measures will encourage people to spend more time outside. Doing so increases opportunities to interact with the rest of the local community, thereby helping the development of social cohesion, which is associated positively with mental health and inversely with mortality and depression. This will be positive to all and in particular parents and carers that may lack social contact with other people of their age/ability and be more inclined to suffer from loneliness. Research found that 45% of visitors to London high streets visit for social and community reasons and improving London high streets for walking and cycling led to 216% increase of stopping, sitting or socialising. Error! Bookmark not defined. Therefore, we can expect the public realm improvements on Brick Lane to have a positive impact on the area community feel.</p>	
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Equality Group	Considering the above information and evidence, describe the impact this proposal will have on the groups?	Positive	Potentially Negative and Mitigation Proposed
Socio-economic groups	The proposals are generally positive to all socio-economic groups, and especially, people that are most likely to live in deprivation such as children, women, disabled people, older people and Black and minority ethnic group members.	<p>It is expected that the public realm and traffic management change proposals will impact all socio-economic positively and, in particular, the lower income households.</p> <p>Public spaces In lower income areas such as the Spitalfields and Banglatown ward,</p>	<p>Socio-economic equity It is often believed that interventions increasing the attractiveness of an area feed through into higher prices and rents. The problem results from housing and land use policies that prioritise free markets and profit maximisation over tenancy rights, not public realm improvement. The solution to high house prices is not to maintain dirty and dangerous residential streets to suppress prices.</p>

Improvements are multiple and include: air quality, road safety, climate change, mental wellbeing, social outdoor space provision, local economy vitality and jobs, active travel, physical activity and mobility.

Some residents including disabled people may fear increase of rent due to public realm improvements. This phenomenon was not confirmed in London.

crowding is higher and access to green space often lower than in richer areas, and so the benefit linked to the provision of quality usable street space for dwelling, socializing, playing, sitting outside is greater.²⁵

Attractiveness and civic pride

Several studies found that several aspects of people's residential psychosocial environments were strongly associated with higher mental wellbeing of residents living in deprived areas. Mental wellbeing was higher when respondents considered that their neighbourhood had very good aesthetic qualities and their home and represented personal progress.³⁶

Inclusive access

Many studies looking at equity have highlighted how the negative impacts of motorised transport are notoriously unevenly distributed, providing evidence of disadvantaged groups disproportionately affected by transport-related air pollution, traffic collisions, or climate change. The same groups are also often less able to travel because of restricted access to a car or to reliable public transport and safe active travel options or have to spend a disproportionate amount of their income or time to travel. As a result, they have restricted access to many key opportunities and social networks, in a well-known self-reinforcing cycle of transport disadvantage and social exclusion.²⁵

Providing safe space to use affordable means of transport such as walking and cycling is expected to reduce inequalities in the area. A good example regards the London cycle hire scheme. Stations in the initial roll-out of the scheme tended to be more frequently placed in richer areas, although the subsequent extension to East London boroughs such as Tower Hamlets offset this and resulted in a marked increase in the share of trips made by people from more deprived areas. This highlights the importance of providing active travel infrastructure and facilities in poorer areas, where people more often lack car access.²⁵

Local economy vitality

Brick Lane public realm improvement and the provision of cycle stands, parklets and more space for distancing thanks timed road closures are expected to benefit local businesses and resulting jobs maintained and created. Research has found that walking and cycling projects can increase retail sales by 30% or more.²² This will impact **all groups** positively, especially **lower-income households that** may be facing a financial hit from the pandemic. They are more likely to have stopped working or to work part-time to accommodate childcare and to work in industry sectors that have been hit by the pandemic, such as the retail, culture and hospitality sectors that are very much present in the Brick Lane area.

It is expected that creating a more attractive environment as well as outdoor spaces for sitting areas and shop spill-outs to allow social distancing will help businesses recover, employ people again and thrive. Brick Lane temporary closures over the last Summer were much welcomed by visitors

Research has found that while retail rental values rose by 7.5% in some improved London streets, there was an almost negligible impact on residential values, helping to counter concerns that street improvements, by themselves, will further inflate house prices and encourage gentrification.²⁶ In areas where the public realm is improved and made more suitable to walk and cycle, it was found that retail revenues increase by around 30%²², which would mitigate small increases in retail rental values and benefit all socio-economic groups through the provision of jobs.

In the contrary, in lower income areas, crowding is higher and access to green space often lower than in richer areas, and so the benefit linked to the provision of quality usable street space for dwelling, socializing, playing, sitting outside is greater.²⁵

and residents. According to a survey, residents strongly supported road closures with between 60-70% wanting Brick Lane closures to be in place 24/7. 80% also supported closures on residential streets. Visitors also supported Brick Lane closure with 72% wanting the closures to be in place 24/7. Most visitor comments asked why the closures had been taken out and wanted them back permanently.

Finally, we have seen in above group assessment sections that the proposals were expecting to impact positively all groups that are more likely to live in poverty in the Spitalfields and Banglatown ward, such as Black and minority ethnic community members, disabled people, children, older people, single parents and women.

Section 5 – Impact Analysis and Action Plan

Recommendation	Key activity	Progress milestones including target dates for either completion or progress	Officer responsible	Progress
Share information on consultation results and final proposals	Final consultation results and final proposals to be shared with all addresses in the consultation area and be made available online.	June 2021	Liveable Streets Programme lead	In progress
Engagement will continue throughout the next stages of the project as schemes are detailed.	Share information on the final scheme and programme of the detailed design and works. Ensure that the opportunities for feedback are provided and advertised widely to ensure that those that want to be further engaged in the programme are able to do so. Information should be shared via existing channels including newsletter, web, mailing list All feedback will be reviewed. Meetings to be sort with key stakeholders and key groups identified within the EqlA regarding detailed design and to get feedback for the review. Information letters delivered to properties in the vicinity of the works and posters put up in the area prior to works starting.	June 2021 onwards	Liveable Streets Programme lead	In progress
Implement approved proposals under an Experimental Traffic	Ensure scheme is undertaken using experimental traffic orders to enable the team to gather data and analysis the impacts of the scheme once it is place. This should form part of the overall review	June 2021 onwards	Liveable Streets Programme lead	In progress
Continue to liaise with SNT, Met Police re safety in neighbourhood areas.	Often local issues are raised via the Safer Neighbourhood Teams and Met Police ensure regular updates across the programme to identify where changes may cause conflict for the different user groups.	Ongoing	Liveable Streets Programme lead	In progress
Continue Engagement with emergency services	Continue discussions as the project at the user group meetings as well as individual meetings held at each detailed design stage	Ongoing	Liveable Streets Programme lead	In progress
Undertake further surveys to obtain data to correlate with existing baseline data held prior to starting the scheme	Undertake surveys following completion of the scheme, to match those outlined in the cabinet report including but not limited to air quality traffic counts, collisions, economic data and noise pollution	2021	Liveable Streets Programme lead	In progress
Yearly survey	Carry out a survey to determine how people travel and highlight ongoing issues, similar to resident's surveys	Yearly	Liveable Streets Programme lead	In progress
Full review to take place 3 years after	Independent review to be carried out	2023	Liveable Streets Programme	In progress

the commencement of the project			lead	
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Section 6 – Monitoring

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

Yes?

No?

Describe how this will be undertaken:

Monitoring processes put in place to check impact on equality groups are:

Monitoring during the design process

The EqlA evaluates the impacts designs have on different groups within the community including people from different ethnic groups, different age groups, different religions, different genders, disabled people and people with different sexual orientations. The EqlA is helping us to ensure that projects are fair and do not negatively impact equality groups in disproportional ways and will generally impact all groups positively.

The present EqlA is a 'live document' and informs engagement consultants on the protected groups they need to consult and designers on how to create inclusive designs. As engagement and proposals progress following the design process, the EqlA is reviewed and updated accordingly.

During engagement activities, we make sure to register demographics data when respondents agree to ensure all groups are consulted and fill any potential gaps.





Monitoring during and after installation

Both quantitative and qualitative surveys will be undertaken on a yearly basis to obtain data to correlate with existing baseline data held prior to starting the scheme, as well as to collect resident, stakeholder, business and visitor satisfaction levels.

A full review will take place 3 years after the installation of the scheme.

Appendix A

Equality Impact Assessment Decision Rating

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



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<p>Individual Mayoral Decision</p> <p>26 May 2021</p>	
<p>Report of Karen Swift, Divisional Director Housing & Regeneration</p>	<p>Classification: Unrestricted</p>
<p>Approval of report and recommendations following the Scrutiny Challenge Session: The Homelessness Reduction Act (2017) One Year on</p>	

Lead Member	Councillor Danny Hassell, Cabinet Member for Housing
Originating Officer(s)	Una Bedford, Strategy & Policy Officer (Place)
Wards affected	All wards
Key Decision?	No
Forward Plan Notice Published	16 March 2020
Reason for Key Decision	This report has been reviewed as not meeting the Key Decision criteria.
Strategic Plan Priority / Outcome	<ol style="list-style-type: none"> 1. People are aspirational, independent and have equal access to opportunities: 2. A borough that our residents are proud of and love to live in. 3. A dynamic outcomes-based Council using digital innovation and partnership working to respond to the changing needs of our borough.

Executive Summary

This report details the recommendations of the Housing and Regeneration Scrutiny Sub-committee following the scrutiny challenge session held on 2nd March 2020. The challenge session set out to understand the impacts of the new Act on residents and on the council, which have arisen from the implementation of the Homelessness Reduction Act (HRA - 2017), which came into effect from 3rd April 2018.

The challenge session was held just before the first National lockdown was introduced because of the emerging Covid-19 pandemic. Consequently, the Council's scrutiny activities were curtailed with the resumption of its activity in the autumn of 2020.

Over that period, the membership and chair of the H&RSSC changed and work to improve the Housing Options Service was progressed. At the first "re-convened" meeting held on 3rd November 2020, Members were not able to approve the report and its findings, due to the effluxion of time, and requested that:

1. A resumed/additional challenge session be arranged to re-explore the matters raised in the report and draft new recommendations, if appropriate.
2. Any resumed/new challenge session to include consideration of evidence provided by councillors from beyond the sub-committee.

After further discussion between the Chair and senior officers, it was agreed that the report arising from the challenge session would be distributed to both current and previous sub-committee Members for them to review content and suggest amended recommendations.

In the time between holding the challenge session and the resumption of the H&RSSC meetings, the Housing Options Service has continued to push forward with its transformation programme and has developed its operational practices to encompass appropriate ways of working as necessitated by the pandemic. Therefore, as a consequence of time moving on since the original scrutiny challenge session, while all the recommendations are accepted by the Housing Options Service, some of the recommendations within this report will not be progressed until such time that we move out of national lockdown and return to normal business as usual activity - see recommendations 1, 2 and 5 within the Action plan.

Other recommendations, namely 2,3,7 and 8, have already been superseded by the operational changes arising from the pandemic. It is important to note that the Housing Options Service has, since the original scrutiny challenge session, embarked on the Customer Access Programme, including the soon to be launched new automated customer self-service (ACD) programme and commenced the Homelessness Transformation Programme. This will ensure service is more efficient, offers better outcomes and service improvement for applicants. The Action Plan in Appendix 2 clearly demonstrates where the Housing Options Service has moved forward since the original challenge session and provides the rationale where certain recommendations will be followed at a later date or have been adapted due to changes in the delivery of the Housing Options Service.

As a result, the original report and recommendations emanating from the challenge session has been amended, as discussed with the Chair and current members, to reflect the progress of the Housing Options Service. The final report and recommendations were approved at the recent meeting of the H&RSSC on 10th February 2021.

Recommendations:

The Mayor is recommended to:

1. Consider the report (Appendix 1) of the scrutiny challenge session on Homelessness Reduction Act (2017) One year on and agree the action plan (Appendix 2) in response to the report recommendations.

1 REASONS FOR THE DECISIONS

- 1.1 The scrutiny challenge session was commissioned, as part of the Housing and Regeneration Scrutiny Sub-Committee's work programme, to understand the impacts on residents and the Council which have arisen from the implementation

of the Homelessness Reduction Act (HRA - 2017), which came into effect from 3rd April 2018.

- 1.2 This report seeks the endorsement of the cabinet for the challenge session recommendations. The Council's constitution requires the Executive to respond to recommendations from scrutiny and this report fulfils that requirement.

2 ALTERNATIVE OPTIONS

- 2.1 To take no action, or not to agree the recommendations set out in the report is not advisable as the report outlines work undertaken by Councillors, officers and external partners to identify areas of improvement and the Council's response which identifies actions it will take to respond to these scrutiny recommendations.

3 DETAILS OF THE REPORT

- 3.1 The Homelessness Reduction Act (2017), which came into effect from 3rd April 2018. The Act was the most significant change in the statutory approach to homelessness since the Housing (Homeless Persons) Act 1977.
- 3.2 The Act placed new legal duties on local authorities to ensure that everyone who is homeless or at risk of homelessness will have access to meaningful help, irrespective of their priority need status, as long as they are eligible for assistance.
- 3.3 The Homelessness Reduction Act (HRA) added two new duties to the original statutory rehousing duty: the duty to prevent homelessness, and the duty to relieve homelessness.
- 3.4 Further new provisions introduced by the HRA include:
- A duty to prevent and relieve homelessness
 - A requirement to carry out an assessment and personalised housing plan
 - Public bodies now have a duty to refer people whom they know are threatened with homelessness
 - Applicants have the right to ask for a review of any points of the new legislation
- 3.5 This challenge session set out to provide the Sub-Committee with a clear understanding of how the HRA has impacted on both residents who seek homelessness advice in the Borough. This has resulted in the Sub-Committee making recommendations for service improvement as part of the Council's wider review of Homelessness provision in the Borough.
- 3.6 The challenge session heard evidence from senior officers from the Housing Options Service. The session identified several key areas where the council can make changes to improve the council's homelessness provision and the service provided to residents who seek the council's assistance.
- 3.7 The challenge session made eight recommendations to enhance the service provided to residents from the Housing Options Service in relation to the council's duties contained within the Act. The report with recommendations is attached at Appendix 1.

Recommendation 1: Benchmark against other authorities' customer journeys and identify best practice which achieves effective service provision, straight-forward customer access, useful Personal Housing Plans and good-quality decisions.

In order to independently gauge the quality of the customer service that clients currently receive, post pandemic when the Housing Options Service returns to business as usual, commission mystery shopping to test all aspects of the current service, including but not limited to timeliness, accessibility and appropriateness of the advice and support provided. The resulting report should be brought back to a future Housing & Regeneration Scrutiny Sub-committee as well as the Mayor and Cabinet to inform future scrutiny work.

Recommendation 2: Consider developing the 'House for Good' application and scope to assess its validity as a route to channel shift enquiries from applicants. This may be particularly useful for younger applicants who are more 'tech savvy' who use mobile phones to access the internet and social media.

Recommendation 3: Develop guidelines for the use of cubicle/interview room facilities particularly when using them in the instances where sensitive and personal information is discussed relating to a service user. Ensure that managers regularly monitor compliance with these guidelines.

Recommendation 4: The Housing Options Service develops and implements a plan to improve staff satisfaction informed by the staff survey. The plan may include performance indicators, training, regular team meetings and one-to-one as actions.

Recommendation 5: Housing Options Service to promote and publicise the good work carried by officers not just internally within the Housing Options Service but to use opportunities corporately and among partners to promote officers within the Service. This will provide recognition and a sense of value to officers.

Recommendation 6: Develop and implement a plan for a new IT solution which is effective and efficient for the Housing Options Service.

Recommendation 7: Urgently take action to significantly reduce the number of people (1,200) awaiting a decision on their homelessness approach, including setting a target for the 31st March 2022 and identifying the resources needed to achieve this outcome over and above the six additional members of staff already being recruited for this purpose if that is what is necessary.

Recommendation 8: Urgently provide details Housing & Regeneration Scrutiny Sub-committee of the number of single homeless people who have (a) approached LBTH under the Homelessness Reduction Act 2017 and (b) been provided with a Personal Housing Plan and (c) been helped to find a private tenancy in 2018/19 and 2019/20, and for the first nine months in 2020/21

4 EQUALITIES IMPLICATIONS

4.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct under the Act;

- Advance equality of opportunity between people who share those protected characteristics and people who do not; and
- Foster good relations between people who share those characteristics and people who do not.

4.2 The Housing Options Service has a critical role in ensuring that the council meets its duties as under the Act by ensuring that residents receive the housing advice and support that they need .

4.3 This report seeks to ensure that these recommendations can be acted on to further assist the Housing Options Service in its Homelessness Transformation Project which has, since the original challenge session, been instigated bringing service improvements to ensure the provision of housing advice and support for residents meets the expectations and needs of residents.

5 OTHER STATUTORY IMPLICATIONS

5.1 This section of the report is used to highlight further specific statutory implications that are either not covered in the main body of the report or are required to be highlighted to ensure decision makers give them proper consideration. Examples of other implications may be:

- Best Value Implications,
- Consultations,
- Environmental (including air quality),
- Risk Management,
- Crime Reduction,
- Safeguarding.
- Data Protection / Privacy Impact Assessment.

5.2 There are no other statutory implications.

6 COMMENTS OF THE CHIEF FINANCE OFFICER

6.1 There are no direct financial implications emanating from this report which approval of the recommendations made by the Housing and Regeneration Scrutiny Subcommittee following the scrutiny challenge session held on 2nd March 2020 relating to the impact that the Homelessness Reduction Act has had on residents and the Council.

6.2 The Homelessness Reduction Act places new legal duties on LBTH to ensure that everyone who is homeless or at risk of homelessness will have access to meaningful help, irrespective of their priority need status, as long as they are eligible for assistance. LBTH received £1,554,181 of Homelessness Reduction Act (New Burdens) funding for the three-year period 2017/18 go 2019/20 to fund the implementation of these duties, apportioned as follows

- 2017/18 - £585,565
- 2018/19 - £511,646
- 2019/20 - £483,970

- 6.3 This funding was predominantly used on additional staffing. These posts were recruited too on fixed term contracts and any unspent funding was transferred to an earmarked reserve at the end of each financial year. The balance on the reserve is currently £535,776. This reserve balance will be utilised to meet any further cost of implementing the recommendations outlined in this report.
- 6.4 It is proposed that any ongoing costs relating to the implementation of the Homelessness Reduction Act will be contained within existing budgetary provision.

7 COMMENTS OF LEGAL SERVICES

- 7.1 The Homelessness Reduction Act 2017 (“HRA”) introduced with effect from 3 April 2018, placed additional duties on housing authorities, requiring earlier intervention and for steps to be taken to ‘prevent’ homelessness and to provide ‘relief’ from homelessness. Homeless applicants are entitled to assistance to avoid becoming homeless, those already experiencing homelessness are now able to access assistance regardless of whether they have a priority need.
- 7.2 Some of the key measures in the HRA included:
1. Requiring housing authorities to provide advice and information regarding homelessness and its prevention;
 2. Extending the period during which an authority should treat someone as threatened with homelessness from 28 to 56 days (including when a valid section 21 notice has been served and is due to expire within 56 days);
 3. New duties to prevent and relieve homelessness regardless of priority need and intentionality, including support to help prevent homelessness for people not locally connected;
 4. Introducing assessments and personalised housing plans (PHPs), setting out the actions housing authorities and individuals will take to secure accommodation; and
 5. Introducing for public bodies a new ‘duty to refer’ to a housing authority any consenting individual they come across who is homeless or threatened with homelessness
- 7.3 Personal Housing Plans must be tailored to the applicant’s particular needs and steps should be recorded clearly. Homeless applicants have a right to review the decisions made by the Council, so it is important that those decisions are sufficiently detailed and provided in a timely manner in accordance with any legislative requirements. Recommendation 7 will assist in compliance with these requirements.
- 7.4 The Homelessness Act 2002 requires the council to have a homelessness strategy. The recommendations in the report, if approved should be reflected in the strategy.
- 7.5 When considering the recommendations regard must be given to the public sector equalities duty to eliminate unlawful conduct under Section 149 Equality Act 2010. It requires the Council, when exercising its functions, to have ‘due regard’ to the need to eliminate discrimination (both direct and indirect discrimination), harassment and victimization and other conduct prohibited under the Act, and to advance equality of opportunity and foster good relations between those who share a ‘protected characteristic’ and those who do not share that protected characteristics. The recommendations are consistent with these duties.

Linked Reports, Appendices and Background Documents

Linked Report

- NONE.

Appendices.

- Appendix 1: Report of the Housing and Regeneration Scrutiny Sub-Committee 'The Homelessness Reduction Act (2017) – One year on'.
- Appendix 2: Action Plan arising from the Homelessness Reduction Act (2017) – One year on challenge session.

Background Documents

- NONE

Officer contact details for documents: Una Bedford: una.bedford@towerhamlets.gov.uk;

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**Tower Hamlets Housing and
Regeneration Scrutiny
Sub-Committee**

**The Homelessness Reduction Act
One year on**

Scrutiny Challenge Session



April 2020

Chair's Foreword

I am pleased to present this report which considers the impact of the implementation of the Homelessness Reduction Act (2017) on residents and the Council which brought new duties and ways of working for officers.

The Challenge session took place before the unprecedented COVID-19 pandemic and focuses on what was business as usual prior to the shift in emphasis that the pandemic brought where the Housing Options Service shifted their focus to COVID care and protect schemes for rough sleepers and ensuring the safety and well-being of single-persons and households placed in temporary accommodation.

This report therefore makes a number of practical recommendations for the Housing Options Service as the Council moves towards a normal service post-pandemic to improve the services available for providing housing options advice and support for those who are homeless or threatened with homelessness.

The recommendations focus on improving the experience of residents and exploring other ways to enhance the experience of residents who use the Housing Options Service for homelessness support and advice.

I would like to thank all of the council officers who gave their time and effort to contribute to this Review. I am also grateful to my Housing and Regeneration Scrutiny Sub-Committee colleagues for their support, advice and insights.

Councillor Dipa Das
Chair of the Housing & Regeneration Scrutiny Sub-Committee

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1. Recommendations

Recommendation	
R1	<p>Benchmark against other authorities' customer journeys and identify best practice which achieves effective service provision, straight-forward customer access, useful Personal Housing Plans and good-quality decisions.</p> <p>In order to independently gauge the quality of the customer service that clients currently receive, post pandemic when the Housing Options Service returns to business as usual, commission mystery shopping to test all aspects of the current service, including but not limited to timeliness, accessibility and appropriateness of the advice and support provided. The resulting report should be brought back to a future Housing & Regeneration Scrutiny Sub-committee as well as the Mayor and Cabinet to inform future scrutiny work.</p>
R2	<p>Consider developing the 'House for Good' application and scope to assess its validity as a route to channel shift enquiries from applicants. This may be particularly useful for younger applicants who are more 'tech savvy' who use mobile phones to access the internet and social media.</p>
R3	<p>Develop guidelines for the use of cubicle/interview room facilities particularly when using them in the instances where sensitive and personal information is discussed relating to a service user. Ensure that managers regularly monitor compliance with these guidelines.</p>
R4	<p>The Housing Options Service develops and implements a plan to improve staff satisfaction informed by the staff survey. The plan may include performance indicators, training, regular team meetings and one-to-one as actions.</p>
R5	<p>Housing Options Service to promote and publicise the good work carried by officers not just internally within the Housing Options Service but to use opportunities corporately and among partners to promote officers within the Service. This will provide recognition and a sense of value to officers.</p>
R6	<p>Develop and implement a plan for a new IT solution which is effective and efficient for the Housing Options Service.</p>
R7	<p>Urgently take action to significantly reduce the number of people (1,200) awaiting a decision on their homelessness approach, including setting a target for the 31st March 2022 and identifying the resources needed to achieve this outcome over and above the six additional members of staff already being recruited for this purpose if that is what is necessary.</p>
R8	<p>Urgently provide details Housing & Regeneration Scrutiny Sub-committee of the number of single homeless people who have (a) approached LBTH under the Homelessness Reduction Act 2017 and (b) been provided with a Personal Housing Plan and (c) been helped to find a private tenancy in 2018/19 and 2019/20, and for the first nine months in 2020/21</p>

2. Introduction

- 2.1. This scrutiny challenge session has set out to understand the impacts on residents and the Council which have arisen from the implementation of the Homelessness Reduction Act (HRA - 2017), which came into effect from 3rd April 2018. The Act was the most significant change in the statutory approach to homelessness since the Housing (Homeless Persons) Act 1977.
- 2.2. The Act places new legal duties on local authorities to ensure that everyone who is homeless or at risk of homelessness will have access to meaningful help, irrespective of their priority need status, as long as they are eligible for assistance.
- 2.3. The HRA adds two new duties to the original statutory rehousing duty: the duty to prevent homelessness, and the duty to relieve homelessness.
- 2.4. New provisions introduced by the HRA include:
 - A duty to prevent and relieve homelessness
 - A requirement to carry out an assessment and personalised housing plan
 - Public bodies now have a duty to refer people whom they know are threatened with homelessness
 - Applicants have the right to ask for a review of any points of the new legislation
- 2.5. To assist local authorities the Government provided £73m in new burdens funding for the first 2 years of the new duties and committed to completing a review of the Homelessness Reduction Act by March 2020.
- 2.6. Research from the London School of Economics¹ commissioned by London Councils evidences that this funding was insufficient.
- 2.7. Additional funding was made available through the Private Rented Sector Access fund (£19.52m) for 66 local authorities announced March 2019 for over 8000 households to be supported to access and/or sustain Assured Shorthold Tenancy (AST),
- 2.8. To date, the London Borough of Tower Hamlets (LBTH) has received £1,555,181 in new burdens funding, however, this funding stream does not go far enough.

¹ The Cost of Homelessness Services in London – An LSE Project with London Councils published Oct 2019
<https://www.londoncouncils.gov.uk/sites/default/files/LC%20final%20report%20-%20CA%20edit.pdf>

- 2.9. The Ministry for Housing, Communities and Local Government (MHCLG) set up a Homelessness Reduction Act working group, to assess the impact of the Act. It also commissioned an independent review and placed a call for evidence, considering the delivery of the HRA and costs for local authorities.
- 2.10. In December 2019, £263 million funding for local authority homelessness service for 2020-21 was announced. This is on top of £80m homelessness prevention line in the local government finance settlement and the rough sleeping funding. This is an increase of £38m on the Flexible Homelessness Support Grant (FHSG) and new burdens funding allocated 2019-20 year.
- 2.11. The Council's Housing and Regeneration Scrutiny Sub-Committee want to understand what the impact of the HRA (2017) has been on the Council's Housing Options Service who provide and deliver services for applicants who seek homelessness housing and advice. The Sub-Committees' questions included:
- How has it impacted on the homelessness provision in the Borough?
 - Has the footfall of homelessness enquiries increased?
 - Are more residents being placed in temporary accommodation as a result of the prevention and relief duties that the Act has placed on the Council?
- 2.12 This challenge session set out to provide the Sub-Committee with a clear understanding of how the HRA has impacted on both residents who seek homelessness advice in the Borough. This has resulted in the Sub-Committee making recommendations for service improvement as part of the Council's wider review of Homelessness provision in the Borough. The scrutiny challenge session was underpinned by five key questions:
- What impact has the HRA (2017) had in Tower Hamlets and what outcomes have been achieved in the Borough as a result of the HRA, including by protected groups?
 - Is the Council meeting its duties under the HRA? What are the barriers and challenges?
 - What more can the following do to tackle homelessness and prevent rough sleeping:
 - The Council (Local Housing Authority)
 - Commissioned partners
 - Statutory partners
 - Non statutory partners
 - Residents affected by homelessness
 - Government

- What has been the experience of people approaching the Council and its commissioned partners for help?
- What elements of the Act and processes are working well/not working well in Tower Hamlets and how can this be improved (including customer journey, homelessness/ housing pathways/ accommodation provisions, upstreaming preventions and innovative practice)

Challenge session approach

2.12. The challenge session was chaired by Councillor Dipa Das, Chair of the Housing and Regeneration Scrutiny Sub-Committee and supported by Una Bedford, Strategy and Policy Officer (Place); LBTH.

Housing and Regeneration Scrutiny Sub-Committee Members

Councillor Dipa Das	Housing and Regeneration Scrutiny Sub-Committee (Chair)
Councillor Sirajul Islam	Statutory Deputy Mayor & Lead Member for Housing
Councillor Andrew King	Housing and Regeneration Scrutiny Sub-Committee Member
Councillor Helal Uddin	Housing and Regeneration Scrutiny Sub-Committee Member
Councillor Andrew Wood	Housing and Regeneration Scrutiny Sub-Committee Member
Councillor Ayias Miah	Housing and Regeneration Scrutiny Sub-Committee Member
Councillor Shah Suhel Ameen	Housing and Regeneration Scrutiny Sub-Committee Member
Councillor Shad Chowdhury	Housing and Regeneration Scrutiny Sub-Committee Member
Council Leema Omar Qureshi	Housing and Regeneration Scrutiny Sub-Committee Member
Councillor Mohammed Pappu	Housing and Regeneration Scrutiny Sub-Committee Member
Anne Ambrose	Housing and Regeneration Scrutiny Co-Opted Member

The panel received evidence from the following officers:

London Borough of Tower Hamlets

Rafiqul Hoque	Head of Housing Options
Seema Chote	Team Manager, Statutory & Advocacy Team, Housing Options

3. Homelessness Legislation

- 3.1. Homelessness affects a wide range of people, covering not just people sleeping rough, but also those in temporary accommodation, sleeping temporarily at friend's houses, living in unfit dwellings and those threatened with homelessness.
- 3.2. The primary homelessness legislation in England is Part 7 of the Housing Act 1996. This sets out the statutory duty for local authorities to take action to prevent homelessness and to provide assistance to people threatened with or actually homeless.
- 3.3. In 2002, the Government amended the homelessness legislation through the Homelessness Act 2002 and the Homelessness (Priority Need for Accommodation) (England) Order 2002 to:
 - a) ensure a more strategic approach to tackling and preventing homelessness, in particular by requiring a homelessness strategy for every housing authority district; **and**,
 - b) strengthen the assistance available to people who are homeless or threatened with homelessness by extending the priority need categories to homeless 16 and 17 year olds; care leavers aged 18, 19 and 20; people who are vulnerable as a result of time spent in care, the armed forces, prison or custody, and people who are vulnerable because they have fled their home because of violence.
- 3.4. The Homelessness Reduction Act 2017 has significantly reformed England's homelessness legislation by placing duties on local authorities to intervene at earlier stages to prevent homelessness in their areas. It also requires housing authorities to provide homelessness services to all those affected, not just those who have 'priority need.' These include:
 - a) an enhanced prevention duty extending the period a household is threatened with homelessness from 28 days to 56 days, meaning that housing authorities are required to work with people to prevent homelessness at an earlier stage: **and**,
 - b) a new duty for those who are already homeless so that housing authorities will support households for 56 days to

relieve their homelessness by helping them to secure accommodation.

- 3.5. Additionally, local authorities in England have a duty to provide free advisory services to everyone in their district on preventing homelessness, securing accommodation, clarity on the rights of homeless people and those threatened with homelessness. The HRA 2017 still recognises 'priority need' so therefore, non 'priority need' households are entitled to advice and assistance only but not necessarily housing.

4. National Context

- 4.1. In November 2018 the **Local Government Association** conducted a **survey**² of English councils to gather information on their experience of the Homelessness Reduction Act (HRA) since its implementation.
- 4.2. The survey found that the number of homelessness presentations made to councils has continued to rise since the Act's implementation. The majority of councils responding to the survey attributed the increase in presentations directly to the Act. However, there are also indications that this increase in presentations is due to broader trends in homelessness.
- 4.3. The most recent data³ collated and published by the MHCLG reaffirms that the number of households assessed by Local Authorities as either homeless or threatened with homelessness has increased by 11.4% from April to June 2018 to 68,170 in April to June (Q2) 2019.
- 4.4. For the same quarter, April to June (Q2) 2019, approximately two-thirds (65.2% or 44,480) of households owed a prevention or relief duty were single households (households without children).
- 4.5. 30,670 households, or 45.0%, were identified as having one or more support needs. The most common support need was a history of

² Local Government Association 'Homelessness Reduction Act Survey 2018 - Survey Report' March 2019
<https://www.local.gov.uk/sites/default/files/documents/Homelessness%20Reduction%20Act%20Survey%20Report%202018%20v3%20WEB.pdf>

³ MHCLG Experimental Statistical First Release 18th December 2019: Statutory Homelessness; April - June 2019: England
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/852953/Statutory_Homelessness_Statistical_Release_Apr-Jun_2019.pdf

mental health problems, accounting for 14,950 households or 21.9% of households owed a duty.

- 4.6. The new duty to refer which commenced in October 2018 has risen with the number of referrals increasing to 4,340 in April to June (Q2) 2019 (compared with 3,740 January to March 2019) in England. Children's Social services made the most referrals with 740, or 17.1% of the total in Q1 of 2019 whereas in Q2 of the same year, the National Probation Service made the most referrals with 650 of 17.4% of all referrals.
- 4.7. At the same time the Act has resulted in some improvements to homelessness provision. Single homeless people have seen the benefits of an increased focus on prevention, and more targeted support. Many councils have used the Act as an opportunity to refresh their service provision, drawing together new burdens funding and the many other funding programmes which have been made available by Government.
- 4.8. More recent research carried out by Crisis⁴ has found that the change in legislation has significantly expanded access to homelessness assistance particularly for single people. The research mirrors the picture emerging from the statutory statistics showing that more people are eligible and are accessing support under the HRA. (The research formed the basis of the 'A Foot in the Door' report and is based on 984 surveys and 89 in-depth interviews across 6 local authority areas with those approaching services for support).
- 4.9. Only nine per cent of those interviewed stated they were given no support – reasons included no recourse to public funds, lack of local connection, not being able to provide evidence of current situation, and a general lack of eligibility for support. The research findings suggest that this is one of the most substantial changes observed since the introduction of the HRA and that the change in legislation has had a noticeable impact on widening access to single homeless people
- 4.10. The implementation of the HRA has brought significant new burdens to English local housing authorities. Local housing authorities have seen increased footfall, and an increased administrative burden associated with each case.
- 4.11. In November 2018, the LGA conducted a survey⁵ of councils to gather information on their experience of the Homelessness Reduction Act (HRA) since its implementation. Many report that H-CLIC data

⁴ A Foot In The Door: Experiences of the Homelessness Reduction Act (March 2020)
https://www.crisis.org.uk/media/241742/a_foot_in_the_door_2020.pdf

⁵ LGA - Homelessness Reduction Act Survey 2018 - Survey Report (March 2019)
<https://www.local.gov.uk/sites/default/files/documents/Homelessness%20Reduction%20Act%20Survey%20Report%202018%20v3%20WEB.pdf>

collection system, (Homelessness case level collection), continues to impose a significant administrative burden six months after the Act's implementation, to the extent that council officers are being diverted from core work. One third of respondents to the LGA's⁶ survey on the Act did not think they had been sufficiently resourced to deliver their new duties.

- 4.12. The Act is also not having the anticipated effect on temporary accommodation costs, and demand for temporary accommodation is increasing as a wider range of people are owed interim housing duties. However, moving people onto settled housing, and sustaining the tenancies of those already in housing, is becoming increasingly difficult as freezes to the local housing allowance rate continue to widen the gap with housing support and rents. This is likely to have a significant and rising cost implication for councils, which will require a review of new burdens funding.
- 4.13. The Act has not improved the availability of the tools which local authorities need to successfully prevent and relieve homelessness, i.e. affordable housing, sustainable funding for services, and the support of a wide range of public sector partners. The intention and ambition of the HRA is being constrained by the housing market, welfare system and funding.
- 4.14. In particular, the local authority finance context is having a significant impact on councils' ability to prevent homelessness, with the previously cited LGA analysis showing that local homelessness services are facing a £421 million spending gap by 2024/25.
- 4.15. The Duty to Refer has seen an increase in referrals, but councils' ability to work in partnership is again limited by broader cuts to services. In this context, councils have expressed concerns that the Duty does not incentivise upstream prevention work by a broad range of services, but instead risks a shunt in responsibility.
- 4.16. As a result, research using data and information across England illustrates that councils are constrained in their ability to help people, even as homelessness demand pressures increase.

5. Local Context

- 5.1. There has been an increase in the footfall count of homelessness presentations overall, of around 8 per cent compared to the period prior to the implementation of the Homelessness Reduction Act.
- 5.2. The Housing Options team has seen an increase in homeless approaches from singles and early intervention opportunities. This has

resulted in an increase in the number of single persons in temporary accommodation because officers are unable to prevent their homelessness due to lack of affordable accommodation in the Borough.

- 5.3. A considerable number of approaches to the Housing Options Service are from those who have been evicted or threatened with eviction where they have been residing with family or friends.
- 5.4. The chronic shortage of affordable housing in the Borough and the consequent inability to meet current demand lie at the root of Tower Hamlets' homelessness situation. As well as the Borough's changing demographics and socio-economic profile, central government funding, and the additional burdens placed on English local authorities as a result of the HRA (2017) has led to the prediction that this trend is set to continue.
- 5.5. The Private Rental Sector is often the Council's only option for securing accommodation and the Housing Options Team recognises that there is a need to procure more accommodation from within this sector to meet housing need.

6. Findings and Recommendations

- 6.1 The Council has utilised funding opportunities which have been made available to all local housing authorities: Private Rented Sector Access Fund, 'No First Night Out', Transitional Insurance, the Private Rented Sector Team Rough Sleeping Initiative and the Flexible Housing Support Grant.
- 6.2 However in most cases, submitting a bid for these funding streams is time limited and this can pose a challenge for the Housing Options Service as managers are moved from day-to-day operational functions to prepare and write bids for funding. Similarly, the procurement and process for amending existing contracts to implement initiatives is not always clear and often slow. Uncertainty over future funding makes it difficult to plan services and retain staff.
- 6.3 There has been some success in improving and increasing working in partnership with other agencies and service providers which include:
 - Work undertaken within East London Housing Partnership identifying gaps to tackle roughs sleeping in East London - Navigators for ELHP.
 - Recent funding for Independent Domestic Violence Advisors and Floating Support for Domestic Abuse cases working in partnership with the Violence Against Girls and Women team.

- Mediation Services – the Service has increased its in-house provision and works with external partners to improve prevention to keep applicants in their existing accommodation.
- Complex need cases in supported accommodation requiring end of life care – identified gap in service requires developing through Integrated Commissioning Service.

6.4 The Housing Options team recognises that the increased footfall of clients seeking homelessness or housing advice necessitates better ways of managing processes along the customers journey to facilitate service improvement and better customer access. Officers are seeking a better understanding of customers’ needs and the reasons why they access Albert Jacobs House.

Recommendation 1:

Benchmark against other authorities’ customer journeys and identify best practice which achieves effective service provision, straight-forward customer access, useful Personal Housing Plans and good-quality decisions.

In order to independently gauge the quality of the customer service that clients currently receive, post pandemic when the Housing Options Service returns to business as usual, commission mystery shopping to test all aspects of the current service, including but not limited to timeliness, accessibility and appropriateness of the advice and support provided. The resulting report should be brought back to a future Housing & Regeneration Scrutiny Sub-committee as well as the Mayor and Cabinet to inform future scrutiny work.

- 6.5 The intention is to use this data to channel shift – to allow service users more choice and access to information; to ensure better outcomes for service users and the Council. The channel shift could involve using the Customer Contact Centre to deal with general and non-complex Housing Options enquiries or improving customer’s ability to self-help via information on the Council’s Housing Options Internet pages. It is hoped that this will also free up staff on duty to allow them more time to better manage their case work and to improve decision making.
- 6.6 With the current constraints on resources within the Housing Options Service due to the increased demand and workload pressures as a direct consequence of the pandemic, now would not be the appropriate time to conduct this benchmarking work or to carry out a mystery shopping exercise given these extraordinary times.
- 6.7 Despite the pandemic, and since the Scrutiny Challenge session of March 2020, the Housing Options Service has been transforming its services to meet the needs of customers. It would be more beneficial to undertake this work once we move out of the pandemic situation and

have returned to business as usual, once the current level of demand and workload of the team return to normal.

Recommendation 2:

Consider developing the 'House for Good' application and scope to assess its validity as a route to channel shift enquiries from applicants. This may be particularly useful for younger applicants who are more 'tech savvy' who use mobile phones to access the internet and social media.

- 6.8 The Housing Options Service are part of the second wave of Customer Access Programme and officers are currently producing a Project Initiation Document to bring about changes in the long and short term - to include an expert advisor to assist with the delivery of service improvements through the lens of customer and prevention.
- 6.9 The Housing Options Service recognises that a review needs to be undertaken of its triage service to reduce the number of officers involved in a case. At present there remains considerable duplication within the triage process and the Service needs to effectively filter reception, online, telephone and Duty to Refer contacts. This will mean that the current structure within the Service will need to be redesigned with the possibility that separate singles and family's teams are created.
- 6.10 The Housing Options Service is aware that the environment within the contact centre is not always conducive and welcoming to service users and work is planned to refresh this area. Despite there being cubicles and private interview rooms to meet with service users, these are not always used. Further concern was expressed by members that the appropriate settings are not always used when conducting delicate and highly personal interviews where there is a safeguarding or perceived threat of violence against a service users.

Recommendation 3:

Develop guidelines for the use of cubicle/interview room facilities particularly when using them in the instances where sensitive and personal information is discussed relating to a service user. Ensure that managers regularly monitor compliance with these guidelines

- 6.11 In addition any restructure process will take a wider look at how Lead Professional, Complex Assessment, Housing Options Singles and Housing Advice Teams interlink on casework to ensure the service is customer centric.
- 6.12 To facilitate these changes, the Housing Options Service has had approval and agreement to recruit a Service Improvement Team to

implement changes required over the next 12 to 24 months and beyond.

- 6.13 The complexity of cases and time spent by staff in carrying out assessments has led to an increase in demand and pressure on staff. The Homelessness Reduction Act has brought higher expectation on officers to keep clients informed and added to the administrative burdens on staff.

Recommendation 4:

The Housing Options Service develops and implements a plan to improve staff satisfaction informed by the staff survey. The plan may include performance indicators, training, regular team meetings and one-to-one as actions.

- 6.14 The morale of staff within the Service is consequently low while staffing turnover is high and this contributes further to increased stress and pressures on staff.
- 6.15 There is presently 1200 cases still outstanding (in terms of a decision). The backlog of work remains a major concern, with the Service having taken on six additional staff to tackle backlog within next 9-12 months.
- 6.16 It is a challenge for the Housing Options Service to recruit and retain skilled temporary staff (agency/fixed term). This is attributable to the increased demand, particularly in London for Homeless/Housing Options officers since the introduction of Homelessness Reduction Act 2017.
- 6.17 Where practical, posts are now first being offered to internal staff. This however is time consuming and mean that other staff have to back-fill posts.

Recommendation 5:

Housing Options Service to promote and publicise the good work carried by officers not just internally within the Housing Options Service but to use opportunities corporately and among partners to promote officers within the Service. This will provide recognition and a sense of value to officers.

- 6.18 Staff within the Housing Options Service are also hindered by having to use multiple IT systems to process homelessness enquiries and applications. Having these numerous IT systems leads to the duplication of work (information and processes) which are onerous and time consuming for staff creating implications in reporting. This has a major impact both on service delivery and staff morale.

Recommendation 6:

Develop and implement a plan for a new IT solution which is effective and efficient for the Housing Options Service.

6.19 Following the resumption of the Council's scrutiny activities in November 2020, additional recommendations (R7 and R8) were submitted by committee members.

6.20 **Recommendation 7:**

Urgently take action to significantly reduce the number of people (1,200) awaiting a decision on their homelessness approach, including setting a target for the 31st March 2022 and identifying the resources needed to achieve this outcome over and above the six additional members of staff already being recruited for this purpose if that is what is necessary.

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ence to these cases to ensure that a dedicated resource is assessing these cases.

6.21 A team of six officers, (including a team principal officer), have been in place since August 2020. These officers are working to reduce all outstanding homelessness decisions up to 31st December 2019. The Housing Options Service, like most local authorities, have had difficulties in recruiting and retaining experienced contractors, due to the demand and competition in the recruitment marketplace. As at the 15th January 2021, there was a total of 852 cases still outstanding. When the team commenced this project, there were 1269 cases outstanding. The backlog team anticipate that these cases will be cleared by 31st May 2021.

6.22 Any outstanding cases from 1st January 2020, are being cleared by the existing compliment of case officers from within their caseload. The Housing Options Service would welcome further resources to speed up the determination of all outstanding main duty decisions.

6.23 **Recommendation 8:**

Urgently provide details Housing & Regeneration Scrutiny Sub-committee of the number of single homeless people who have (a) approached LBTH under the Homelessness Reduction Act 2017 and (b) been provided with a Personal Housing Plan and (c) been helped to find a private tenancy in 2018/19 and 2019/20, and for the first nine months in 2020/21.

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, may take a little while to provide. The Service will endeavour to provide this information at the earliest opportunity to the Housing and Regeneration Scrutiny Sub-committee.

Appendix 2: Action Plan arising from the Homelessness Reduction Act (2017) – One year on challenge session

Recommendation	Rationale	Action	Responsibility	Date to be Completed
<p>Recommendation 1: Benchmark against other authorities' customer journeys and identify best practice which achieves effective service provision, straight-forward customer access, useful Personal Housing Plans and good-quality decisions.</p> <p>In order to independently gauge the quality of the customer service that clients currently receive, post pandemic when the Housing Options Service returns to business as usual, commission mystery shopping to test all aspects of the current service, including but not limited to timeliness, accessibility and appropriateness of the advice and support provided. The resulting report should be brought back to a future Housing & Regeneration Scrutiny Sub-committee as well as the Mayor and Cabinet to inform future scrutiny work.</p>	<p>The challenge session aimed to provide a clear understanding of how the Homelessness Reduction Act has impacted on residents who seek homelessness advice in the Borough. These actions will provide a further 'deep dive' into the customer experience and will be invaluable as the Housing Options Service continues with its Transformation Programme</p>	<p>The pandemic has led to constraints on resources within the Housing Options Service due to the increased demand and workload pressures. As a result, now would not be the appropriate time to conduct this benchmarking work or to carry out a mystery shopping exercise given these extraordinary times.</p> <p>Once the pandemic recedes and the Service (and its peers within other local authorities) operate under more normal business conditions, benchmarking and mystery shopping can be used to inform further service improvements.</p> <p>Some benchmarking work has been undertaken, and good practice ideas explored as part of the customer access programme to improve service delivery for customers. As part of the homeless transformation programme, performance measures were also compared looking specifically at numbers in T/As and prevention and relief outcomes and PRS lets.</p>	<p>Riad Akbur</p>	<p>30th September 2021</p>
<p>Recommendation 2: Consider</p>	<p>The Housing Options Service</p>	<p>As a result of the pandemic and the shift</p>	<p>Riad Akbur</p>	<p>30th June</p>


<p>developing the 'House for Good' application and scope to assess its validity as a route to channel shift enquiries from applicants. This may be particularly useful for younger applicants who are more 'tech savvy' who use mobile phones to access the internet and social media.</p>	<p>recognises that a review needs to be undertaken of its triage service to reduce the number of officers involved in a case.</p> <p>At present, there remains considerable duplication within the triage process and the Service needs to effectively filter reception, online, telephone and Duty to Refer contacts. This will mean that the current structure within the Service will need to be redesigned.</p>	<p>away from face to face appointments, in the interests of health and safety, the Housing Options Service has already made changes to ways of working, operational practice and procedures.</p> <p>The Customer Access programme has begun in earnest looking at telephony, web-content, self-service, and the use of IT solutions to conduct telephone interviews /appointments with customers</p>		2021
<p>Recommendation 3: Develop guidelines for the use of cubicle/interview room facilities particularly when using them in the instances where sensitive and personal information is discussed relating to a service user. Ensure that managers regularly monitor compliance with these guidelines.</p>	<p>The Housing Options Service is aware that the environment within the contact centre is not always conducive and welcoming to service users and work is planned to refresh this area. Despite there being cubicles and private interview rooms to meet with service users, these are not always used. Further concern was expressed by members that the appropriate settings are not always used when conducting delicate and highly personal interviews where there is a safeguarding or perceived threat of violence against a service user.</p>	<p>Risks Assessments relating to 'Receiving/interviewing clients at the Reception desk' will be reviewed as part of the planned move to Mulberry Place to ensure mitigations are in place to deal with the limited number of screened interview rooms available at MP. This will enable officers to maintain confidentiality at all times and guarantee staff safety and that of residents.</p> <p>DAHA accreditation is being progressed by the Service and is expected to be completed by the end of the financial year.</p>	Lade Ogunseitan & Seema Chote	30 th April 2021

<p>Recommendation 4: The Housing Options Service develops and implements a plan to improve staff satisfaction informed by the staff survey. The plan may include performance indicators, training, regular team meetings and one-to-one as actions.</p>	<p>The challenge session heard that the morale of staff within the Service is consequently low while staffing turnover is high and this contributes further to increased stress and pressures on staff</p>	<p>Staff satisfaction and well-being is an on-going process. Regular management meetings are being held, with service meetings held monthly to keep staff up to date and supported.</p> <p>Some teams have participated in a well-being session organised through HR.</p> <p>Regular one to ones with staff are being encouraged and where appropriate staff are encouraged seek advised to use the Council's EAP.</p> <p>It has not been possible to hold a staff service away day, but if the Covid 19 Pandemic recedes, the plan is to allow staff to form a working group and plan an event perhaps in the summer period.</p> <p>Obviously, it is anticipated the customer access and homelessness transformation programme will automate some of the processes and therefore ease work pressures on staff, reducing duplication and improving efficiency. Ultimately, increasing both staff and customer satisfaction.</p>	<p>Team Managers, Staff and HR</p>	<p>30th September 2021</p>
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<p>Recommendation 5: Housing Options Service to promote and publicise the good work carried by officers not just internally within the Housing Options Service but to use opportunities corporately and among partners to promote officers within the Service. This will provide recognition and a sense of value to officers</p> <p style="text-align: center;">Page 164</p>	<p>The morale of staff within the Service is consequently low while staffing turnover is high and this contributes further to increased stress and pressures on staff.</p>	<p>The Service agrees more focus should be given on this but isn't often possible due to time constraints.</p> <p>Managers are being encouraged to nominate staff for awards. A briefing session was held with Adult Social Care and Children's Social Care promoting the Service and its good practices. More sessions will be held. There was a briefing session at the recent Safeguarding Board on homelessness and rough sleeping – which was well received, the Board recognised the great work that the team are doing in partnership with others. In addition, at the Health and Wellbeing Board - challenges during Covid 19 (on frontline homelessness services) several homeless families participated and talked about their homelessness experiences during these challenging times. One of the households spoke very highly of officers who delivered and provided support as well as Private rented sector accommodation for them.</p> <p>A plan will be devised to ensure the good work staff do is promoted more.</p>	<p>Team Managers & Lade Ogunseitan</p>	<p>31st May 2021</p>
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<p>Recommendation 6: Develop and implement a plan for a new IT solution which is effective and efficient for the Housing Options Service.</p>	<p>Staff within the Housing Options Service are also hindered by having to use multiple IT systems to process homelessness enquiries and applications. Having these numerous IT systems leads to the duplication of work (information and processes) which are onerous and time consuming for staff creating implications in reporting. This has a major impact both on service delivery and staff morale.</p>	<p>The Housing Options Service is updating its web content to enable applicants to 'self-serve'. An automated telephone call distribution system is being implemented to enable calls to be picked up by the correct teams. On-line housing and homeless application forms are being developed which will fully integrated with back office systems</p> <p>The aim is to implement these enhancements in the new financial year. More work will be needed thereafter to improve processes and streamline IT systems further.</p>	<p>Humara Qayyum & Riad Akbur</p>	<p>31st July 2021</p>
<p>Recommendation 7: Urgently take action to significantly reduce the number of people (1,200) awaiting a decision on their homelessness approach, including setting a target for the 31st March 2022 and identifying the resources needed to achieve this outcome over and above the six additional members of staff already being recruited for this purpose if that is what is necessary.</p>	<p>This refers to the backlog of outstanding main housing duty decisions which was in place at the time of the original challenge session in March 2020 (please refer to paragraph 6.15 of this report). Since then, the Housing Options Service has taken action to clear this backlog and have applied a ringfence to these cases to ensure that a dedicated resource is assessing these cases.</p>	<p>Considerable time has passed since this challenge session was held in March 2020 and during this time the Council's scrutiny work halted because of the pandemic.</p> <p>In the interim between the resumption of scrutiny work, a team of six officers, (including a team principal officer), have been in place since August 2020. These officers are working to reduce all outstanding homelessness decisions up to 31st December 2019.</p>	<p>Leighton Davies</p>	<p>31st May 2021</p>

<p>Recommendation 8: Urgently provide details Housing & Regeneration Scrutiny Sub-committee of the number of single homeless people who have (a) approached LBTH under the Homelessness Reduction Act 2017 and (b) been provided with a Personal Housing Plan and (c) been helped to find a private tenancy in 2018/19 and 2019/20, and for the first nine months in 2020/21.</p>	<p>This recommendation arose after the original challenge session and will be used to measure the number of approaches made to the Council since the HRA commenced. Together with the requirement to produce PHP's and data on the number of customers helped to find a private tenancy, this will provide a view of how the Act has impacted on service provision and service delivery for both customers and staff.</p>	<p>Post challenge session, The Housing Options Service has begun a Homelessness Transformation programme focusing on upstream homelessness prevention and relief. The brokerage of tenancies in the PRS is a key driver in the reshaping of the homelessness provision in the Borough, with the programme looking to improve customer access, journeys, outcomes satisfaction, through increased efficiencies.</p> <p>The Homelessness Transformation Programme is a 3 year 'invest to save' plan - to improve homelessness prevention/relief work and reduce the number of people in temporary accommodation, thus saving cost of temporary accommodation.</p>	<p>Humara Qayyum & Team Managers</p>	<p>31st March 2024</p>
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<p>Individual Mayoral Decision</p> <p>26 May 2021</p>	
<p>Report of: Interim Corporate Director - Resources</p>	<p>Classification: Unrestricted</p>
<p>Pass Through Policy – London Borough of Tower Hamlets Council Procedure for granting Tower Hamlets Contractors Admitted Body Status to the London Borough of Tower Hamlets Fund</p>	

Lead Member	Councillor Ronald, Lead Member for Resources and the Voluntary Sector
Originating Officer(s)	Hitesh Jolapara Miriam Adams
Wards affected	All wards
Key Decision?	Yes
Forward Plan Notice Published	15 April 2021
Reason for Key Decision	Financial Threshold
Strategic Plan Priority / Outcome	<ol style="list-style-type: none"> 1. People are aspirational, independent and have equal access to opportunities. 2. A borough that our residents are proud of and love to live in. 3. A dynamic outcomes-based Council using digital innovation and partnership working to respond to the changing needs of our borough.

Executive Summary

The Council presently does not have an agreed procedure for Pass Through-granting Contractors Admitted Body Status to the London Borough of Tower Hamlets Pension Fund. To date this has been done on a case by case basis. It is good practice to have a standard agreed policy in place to provide certainty for all impacted organisations.

Occasionally, the Council may opt to outsource some of its functions. This is not the norm, however ensuring that employees of the Council who TUPE across to contractors receive the same pension protection on TUPE is key. The default position to date has been to outsource contracts with contractors taking full responsibility for all pension risk. This has meant that contractors normally price pension costs within the quoted contract price and, in some cases, may prevent smaller contractors, who may be best placed to deliver the service, from tendering. The alternative is for the Council to share some pension risk with the Contractor under a Pass Through arrangement.

Recommendations:

The Mayor is recommended to:

1. Approve the Pass Through Policy for granting the Tower Hamlets Contractors Admitted Body Status to the London Borough of Tower Hamlets Pension Fund as set out in Appendix 1.

1 REASONS FOR THE DECISIONS

- 1.1 If the Council were not to have this in place, a specific decision would be required each time the Council chooses to grant Contractors Admitted Body status to the Pension Fund.
- 1.2 The Process for admitting contractors into the Pension Scheme has, in the past, on occasions been inconsistent and challenging to administer. It has also, in certain cases, hindered Council intention to enter into the new contracts involving the smooth transfer of Council staff to another body.

2 ALTERNATIVE OPTIONS

- 2.1 The alternative option is to do nothing.

3 DETAILS OF THE REPORT

- 3.1 Adherence to this policy (including the necessary involvement of procurement, pensions and human resources) is the responsibility of the relevant service manager for any given outsourcing.
- 3.2 Appendix 1 sets out the proposed policy

4 EQUALITIES IMPLICATIONS

- 4.1 There are no specific equalities implications arising from this report.

5 OTHER STATUTORY IMPLICATIONS

- 5.1 This section of the report is used to highlight further specific statutory implications that are either not covered in the main body of the report or are required to be highlighted to ensure decision makers give them proper consideration. Examples of other implications may be:
 - Best Value Implications,
 - Consultations,

- Environmental (including air quality),
- Risk Management,
- Crime Reduction,
- Safeguarding.
- Data Protection / Privacy Impact Assessment.

5.2 Risk Management

There are several potential risks that have to be considered as a consequence of the pensions pass through arrangement. The Council will now be reporting a higher net pensions liability than prior to the Pass Through arrangement. However, this does not represent a real material increase in the risk taken on by the Council as the Council is already the guarantor of all pension liabilities both for itself and for all controlled companies. In addition, the incorporation of a higher net pensions liability on the balance sheet of the Council does not have any broader impact on the financial standing or performance of the Council.

6 COMMENTS OF THE CHIEF FINANCE OFFICER

- 6.1 There are no direct financial implications arising from this report, however the Council would be taking on more risk than it would otherwise have done if pass through arrangements were not put in place. The adoption of this policy will allow more informed financial decisions to be made; it would also facilitate more straight forward award of such contracts, should this be deemed desirable.

7 COMMENTS OF LEGAL SERVICES

- 7.1 This report recommends the Cabinet to adopt a policy for admitting Contractors into the Local Government Pension Scheme. Employees outsourced from the Council must be offered pension benefits that are the same, better than, or count as being broadly comparable to, the Local Government Pension Scheme (Best Value Authorities Staff Transfer (Pensions) Direction 2007). This is achieved by:
- a. The employees remaining in the LGPS and the new employer becoming an admitted body to the Fund and making the requisite employer contributions; or
 - b. The employer offering the employees membership of an alternative broadly comparable scheme, as approved by the Government Actuary's Department (GAD).
- 7.2 Arrangements for admitting Contractors into the Council's LGPS fund must comply with the requirements of the LGPS (Administration) Regulations 2008 for the Administering Authority to enter into an Admission Agreement with the contractors. The contractors must meet the definition of a transferee admission body as set out in regulation 6 (2) i.e. a body that is providing or will provide either a service or assets in connection with the exercise of a function of a Scheme employer as a result of the transfer of the service or assets by means of a contract or other arrangement.
- 7.3 The Council has the legal power to share some of the pension risk in the manner referred to in the policy.
- 7.4 The operation of a pass-through policy assists the Council in achieving Best Value when outsourcing a part of its legal functions.
- 7.5 The pass-through arrangement means that a bidder in a tender process can have certainty of the value of pension contribution they will have to make throughout the lifetime of the contract if their bid is successful allowing them to price more accurately. Also, the bidder will not have to price in a contingency if there is any deficit at the end of the contract as the strain would be taken by the Council.
- 7.6 Therefore, the operation of the pass-through means that the Council pays against the actual deficit (if any) on contributions rather than as part of a potentially over inflated cost included in the service price inserted as potential contingency which might not arise.
- 7.7 There are no direct legal implications relating to the Equality Act 2010 arising from this report.
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Linked Reports, Appendices and Background Documents

Linked Reports

None

Appendices

Appendix 1 – Pass Through Policy – London Borough of Tower Hamlets Council Procedure for granting Tower Hamlets Contractors Admitted Body Status to the London Borough of Tower Hamlets Local Government Pension Fund.

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

- NONE

Officer contact details for documents:

Hitesh Jolapara – Interim Divisional Director of Finance, Procurement & Audit

Miriam Adams – Interim Head of Pensions & Treasury

London Borough of Tower Hamlets Council Procedure for granting Tower Hamlets Contractors Admitted Body Status to the London Borough of Tower Hamlets Pension Fund

This policy has been produced by London Borough of Tower Hamlets Council (LBTH) as a Scheme Employer. LBTH is also the Administering Authority for the London Borough of Tower Hamlets Pension Fund (the Fund).

Contents:

Summary of general principles

Section 1: Legislative background

Section 2: Pass Through Arrangements for London Borough of Tower Hamlets Council contractors admitted to the Pension Fund

Section 3: Outsourcings of active employees

Section 4: Bonds

SUMMARY OF GENERAL PRINCIPLES

- The employer's pension contribution as a percentage of pay is set at the outset of the contract.
- For most outsourcings the contractor will be paying a contribution rate equal to the Council's primary rate applicable at the start date of the contract (currently 18.9% of payroll for 2021/22) for the initial term of the contract.
- The Council reserves the right (for large outsourcings) to determine a bespoke employer rate, calculated by the actuary on a pass-through basis (primary rate applicable to an employer calculated on an ongoing participation basis for the specific membership involved) to ensure that it is closer to the actual rate for the workforce.
- In both cases, the Council retains responsibility for fund performance and longevity under its pass-through arrangement.
- In both cases a cessation valuation will still be carried out at termination. However, any deficit or surplus relating to the employers will become the responsibility of the Council (and be recovered over the same period as the rest of the Council deficit).
- Where the contract provides for an extension or where there is a contract renewal after the initial contract period the issue of whether to amend the rate for the extension/renewal period will be considered.
- A bond to cover the potential **redundancy** strain impact due to an employer becoming insolvent will be required. The Council decides whether a bond to cover any deficit (market-related bond) arising upon insolvency of an employer, is also required. However, the actuary will calculate both bond figures at the same time as the opening position calculations for all outsourcings.

1. LEGISLATIVE BACKGROUND

- 8** Employees outsourced from the Council must be offered pension benefits that are the same, better than, or count as being broadly comparable to, the LGPS (Best Value Authorities Staff Transfer (Pensions) Direction 2007). This is achieved by:
- c. The employees remaining in the LGPS and the new employer becoming an admitted body to the Fund and making the requisite employer contributions; or
 - d. The employer offering the employees membership of an alternative broadly comparable scheme, as approved by the Government Actuary's Department (GAD).

2. PASS THROUGH ARRANGEMENTS FOR LONDON BOROUGH OF TOWER HAMLETS COUNCIL CONTRACTORS ADMITTED TO THE FUND

- 2.1 Pass-through is an arrangement whereby the Council retains the main risks of fluctuations in the employer contribution rate during the life of the contract and the risk that the contributions paid may be insufficient to meet the employees' pension benefits at the end of the contract. Examples of risks which could cause the employer contribution rate to fluctuate could include the interest on the surplus / deficit, investment performance, changes to the discount rate, changes to longevity assumptions, a change in the membership profile. The contractor is responsible for early retirement strain costs, disproportionate salary increases and ill health retirements not approved by the Fund's occupational health physician.
- 2.2 Therefore, the Council has allocated risk to the party best able to manage it which allows for a smooth and structured transition from the Council to the Contractor, as well as smoother ongoing arrangements.
- 2.3 The Council has a method of determining the employer contribution rate, but reserves the right to use a more member-specific approach to calculating the applicable contribution rate for large outsourcings.
- 2.4 It is the Council's understanding that the contractor would account for the pension fund admission on a defined contribution basis and therefore no formal FRS102 / IAS19 report is required (the Contractor does not bear any of the liability risk). However, as the Council is retaining the pension fund risk relating to the Contractor, these liabilities will need to be included in the Council's IAS19 disclosure.
- 2.5 Whilst Regulation 64 of the Local Government Pension Scheme Regulations 2013 requires an actuarial valuation of liabilities whenever an admission agreement ceases to have effect, because any liability in the fund will be assumed by the Council, the cessation valuation will simply record no cessation debt or exit credit is payable to or from the Fund.
- 2.6 The Actuary can undertake modelling work to help the Council understand the risks that it is taking on through this pass-through arrangement.
- 2.7 The requirement for a bond is a separate issue and is covered separately in this policy.
- 2.8 Adherence to this policy (including the necessary involvement of procurement, pensions and human resources personnel) is the responsibility of the relevant responsible service manager for any given outsourcing.

3. OUTSOURCINGS OF EMPLOYEES WHO ARE ACTIVE MEMBERS IN THE FUND

- 3.1 The contractor will ordinarily be given the Council's applicable primary rate at the start date of the contract (currently 18.9% of payroll for 2021/22). However, for large outsourcings, the Council reserves the right to determine a bespoke employer rate, calculated by the actuary on a pass-through basis (primary rate applicable to an employer calculated on an ongoing participation basis for the specific membership involved) to ensure that it is closer to the actual rate for the workforce.
- 3.2 The actuary must be notified that an outsourcing has taken place.
- 3.3 The rate will be fixed for the initial term of the contract. A review will be carried out prior to any subsequent contract extensions or renewals to establish the applicable employer contribution rate for the extended/renewed contract period.
- 3.4 The Actuary's Rates and Adjustment certificate will reflect the rate applicable to the Contractor.
- 3.5 The contractor must pay the Fund the appropriate employer and employee contributions by the 19th day of the following month or 22nd of the month if paying electronically.
- 3.6 If any former Council employees leave the contractor's employment, the contract price will not be reduced to reflect a reduction in pension costs. However, cost-sharing provisions should exist in the contract and in these circumstances the Council may receive a reduction in the contract cost.
- 3.7 A cessation valuation is required at termination but no debt or credit will pass to the contractor. Any deficit or surplus relating to the contractor will become the responsibility of the Council (and be recovered over the same period as the rest of the Council deficit).

Risks	LBTH	Contractor
Surplus/deficit prior to the transfer date	✓	
Interest on surplus/deficit	✓	
Investment performance of assets held by the Fund	✓	
Changes to the discount rate that affect past service liabilities	✓	
Changes to the discount rate that affect future service accrual.	✓	
Change in longevity assumptions that affect past service liabilities	✓	
Changes to longevity that affect future accrual	✓	
Price inflation / pension increases that affect past service liabilities	✓	
Price inflation / pension increases that affect future accrual.	✓	
Exchange of pension for tax free cash (commutation rate).	✓	
Ill health retirement experience (approved by the Fund's occupational health physician)	✓	
Strain costs attributable to granting early retirements e.g. redundancy, to include strain costs attributable to granting ill-health retirements that are not approved by the fund's occupational health physician.		✓
Greater/lesser level of withdrawals	✓	
Rise in average age of employee membership	✓	
Changes to LGPS benefit package	✓	
Salary increases Increases in the employer's contribution rate which are attributable to the contractor granting pay rises that exceed those collectively		✓

negotiated for employees remaining in the Council (Excess Pay).		
Award of additional pension or augmentation		✓

3.8 The risk allocation is as follows:

3.9 The cost associated with the increased liabilities as a result of excess pay awards will be recovered over the remaining term of the contract.

4. Bonds

4.1 The contractor is obliged to carry out a risk assessment to the satisfaction of the Council on each outsourcing, and annually, to determine the level of bonds that are required.

4.2 The bonds would cover the Fund in the event that the contractor is unable to meet its liabilities, for example due to its insolvency, specifically, unpaid strain costs caused by early retirement (redundancy bond) and any outstanding deficit (market-related bond).

4.3 In all cases a redundancy bond will be required to cover early retirement strains caused by redundancies upon insolvency of the contractor.

4.4 The Council reserves the right to insist upon a market-related bond being put in place by the contractor, for example where there is a large workforce but the contract price is relatively low, or is paid up front, or where the provider is considered to have a high financial risk profile.

4.5 If the Council determines that a market-related bond is not required it must act as an explicit guarantor to the Fund.

4.6 The Admission Agreement will state the right of the Council to require the contractor to obtain a bond at any time during the lifetime of the contract.

4.7 The process for determining whether a bond is required is set out below.

4.8 The requirement for a bond, and the amount which needs to be covered by a bond, will be reviewed annually.

4.9 In addition to the bonds, the Council retains a right of set off against the contract price, which can be invoked during the term of the admission agreement if contributions are not made.

4.10 The procurement process will require all bidders to price for the redundancy bond for the life of the contract.

4.11 If a market-related bond is required, the procurement process will require all bidders to price for the bonds for the life of the contract. If the market-related bond is then not required (or the cost of obtaining the market-related bond is lower than envisaged), either on commencement of the contract or in subsequent years, the contractor will make a corresponding reduction in its contract price to reflect the costs allowed for the market-related bond for the relevant year(s).

4.12 If a market-related bond is not required, the bidders should not include a price for it but the contract should reserve the right to require a market-related bond at a later date. In this case, contractors will be permitted to pass on the costs of obtaining a market-related bond to the Council. The Council will consider whether it is more cost effective to proceed with that arrangement or whether to cover the risk to the Fund by offering an explicit guarantee from the Council.

This policy operates in agreement with the outsourcing guidance provided by Tower Hamlets Pension Fund.

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